



At the Forest Farm event is George Singer, having a little practice with his sister Megan's competition tractor

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Notes from the Editor

Success at last! Well if you did not attend Bloxam rally last weekend, you missed history in the making! After a dismal attempt to plough our plot in the working area on Saturday, Roger and I had just about ran out of ideas of what to try, it was a good thing when club member Paul Gent came over to say hello. Paul promptly came into our playpen and gave us some very helpful advice. Later on in the camping area Roger and Malcolm made the alterations and adjustments that Paul had suggested. Well what an improvement as you can see, Sunday was a more successful day.... Thank you very much chaps!!

We have a very busy schedule in the days ahead. Lots of entry forms have been included so get them back ASAP if you are thinking on attending. The 10 yr. anniversary get together around the Singers is certainly one not to miss. Daniele and I will be taking photos and talking to members to hopefully get some good material to be included in the club book we are publishing to commemorate the 10 yrs. since the club was founded. The work on the book has started and we all are very excited about it!

Plenty of events and rallies have been posted and a few ploughing matches as well so we hope to see you out and about at the shows. The weather has been kind to us so far, may it long continue!

Deadline for material to be included in the **September** issue of the NBVTC News will be **end of August** My email address is: **sandistockham@gmail.com**

Sandix

A Note from the Chairman

It seems unbelievable that it is the first week of June already, but at least the sun is shining. Let's hope that it is the beginning of a better summer than last year when nearly all of the rallies were cancelled.

It was very sad that Stoke Goldington was cancelled after such a lot of hard work had gone in to ensure that everything was in place for the show to go ahead but unfortunately it was not to be. Thankfully John Starsmore and his family stepped in and allowed the club to hold a two day event at Forest Farm instead. Although the weather was not that good the event was well attended with a ploughing practice day on the Saturday, a ploughing match on the Sunday and a BBQ on the Saturday evening for anybody who wanted to attend. A few brave campers did stay over for the whole weekend. However, some not so brave ones did go home – only to end up camping in their garden. Many thanks to everybody who attended - or took part in this event - and helped to make it an enjoyable weekend. Once again your generosity over the weekend was outstanding, raising a substantial sum of money for our designated charity for the year.

Ernie and myself attended both the Festival of Transport and the North Bucks County Show. We had two very enjoyable days out and met up with many old friends there. Our next event is the Bolnhurst Rally on June 15th/16th – weather permitting – and then Bloxham at the end of the month. I do hope that I will see some of you there.

The website is being continually updated so look out for both past and future events. Hopefully I will see a lot of our members at different events during the summer. If I don't meet up with you then I look forward to seeing you all in September – our tenth anniversary year. Where does the time go?

Regards

Malcolm

Club Subs 2013-2014

Club subscriptions will increase by £2 from October 1st 2013. Prior to this date subscriptions will remain at current rate.

This is only the second increase in subs the club has experienced. In 2006 membership had an increase of £3.



Events & Rallies

Jul 13th	Tingewick Classic Car Show in Tingewick Bucks
Jul 13th & 14th	Redbourn Steam Rally in Redbourn Herts
July 20th & 21st	NBVTc 10th Yr. Celebration @ Moulsoe Fm Mousloe
Jul 27th & 28th	Dacorum Steam & Country Fayre in Hemel H'stead Herts
Aug 3rd	Blakesley Show & Ploughing match Nr Towcester in N'hants
Aug 3rd & 4th	Great Bucks Steam & Country Fair in Shabbington Bucks
Aug 11th	The Woburn Rally in Woburn Abby MK
Aug 17th & 18th	The Lincoln Steam & Vintage Show in the Lincoln Showground
Aug 28th-Sep 1st	Great Dorset Steam Fair in Blandford Dorset
Sept 7th	Boddington Vintage Association ploughing match in Boddington
Sept 7th & 8th	Haddenham Steam Rally in Ely Cambs
Sept 8th	NPYF Ploughing Match @ Hermitage Fm Newport Pagnell
Sept 13th-15th	Old Warden Steam & Country Fayre in Biggleswade Beds
Sept 21st & 22nd	Kettering Vintage rally & Steam Fayre in Cranford N'hants
Sept 28th & 29th	Ouse Valley Vintage Working Rally in Haynes Beds
Sept 29th	Vintage Ploughing Match in Laxton Northamptonshire
Oct 6th	NBVTc Ploughing Match @ Moulsoe Fm Moulsoe

Come and celebrate with us the NBVTc 10th yr anniversary! More information is posted inside the newsletter and entry forms has also been included, he hope you can join us!

The NBVTc will again be having a stand at the Blakesley Show this year on the 3rd of August. A ploughing match will be held at 11am. Classes: Vintage Trailed, Vintage Mounted, Classic and Horticultural. For more information and wishing to take part, ring club members Gerald on 01327 261491 or Brian on 01327 260044. Also for the Boddington match on the 7th of September contact Gerald or Brian.

The Newport Pagnell Young Farmers are having a ploughing match on the 8th of September. An entry form has been included, but for more information ring Rob on 07772 352840 or Tom on 07715 589854.

Club member Chris Smyth has informed us of a ploughing match on the 29th of September in Northamptonshire, for an entry form contact Barry Moore on 01572 823703.

The NBVTc will be having their autumn ploughing match at Moulsoe Farm on the 5th of October. Entry forms have been included.

Club Nights

Our winter club nights have now ended, but I am told a new programme due to start in September is well under construction and we have some new and interesting speakers lined up for you. As soon as details are finalised they will posted on the website!

All the dates above are confirmed at publishing, however if unforeseen circumstances arise, changes/updates will be posted on our website at: www.nbvtc.org.uk



10th yr. ANNIVERSARY GET TOGETHER
July 20th & 21st 2013
Moulsoe Buildings Farm ~ Moulsoe ~ MK16 0JA

Bring your own BBQ on Saturday night
Overnight camping will be available

20 mile Sunday Road Run starting from Moulsoe
Farm and around the villages of Cranfield

Food and drink free of charge will be provided
on the day to all attending, however donations
to the MacMillan Nurses will be most welcomed

Entry forms have been included; please return
ASAP for catering purposes



Basil Edwin Wood 28th May 1942 ~ 1st May 2013

We offer our sincere condolences to his wife Glenys and their six children and grandchildren.

***Memories are the loveliest thing
They last from day to day
They can't get lost
They don't wear out and can't be given away
Rest in peace old fellow we will meet again one day***

Gary Markham

It's with great regret that we attended the Funeral of club member Basil on Monday 13th May.

Basil would be seen at many local ploughing matches and was a well known figure on the local rally circuit, attending with his Ferguson TED20 (UUG944) and later with his newly restored Massey Ferguson 35 Petrol / TVO.

To all that knew Basil, his knowledge about Fergusons was second to none; always willing to give advice or help out when you had a problem. Basil will be sadly missed.



NBVTc's Spring Ploughing Match

*by Daniele Casanova
Tractor & Farming Heritage ~ July 2013*

Over the last few years the North Bucks Vintage Tractor Club has been associated with the Stoke Goldington Steam Rally, where the Club has been responsible for the organisation of the tractor section and the working fields. This year on May the 11th and 12th the last ever Stoke Goldington show was planned, but unfortunately due to the conditions of the grounds following months of rain the organisers had no choice but to cancel it.

Left without their premier home event the NBVTC organised a special gathering at Forest Farm, Wicken, near Milton Keynes by kind permission of Club member John Starsmore, with entries offered to both Club members and guests. On Saturday a field was available for free practice and on Sunday a ploughing match was staged on another field. The event was very successful attracting over 50 tractors competing in 6 classes: Novice, Vintage Trailed, Vintage Mounted, Classic, Horticultural and Ladies. "It is a shame to have lost Stoke Goldington", commented NBVTC chairman Malcolm Foster. "Over the years it has been a successful partnership and it has been very rewarding for us to support a great local show". Asked whether the Club would be seeking another event to support with the vintage tractor section, Malcolm replied: "It is obviously a lot of hard work to be part of a large event such as the Stoke Goldington Steam Rally, but we would certainly welcome the opportunity. However, as you can see we have plenty of other possibilities for the Club to get together and create very

T: Johnny Johnson on the MF148 with Pete Shirley offering advice
M: Paul Gent tutoring his friend with some ploughing techniques
M: Richard Wray on his Oliver working John's threshing box
B: Competing in the ladies class was Megan Singer on the Ford



The NBVTC Spring ploughing competition at Forest Farm took place on Sunday morning on good weather and ground conditions

enjoyable events for members and visiting guests. And on this occasion I wish to thank John on behalf of the Club for allowing the use of his land for this weekend”.

A few Club members took the opportunity to showcase their latest restoration works. Richard Wray brought along his recently renovated Oliver 80 and ran it on Saturday pulling a mole plough, which was found on the day in the hedges around Forest Farm! This interesting piece of equipment, which had all but been forgotten, had been designed and manufactured by the Starsmore family themselves and used in their contracting work several decades ago. Another Club member who had been working around the clock to ready his latest vintage tractor for the event was Max Cherry. On Sunday he competed in the vintage trailed class using a Fordson Long Wing, which had been manufactured, in the Fordson factory in Cork, Ireland, around 1930. The restoration took 6 months of hard work as rust had severely damaged the major engine components, and Max was still working on his tractor the day before the ploughing match!

The threat of rain was a constant throughout the weekend, but luckily the competition took place on Sunday morning in good weather and ground conditions. Pete Shirley provided a novelty for our Club. Working with his Nuffield he demonstrated “high cut” ploughing, whilst Club’s vice Chairman Peter Godwin explained to those of us who had not seen this before what high cut ploughing is all about. “It’s definitely not something that you would do for your regular ploughing!” Remarked Peter, “it is about bringing the art of ploughing to the extreme. With their special ploughs trailing the so called additional “floats and boats”

T: Brian Reynolds in the Horticultural class with his Trusty
M: Max Cherry with his recently acquired Fordson Long Wing
B: Working with his Nuffield, Pete Shirley gave a “high cut” demo

the work results in a very sharp and precise cut of the soil, giving the ploughed plot a distinct finish”.

The NBVTC will be present at a number of local shows and more Club events are scheduled for the rest of the year, including a special gathering organised for the 3rd weekend of July to mark the Club’s 10th anniversary. For more information visit our website: www.nbvtc.org.uk.



NBVTC Official Score Sheets

Ploughing Match @ Forest Farm

Classes	Vintage Mounted											
Plot Nos.	4	5	6	7	8	9	10	11	12	13	14	15
Opening	14	10	12	13	14	11	13	9	8	14	9	11
Start	15	12	13	11	15	10	13	7	8	11	9	10
Seed Bed	10	10	10	10	10	10	11	8	9	9	8	8
Firmness	14	12	13	12	14	12	14	9	10	10	9	8
Uniformity	15	14	12	14	14	14	15	9	10	12	10	9
Finish	14	13	14	14	17	16	15	12	11	14	11	12
Ins & Outs	13	13	12	12	13	12	13	11	12	12	11	11
General Ap	14	14	13	13	15	15	16	11	13	14	11	12
Total	109	98	99	99	112	100	110	76	81	96	78	81

Classes	Vintage Mounted (cont)						Novice					
Plot Nos.	16	17	18	20	21	22		24	25	26	27	29
Opening	11	8	13	9	7	13		6	6	6	11	8
Start	11	11	12	9	10	12		6	8	5	7	9
Seed Bed	10	11	9	8	7	11		9	10	7	10	11
Firmness	10	12	10	9	8	12		11	11	8	9	10
Uniformity	12	13	11	11	10	14		8	11	7	11	11
Finish	11	9	14	12	11	13		7	7	7	9	10
Ins & Outs	11	10	12	11	12	11		14	13	12	11	10
General Ap	14	13	13	11	11	15		9	11	8	10	11
Total	90	87	94	80	76	101		70	77	60	78	80

Classes	Classic											
Plot Nos.		32	33	35	36	37	38	39	40	41	42	
Opening		7	8	7	4	8	5	4	10	8	6	
Start		10	12	7	5	6	5	8	8	5	9	
Seed Bed		6	6	5	5	7	5	7	9	7	10	
Firmness		7	7	6	4	6	5	7	9	8	10	
Uniformity		7	8	5	4	7	7	7	9	7	10	
Finish		12	14	6	4	12	5	11	0	5	15	
Ins & Outs		10	15	7	5	8	7	8	11	7	9	
General Ap		9	14	8	6	9	8	8	9	6	14	
Total		68	84	51	37	63	47	60	65	53	83	

Classes	Ladies			Horticultural			Vintage Trailed					
Plot Nos.	43	44		46	47		49	50	51	52	54	55
Opening	7	9		10	8		8	10	11	13	6	6
Start	6	7		10	10		9	12	9	13	12	9
Seed Bed	8	7		9	9		10	12	12	11	9	8
Firmness	9	7		10	8		9	10	13	10	9	8
Uniformity	10	9		8	7		9	10	12	10	8	8
Finish	15	12		7	0		12	15	13	14	9	5
Ins & Outs	9	10		10	0		9	8	10	10	10	9
General Ap	14	13		12	0		9	13	12	12	10	8
Total	78	74		76	42		75	90	92	93	73	61

Vintage Mounted

1st Alwyn Davies
2nd Ray Gibbins
3rd Barry Moore
Novice
1st Barnaby Curtis

2nd Matt Rose

3rd Mick Hayes

Classic

1st Hugo Hoyle
2nd George Morton
3rd James Cook

Ladies

1st Jo Cowley
2nd Megan Singer
Horticultural
1st Brian Reynolds
2nd Paul Gent

Vintage Trailed

1st Derek Parker
2nd Graham Soule
3rd Max Cherry
High Cut Demo
Pete Shirley



Known as "Samantha" is Richard's 1944 Fordson Standard.

Richard Wray

For months now I have wanted to check out Richard Wray's collection of tractors but lets face it, it's hardly been "photo shoot" weather! Thankfully when we finalized a date, it was a smashing evening and the collection of tractors looked superb out on the field. Richard has been buying and selling tractors for eight years now and is slowly building himself up with what he really wants, mostly pre war, petrol-paraffin and as early as possible is what he is aiming for.

Totally out of character is the 1974 David Brown 885 that came from Maskells in Bedford. It run well and is a very useful diesel tractor, not a diesel fan Richard has already someone lined up for this one. "I usually buy a tractor which I do not have much to do to it, I register it because that increases its value. I keep it to do jobs around the field and then I pass it on, and this DB is it" he tells me.

We have all met "Samantha" Richard's 1944 Fordson Standard. We have followed the story of its renovation in one of our earlier newsletters, we seen it photographed at his wedding and has been a ploughing tractor since. Richard has owned this tractor for almost 15 years and at the mere age of 14 he embarked on an 18-month restoration project. The very shiny Standard has been to many local shows and rallies and since its wedding debut she has become a very shiny-working tractor.

The 1944 Oliver 80 was imported in 1945 under the lease/lend scheme and came to a



Richard's full collection of tractors with a distant view in the background of his Shanty town as Richard calls it!

farm in Yardley Gobion until John Starsmore bought it in 1976. The Oliver has always been in Richards's tractor shopping list and he tried to buy it from John 6 years ago. It was not to be until October last year when John gave Richard first refusal on the tractor. "Getting the Oliver running has been this past winter's project" Richard says "She is just about right now, but it was in a bit of a sorry state, the tractor had been left out and the engine was seized, luckily I did not have to bore it, but had a 10' long crack on the block which I managed to stitch by drilling a series of tapered screw threads all along the crack and then I filled it and painted it" he adds. The Oliver was working at Forest Farm in May this year; it looked fantastic powering the threshing box and mole plough draining in the field.

Richard didn't really wanted to come back with two tractors when he went to see John

R: The 1944 Oliver 80 Richard bought from John Starsmore.



about the Oliver but could not avoid asking him about the 1943 Standard who had been in the family from new since John's Dad bought it. John was 16 when the Standard arrived to Forest Farm and he tells me that it was his tractor and he looked after it like a baby! "BRP as it is known has been an extremely used and abused tractor," explains Richard "Everything was knackered on it and it took me many long hours to get it running, but was determined to do it because I had promised John that I would bring it to the Christmas road run". BRP was used by the Starsmores to tow the threshing box around on contract work. It has a Hesford winch with a rare PTO and pulley combination, which was used to winch the box if the ground was wet, and the box got stuck after long hours of working. Like the Oliver, BRP will also remain a working tractor and both are likely to be seen out and about this year.

T & B: The Oliver was imported in 1945 and kept in a local farm in Yardley Gobion until 1976.

Not here and currently under renovation is the 1918 Fordson F which Richard bought in January last year. He tells me that he always fancied an early one and in original condition. Eventually one came up for sale on eBay and within a couple of hours of it advertised Richard was making a deal with the owner over the phone, as it sounded what he was looking for. The fact that the tractor was in Preston in Lancashire was a minor detail, that same afternoon Richard was on his way to collect the F, he tells me that he did not realize how far Preston was! The fact the tractor did not start when he got there was another minor detail and it also had a few things not right but it was mostly 100% original and exactly what he wanted. The F came with a rare finger bar mower made by The Tractor Appliance Co. which is cast onto the back of the tractor. He thinks it originally came from Canada about 4 years ago, having been kept dry but under cold conditions the tractor shows no pitting and only surface rust. The plan is to have it finished by September.



Last in line but the most loved of all is the 1950 Fergie, which Richard's Dad Lenny bought from Cranfield in 1973. "It is the most scruffy looking tractor I own but it will never go out of my family!" Richard tells me. The Fergie was one of two Lenny had in his timber yard where they were used to cut firewood, one had a saw bench and the other had a log splitter. When the fire wood business ceased the Fergie was parked up and sheeted for 18 years until Richard dragged it out and restored it. At the mere age of 12 the renovation was hardly one of Richard's best efforts but it got him into vintage tractors, kept him out of mischief and on more than one occasion he drove it to school. Richard now uses it when doing jobs in the field and

T & M: The 1943 Standard also bought from John Starsmore has a Hesford winch with a rare PTO and pulley.

M & B: The oldest tractor in the collection is this 1918 Fordson F 100% original and currently under mechanical restoration.

it never lets him down. I asked if the Fergie is Laura's tractor and Richard replies "Laura has now claimed it hers because she takes to the odd road run and has most recently ploughed with it at club matches, it is not in her name but it is as far as she is concerned!"

As I look around I can see a timeline of buildings, which appeared to be added on as years went on. "That is exactly how it happened," confirms Richard and he adds. "My Dad was an agricultural engineer and started a business partnership on that Nissen hut over there, when the partnership fell through Dad carried on doing fabrication and tractors repairs, adding on buildings as required, building up to the Shanty town it is now!" Richard spent many hours here with his Dad and all he knows now is what he learned from him. Richard had planned that one day he would go into partnership with his Dad, but wanted to get himself qualified first, sadly Richard's plan did not materialise. Richard went on to do precision machine training with Cosworth and followed on with a coded welding course. He is now a fully qualified fabricator and machinist, currently working as an engineer.

After Lenny's death Richard sold off most of his tractor collection he did not want to know tractors at all. For the next three years Richard embarked on collecting vintage motorbikes and had enormous fun out of them. He did the VMCC Banbury Run with a 1930 Raleigh in 2008, which he always wanted to do. But the spark went soon after and he got rid of the old bikes and came back to his first love of vintage tractors where it all started. "It is good to be back into the NBVTC" he tells me. For us... Richard never really left!



This 1950 Fergie is Richard's baby, the most scruffy tractor he owns that will never leave the family!



The Starsmore Mole Plough

by *Nats*

On the first day of the club working weekend and ploughing match a large mole plough was found behind one of the barns covered in undergrowth. As a working load was required for some of the vintage tractors it was dragged out given a spray of WD40 and off it went behind Richards Oliver standard 80. This tractor also came from the Starsmore farm. The fact that this plough could be freed up so easily without oxy acetylene was impressive and necessitated further examination.

The plough was obviously a steam plough but not the more usual Fowler or J Howard of Bedford Unit. The construction was solid and well designed, the reason it had not deteriorated into a single lump of oxidizing metal was that many of the components were castings and good quality ones at that.

So what was it?

Samuel Starsmore and sons bought its first steam engine in 1882 and became one of the largest local agricultural contractors. Over the years the company owned 9 steam engines until it finally retired from steam in 1942. At any one time there were 4 working engines providing various services to its 250 customers.

In the early 1920's the firm had problems with the conventional steam mole ploughs that undulations in the ground caused the mole to change the depth at which it was working, this is obviously not good in drainage. As there appeared no suitable solution with the available current tackle John Starsmore's grandfather Samuel and uncle Frederick who was a fully trained engineering fitter set about the manufacture of a suitable unit of their own design to cure this problem. This mole would run at constant depth regardless of the terrain.



The plough is made of parts sourced from other tackle and castings designed and procured themselves. The patterns for the castings were all made by the Starsmore's and still exist today in the repair barn where the traction engines and tackle were maintained.



The castings were made by Groom & Tattersall Ltd. iron foundry and engineers, of Towcester from 1854 to the mid 1970's and possibly longer. This firm was quite well known for refurbishing railway engines as well as the foundry work and were located near Towcester station.

The main axle and wheels are marked Barrows and Company Ltd. Banbury.



This firm started in 1787 by Joseph Kirby offered engines from 1855 they are reputed to have built engines for Fowlers of Leeds before he had a factory (as did Ransomes and Kitson and Hewitson.)



The firm became Kirby and Barrow's around 1862 in subsequent years their name was changed firstly to Barrows and Carmichael then Barrows and Stewart, in April 1888. Following the dissolution of the partnership of Barrows and Stewart, the company became Barrows and Co. Which it remained until its closure in the 1920's it appears to have manufactured Portable Engines, Mortar Mills, Saw Benches, Street Sweepers and Water Vans amongst other things. During this time it is reputed to have over 100 employees.

It can be seen from the accompanying



picture that the plough main axle and wheels are probably the back axle and wheels of the stationary engine. The axle is 5" square steel bar; look at the way it has been bent by hand in a relatively small forge

It can be seen from the pictures that further heavy bending of metalwork was still



required to finish the frame. The front wheels and axle have no discernible maker's labels or logos possibly from an old thrashing drum?



In conclusion an impressive piece of machinery that is still functioning as intended after 90 odd years of commercial work. It is a tribute to its builders and their skill.

Diesel Engine Invented in Fenny Stratford

This time were a bit closer to home, Milton Keynes, or Bletchley, or to be more precise Fenny Stratford so as not to upset the locals that hate being lumped in with Milton Keynes.

It started the other day when somebody said that the diesel engine was invented in Fenny Stratford, and like 99.9% of people would have answered rubbish it was Rudolf Diesel of Germany in 1892. Anyway a piece of paper was produced of said magic goggle box and low and behold there was some truth in it.

Herbert Akroyd Stuart was the man and there is even a plaque commemorating the work on the westerly end of Denmark



Street in Fenny Stratford opposite The Foundry public house, though the location of the factory is usually given as Bletchley.

Herbert Akroyd Stuart was born in Halifax in 1864; his father Charles was a Scotsman from Paisley who established Bletchley Iron & Tin Plate Works in Fenny Stratford. Now the local history bit, look away now if you've lost interest.

Denmark Street started out as New Road before being renamed, on the north there is a long terrace of cottages fronting the pavement which were built in the late 1800's, on the south side are the almshouses which were built by the Rowland Brothers who had a large timber works in Simpson Road. At the Victoria Road end behind Charles Stuarts works was Bevis the blacksmiths; this later became Dunbars then after WWII Charlie Heads before his move to Tavistock Street.



Charles Stuart repaired agricultural machines and was an agent for other manufacturers, in 1887 he was advertising railway milk churns made from best Bessemer steel at 27 shillings and 7d each, also sewing machines, both hand and treadle. By this time he had been joined with his son Herbert Akroyd.

In 1885 Akroyd Stuart accidentally spilt paraffin oil (kerosene) onto a pot of molten tin, the paraffin oil vaporised and then ignited from the flame of his oil lamp giving him severe burns. This gave him the idea to pursue the possibility of using paraffin oil (very similar to

modern day diesel) for an engine, which unlike petrol would be difficult to be vaporised in a carburettor because of its volatility. His first patent was taken out in 1886, others followed jointly taken out with Charles Richard Binney.

There first real important patent was no 7146 in 1890 entitled "Improvements in Engine Operated by the Explosion of Mixture of Combustible Vapour or



Gas and Air" this patent describes the worlds first compression ignition engine, still a good two or more years before Dr Rudolf Diesel applied for his patent. Several experimental engines were built at the Bletchley (Fenny Stratford) factory; one was installed at the offices of the Fenny Stratford Times, another at a local waterworks and a third to the brush factory of Messrs Cooks around the corner. The quality of engineering of these engines was rather poor, so a batch of four were ordered and built by George Wailes & Co of Euston Road London.

In 1891 Akroyd Stuart realised that the engine was ready for quantity production. He offered the rights to Richard Hornsby & Son of Grantham. They agreed to develop and market Hornsby -Akroyd engines on a royalty basis. First production no101 together with 102 were installed at Gt Brickhill waterworks in 1892, they worked regularly until 1923, and one was found there as late as 1957 still working. The Hornsby Akroyd was an instant success, a total of 32417 engines were built and its uses were numerous. From the time Akroyd first filed his patent it was a full five years before Diesel had a reliable engine up and running, it has been argued that engines of this type might have become know as Akroyds had Diesel not been a rather paranoid person not prone to other inventors credit.

Had Herbert Akroyd Stuart gained the same worldwide recognition as Dr Rudolph Diesel we could have been putting Akroyd in our tractors. There is a fully restored Akroyd 9hp engine in Stacey Hill museum.

deest.F.

For Sale

Ferguson TE20
1953 Petrol
Good wk. condition
Phone
Harry Laxton
01296 641785



For Sale

Ransomes RSLD number 9 two furrow trailed plough. Excellent YL165 mole boards, good discs and points. No skimmers or arms. Good wheels and threads. Very nice plough, £500 no offers please.

Wanted

Ransome's RSLD number 9 trip lift arm. Must have all it's teeth and be in good nick, cash waiting.
Call Richard on: 07921461542 or 01908 516102 evenings or weekends please.

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