

Happy Christmas
to you all!



CLUB CONTACT

Chairman	Malcolm Foster	01908 611160
Vice Chairman	Peter Godwin	01869 346831
Secretary	Ernie Thomas	01908 379748
Treasurer/Mem. Secretary	Roger Tyerman	01908 376697
Events Coordinator	Richard Wray	01908 516102
Merchandise	Karen Singer	01908 615137
Website	Daniele Casanova	01280 848366
Newsletter	Sandi Stockham	01327 830214
Committee Members	Steve Anguish	01908 230563
	Robert Clarke	07834 705120
	Brian Sear	01296 670314
	Chris Singer	01908 615137
	Roger Stockham	01327 830214
	Robin Warner	01234 750068



Notes from the Editor

On our recent working trip to the US where we were doing some spraying trials with a Boeing 737 at Dothan AL airport. Travelling the short run from the hotel to the airport every morning we passed a 10-acre cotton field. This was ready for harvesting, along side was an old International hooked up to a cotton bale trailer (the bales are the size of a 40 foot container) and a John Deere cotton harvester but they never appeared to move.

One day on our way back two rows appeared to have been harvested...on our last day in Dothan at breakfast in the hotel we could see from the window fluffy bits all over the car park? Could the farmer have finished the cotton harvesting? We never went back to see as we were driving in the other direction on to Atlanta to catch our flight to Houston. It had only taken him two weeks! Nothing really happens too quickly in Alabama but we enjoyed our stay there and the people were most friendly and welcoming. We did managed to get away just in time when the project manager kept threatening us with the Thanksgiving "deep fried turkey", but we did not manage to get away from sampling the "pork butt"! Stories for another time.

We have some interesting articles in this issue of your newsletter, courtesy of Nutz, Alleexx, and Dan, thank you very much for your contributions! I hope you find them enjoyable.

Have a good Christmas!

Sandix

Events

The NBVTC are hoisting their first of hopefully many outings. We have booked 50 places to go on a tour and sit down lunch around the JCB factory on Wednesday 12th March 2014. Due to popular demand we have now filled all the spaces for the trip. So we require your deposits by no later than the January club meeting and final payment by the end of January. We have a reserve list building up and if you have not paid up by these dates your place will be offered to the reserves and your deposits returned to you. So please ring Richard Wray if you are unable to make these payment dates or no longer require you place.



Trip Details

Wednesday 12th March 2014

Coach from Newport Pagnell football club at around 9am

No under 15's

Must be able walking

Must wear closed toe foot wear

Return back to Newport around 5:30pm

£35 each including bus and two course dinner.

Club Nights

We meet at the NEWPORT PAGNELL FOOTBALL CLUB on the third Wednesday of every month for a prompt 7:30 pm start.

Dec. 18th	Ernie's Quiz
Jan. 15th	The Enigma Machine
Feb. 19th	Alan Willmott on Transport Films
March 19th	TBC
April 16th	TBC

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



A Note from the Chairman

Well here we are in December. Where has the year gone? It was only a few weeks ago that the club had a stand at Newark where we were visited by quite a few club members. Many of the committee, and some family members, spent an enjoyable weekend there. Special thanks go to Ernie for taking his newly restored tractor to display on our stand – it was unfortunate he broke down on the way back – luckily not too far from home.

We are now approaching a busy time for the club with our road run on the 15th and Ernie's quiz on the 18th. I am looking forward to seeing as many of you at these events as possible. Let's hope for some good weather for the road run at John Starsmore's where soup and bacon rolls will be available as usual.

This year has been another successful year for the club and we have once again raised quite a substantial amount of money for our chosen charities. Thank you all for your generosity in helping to raise this money.

As most of you are aware the club is now going into its eleventh year. To commemorate our first ten years the club has had a book published which is subsidised to club members. Many of you have already purchased these books and we are running out fast so if you want one – they were on a first come first served basis – I suggest you hurry. I would like to say a very big thank you to Sandi and Daniele for all their hours of hard work in putting the book together. They have done a fantastic job and there have been many extremely favourable comments about the book.

I am presently working on booking speakers for the New Year and for our first meeting in January I have arranged for somebody to come and talk to us about The Enigma Machine - which should be very interesting. As I have said before, if any of you have any ideas or contacts for speakers I would be very pleased to consider them. In March we have a trip booked to the JCB factory. A great interest has already been shown for this but if you would like to book or want more information about the trip then you can speak to Richard Wray – his number is in this newsletter.

I would like to take this opportunity to thank you all for your continued support over the past year. Special thanks goes to our fantastic, hard working committee and our team of ladies who do such a wonderful job selling raffle tickets and keeping us fed.

It just remains for me to wish you all a very merry Christmas and a prosperous new year. I look forward to your continued support in 2014.

Malcolm.



The competition in the Vintage Trailed class was fierce, Richard Wray here on his Model F and Richard Cook on his DA30 4WD Same

Moulsoe Ploughing Match Sunday October 6th.

The ploughing commenced in warm weather on a field suitable for producing good results. There were 33 ploughmen entered in 5 classes, Novice, Vintage Mounted, Classic, Trailed and Horticultural.

The club now has some more than competent ploughmen as members and their skills were certainly on display this Sunday. What is very gratifying to see is how the junior club members pushed the more experienced older ploughmen and in some cases beat them; this bodes well for the future of the club and that of competition ploughing.

In the Novice class the two youngest competitors George and Teddy Singer came first and second with very acceptable scores for this class. (Both outscored father who was in the Trailed class by a 10% margin).

Perhaps the biggest surprise of the day was how close James Cook got to outscoring Max Cherry in the Trailed class. This is the first time we have seen young James competing in Trailed Class. (He also beat father into third place).

T: In the Novice class young George Singer took first place.

M: And younger brother Teddy came second in the same class.

B: Competing first time in the Trailed, James Cook came second.





In the Vintage Mounted and Classic the results were true to the form book with Ray Gibbins, Brian Humphrey, Tom Baird and Michael Brandon to the fore, Our chairman Malcolm managed a third place on one of his rare (these days) appearances ploughing, and Evan Cook managed the other third place



In the Horticultural class we were treated to a masterclass by one of the countries best horticultural ploughmen, Dave Williams. It is always a pleasure to see what one of these little machines can achieve. The second place went to Paul Gent again with a very creditable score.

The judges for the day were Clive Winnet, John Bowen-Jones, Peter Godwin and Roland Kingham.

All in all a very good days ploughing and our thanks to Chris Singer for allowing us the use of the field.

T: Ray Gibbins came first in the Vintage Mounted class,
M: Dave Williams was first in the Horticultural class,
B: And taking the first in the Trailed class was Max Cherry.



NBVTCT Official Score Sheet

Ploughing Match @ Moulsoe Farm

Classes	Vintage Mounted									Classic		
Plot Nos.	2	3	4	5	6	7	8	9	10	14	15	16
Opening	9	6	9	10	3	5	5	8	12	14	13	10
Start	12	11	8	8	7	10	9	11	13	15	10	13
Seed Bed	12	11	12	12	10	8	8	8	12	12	12	12
Firmness	10	10	10	10	8	8	9	10	12	12	10	12
Uniformity	14	14	14	15	10	8	10	14	15	15	14	14
Finish	8	9	8	11	4	0	6	11	15	17	14	8
Ins & Outs	10	8	7	11	4	7	7	11	15	15	14	13
General Ap	12	12	12	13	8	8	8	12	15	16	15	12
Total	87	81	80	90	54	54	62	85	109	116	102	94

Classes	Classic Cont.								Vintage Trailed			
Plot Nos.	17	19	20	21	22	23	24	25	27	28	29	30
Opening	16	14	6	12	8	11	10	12	15	15	12	12
Start	12	8	7	12	12	7	14	12	15	12	11	16
Seed Bed	13	10	9	12	11	9	12	12	15	14	13	15
Firmness	14	11	11	12	10	10	10	11	14	14	12	14
Uniformity	16	11	9	15	12	11	15	15	14	14	13	13
Finish	16	8	5	15	4	10	12	12	15	10	8	12
Ins & Outs	15	9	6	14	10	12	12	11	16	14	9	15
General Ap	16	11	11	15	11	12	14	12	16	12	11	14
Total	118	82	64	107	78	82	99	97	120	105	89	111

Classes	VT.	Novice						Horticult.	
Plot Nos.	31	32	34	35	36	38	41	42	
Opening	16	12	4	12	10	8	12	17	
Start	15	12	8	12	11	9	13	13	
Seed Bed	15	12	8	15	14	10	13	14	
Firmness	15	11	9	14	12	8	14	13	
Uniformity	14	12	9	13	10	7	15	15	
Finish	18	12	9	9	12	7	15	18	
Ins & Outs	17	12	10	12	12	9	16	17	
General Ap	17	13	7	12	12	9	16	18	
Total	127	96	64	99	93	67	114	125	

RESULTS

V Mounted
1 R Gibbins
2 B Humphrey
3 M Foster

Novice
1 G Singer
2 T Singer
3 M Hayes

Classic
1 T Baird
2 M Brandon
3 E Cook

Horticultural
1 D Williams
2 P Gent

V Trailed
1 M Cherry
2 J Cook
3 R Cook



Newark Show

The club attended this years Newark tractor show. Manning the stand were Malcolm, Ernie, Brian, Steve, Rob and Richard, Chris Singer and the boys, George and Teddy. Quite a few club members visited the stand. As usual we had tea and biscuits laid out, also on the stand was Ernie's Farmall A and just off the stand was Richard's Fordson F.

Top marks must go to Richard and Rob who slept in a tent on what was the first below zero night of the year. For this effort Richard received a rosette and a certificate, but no cup /shield because the previous winner had not returned it. The award was the Ivan Clarke Shield for the Best Tractor and Implement, its a good job you left that mower on Richard after spending all that dosh on the engine.

deexx.F.





The Last International

by Daniele Casanova

Brand loyalty is a common factor amongst tractor enthusiasts. It often relates to past involvement with farm activities, like the first tractor which we ever drove... as is in my case. I grew up amongst a few International Harvester, and I learnt to drive a tractor properly on the 1455 XL, which is probably where my keenness for the brand stems from! My cap of choice on a sunny day would bear the famous IH logo, and I would often be involved in discussions regarding “mine is better than yours...” with other farmer’s sons that worked with Fiat, Landini, MF or John Deere... The 1980s was the time of the agricultural arms race, particularly in the Italian farming scenario where I come from. Average tractor power was on a steep rise for a number of reasons. Farms had to be bigger to be profitable, contractors needed more powerful machines to be competitive, and the tractors in general were evolving from being slow mules to pull implements with the drawbar, to actual power sources to actuate larger and more sophisticated implements through the PTO.

King of the Italian fields was the mighty Fiat 1880, with 180 HP out of its 8.2L Iveco engine. Very common was the 145 HP Landini 14500, which was a good budget tractor for the power. The IH 1455 XL was a strong contender with 150 HP from its 6.6L engine and the very refined new XL cab designed in Germany in collaboration with Porsche. John Deere was pretty strong too with the American built “40” series, like the 4440 which had over 160 HP. Initially it was somewhat let down by the hydraulic front wheel transmission, but the “S” version soon rectified the issue with a proper mechanical 4WD. The race for more power was definitely on and in 1983 JD introduced the 205 HP 4850, one the first models available on the Italian market to break the 200 HP mark. I suppose by today standards 200 HP may not sound like a lot, and of course in the 1980s there would be tractors much more powerful than that somewhere in the world! But you certainly would not find them in Italy... to put things into context, up to the late 1970s if you saw a tractor with more than

100 HP working in the fields it would make for a hot topic of discussion down at the bar the following evening!

So, was IH going to let their scores of enthusiasts down? No, there was hope! At the international farm machinery exhibition in Verona in 1983 they finally displayed the American built 5488 model! With 205 HP, power shift transmission, a futuristic digital dashboard display and a cab finished in “western leather” it looked great! Who would have thought at that point in time that a short time later International Harvester would be filing for bankruptcy... On May the 14th 1985 the last ever tractor that rolled out of the Farmall Works plant with an IH badge was indeed a 4WD 5488 model. Tenneco took over the company and merged it with Case, forming Case-IH. They ditched the 50 series altogether and actually carried on production of the 1455 XL for a few more years, till the introduction of the very successful Magnum series 1987. So, was the 5488 really a flop? For years I have been wanting to find one of those and take another look, and a couple of years ago I did!

In the spring of 2011 I was introduced to Howard Sherren, an International Harvester enthusiast who owns a fine collection of tractors, amongst which an IH 5288 restored to showroom conditions. I went to see him up in Cheshire on his farm on a rainy April day, and there it was. 28 years after my previous and only encounter with the last model ever developed by IH I was stood before one of the few that ever came (and stayed) in the UK. I am sure that you will appreciate the fact that I cannot help but be rather biased here... I did not feel at all that I was standing in front of a tractor which was nearly 30 years old. The design still looked extremely contemporary from the outside. The interior perhaps gave away its age a bit more. Whilst IH introduced a fair amount of electronics in this model, inside the cab you will find long levers to change gears or actuate the spool valves, rather than today's arrays of switches. Other than that, I think this tractor would still figure very well amongst contemporary machines.

We could not drive the 5288 on that day because of an oil leak in the front axle which Howard had not sorted yet. But I was in for another treat. Despite the rather poor weather



Howard took out his other pride and joy, an IH 6588, often referred to as the Snoopy! Mechanically this tractor shares a lot of parts with the contemporary 50 series: the engine, the transmission, the cab. The main difference is the chassis, which is articulated and features I think the longest engine bonnet ever seen on a tractor! Driving the Snoopy is quite a unique experience, and you soon realise that these tractors may work well in the American and Canadian prairies, but in Europe would be rather out of their depth. Courtesy of the nearly 50/50 weight distribution on the two axles traction was terrific. But I challenge you to get out of a

typical Italian gateway when the tip of the nose of your tractor is several meters ahead of you!!!

We spent some time in a field with a cultivator, and I could immediately feel familiar with the engine. The 6588 is powered by the DT - 466 engine, which is 7.6L and therefore bigger than the DT - 402 engine of my old 1455. But the sound and the overall power delivery is very similar. You can hardly beat one of those engines for smooth running. The American built transmission, whilst having a power shift functionality unlike that of the 1455, felt somewhat clunky... There is a general feeling that the build quality is somewhat below the standard of the German built IHs. Nonetheless I was having the time of my life and I am very grateful to Howard for his kindness in sharing his pride and joy with me.

After the play with the Snoopy and some photographs we go back to see the 5288 one more time. International Harvester took quite a leap forward with this series, introducing the use of electronics on many functionalities, such as the transmission. The powershift was controlled by a computer which ensured smooth gear changes under load and would also protect the gearbox in case of loss of hydraulic pressure. It all sounds very good, but unfortunately it meant that at times the tractor would be halted by a faulty switch, the kind of annoying and costly failure for an electrical component which in itself is worth a few quid. Farmers were not quite ready to appreciate the benefits of this, rather they would be put off by the lack of reliability. The biggest limitation of all was the rear 3-point linkage. For a mighty tractor that weighted over 8 Ton, the rear lift was good for only 3 and half... Evidently the tractor had been designed for the American market with a drawbar in mind, and in Europe it would not cope with the sort of heavy ploughs or other machinery attached to the 3 points linkage that farmers want to use over here.

Luckily for me I never had to work with one, and it is extremely unlikely now that I ever will. So I can look at it purely with my enthusiastic eyes, and all I see is a mightily, great looking machine. It's just a shame that it probably put the final nail to International Harvester's coffin...

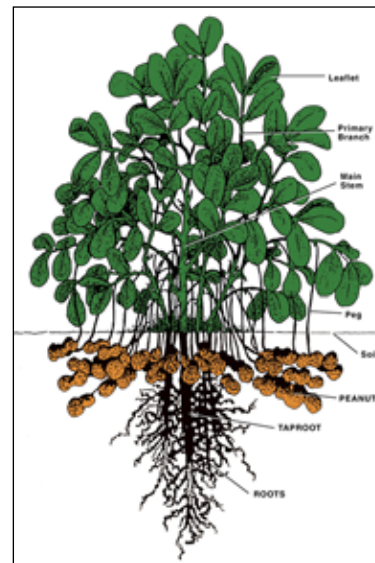


Nutz in Alabama

Peanuts contribute over four billion dollars to the US economy each year. Half the peanut crop in the USA is grown within a 100 mile radius of Dothan AL, where Nutz is working and thought this may be of some interest.

Peanut Farming

The peanut is unusual because it flowers above the ground, but fruits below the ground, it has a growing cycle that takes 4 to 5 months, depending on the type and variety. The seeds do best in sandy soil, especially soil rich in calcium. For a good crop, 120 to 140 frost free days are required, so in the USA Seeds are planted after the last frost in April through May, when soil temperatures reach 65°—70°F. The seeds are planted about two inches deep, 4 inches apart in rows 3 feet apart. Peanut seedlings rise out of the soil about 10 days after planting. They grow into a green oval-leaved plant about 18 inches tall.



Yellow flowers emerge around the lower portion of the plant after 40 days. When the flowers pollinate themselves, the petals fall off as the peanut ovary begins to form. This budding ovary is called a “peg” this is a unique feature. The peg enlarges and grows down and away from the plant forming a small stem, which extends to the soil. The peanut embryo is in the tip of the peg, which penetrates the soil. The embryo turns horizontal to the soil surface and begins to mature taking the form of a peanut. The plant continues to grow and flower, eventually producing some 40 or more pods. Peanut plants need 1½ to 2 inches of water per week during kernel development. The peanut is a nitrogen-fixing plant; its roots form modules, which absorb nitrogen from the air and provide enrichment and nutrition to the

plant and soil. 120 to 160 days after Planting the plant has matured and the peanuts are ready for harvest.

The peanut digger has long blades that run four to six inches under the ground to sever the tap root and the plant is loosened. Just behind the blade, a shaker lifts the plant from the soil, gently shakes the earth from the peanuts, rotates the plant and lays the plant back down in a “windrow” with peanuts up and leaves down. Peanuts contain 25 to 50 percent moisture when first dug and must be dried to 10 percent or less so they can be stored. They are usually left in windrows for two or three days to cure, or dry before being combined. Combining works in the normal manner collecting plants and separating plant from kernels, which are loaded onto specially constructed wagons for further curing with forced warm air circulating through the wagon. In this final stage, the moisture content is reduced to 10 percent for storage.



Staking for Drying



Machine Threshing

Types of Peanut

Although peanuts come in many varieties, there are four basic market types: Runner, Virginia, Spanish and Valencia. Each of the peanut types is distinctive in size, flavour, and nutritional composition.

Runner

Runners have become the dominant type due to the introduction in the early 1970's of a new runner variety, the Florunner, which was responsible for a spectacular increase in peanut yields. Runners have rapidly gained wide acceptance because of the attractive, uniform kernel size. Fifty four percent of the runners grown are used for peanut butter.

Virginia

Virginia's have the largest kernels and account for most of the peanuts roasted and processed in the shell. When shelled, the larger kernels are sold as snack peanuts.

Spanish

Spanish type peanuts have smaller kernels covered with a reddish brown skin. They are used predominantly in peanut candies, with significant quantities used for snack nuts and peanut butter. They have higher oil content than the other types of peanuts, which is advantageous when crushing for oil.

Valencia

Valencia's usually have three or more small kernels to a pod and are covered in a bright red skin. They are very sweet peanuts and are usually roasted and sold in the shell. They are also excellent for fresh use as boiled peanuts.

History of the Peanut

Peanuts were known as early as 950 BC. The plant probably originated in Brazil or Peru although no fossil records exist to prove this. Peanuts were grown as far north as Mexico by the time the Spanish began their exploration of the New World. From Spain, traders and explorers took peanuts to Africa and Asia. When Africans were brought to North America as slaves, peanuts came with them. Slaves planted peanuts throughout the southern United States (the word goober comes from the Congo name for peanuts nguba). From the 1700s to 1900 peanuts then called groundnuts or ground peas, were regarded as good food for pigs and it was also as a food for the poor. The difficulties and time taken manually harvesting this awkward plant discouraged its use as a cash crop.

The first notable increase in U.S. peanut consumption came in 1860 with the outbreak of the Civil War. Soldiers of both North and South used the peanut as a food so production rose during this time; peanuts were harvested by hand, which left stems and trash in the peanuts so they remained unappealing to the population at large.

Two factors changed the peanut fortunes in 1900. An extremely talented botanist at the Tuskegee Institute named George Washington Carver began his research into peanuts. He recognised the value of the peanuts as a cash crop and proposed that peanuts be planted as a rotation or replacement crop in the Southeast areas where the boll weevil threatened the regions agricultural industry that was based on cotton production. His research that would lead him to discover improvements in horticulture and the development of more than 300 uses for peanuts (including shoe polish and shaving cream). Farmers listened and southern farming was changed forever. For his work in promoting its cultivation and consumption, Carver is considered the father of the peanut industry.

Also around 1900 machinery and equipment was invented for planting, cultivating, harvesting and picking peanuts. With these mechanical aids, peanuts rapidly came into demand for oil, roasted and salted nuts, peanut butter and candy. Interestingly the advent of the two world wars increased peanut production due to their popularity amongst the forces, as had the Civil war and the taste for peanuts became established. Today, peanuts contribute over four billion dollars to the US economy each year.

Nuts



Modern Harvesting



Modern Combining



The Someca SOM30B

Seen at recent NBVTC ploughing matches was George Morton's Someca SOM30B, which George purchased from a dealers yard. It had been sitting there for some time, maybe because the dealer couldn't get it running properly. For George it became a labour of love to get running correctly, according to George's diesel guy it could never have run correctly because each cylinder was being metered different amounts of fuel by the inline pump. The 30HP Fiat based engine in the French assembled tractor is a mixture of French and Italian technology, need we say more, thanks to a long battle George's tractor now runs sweet as a nut.

dlcexx.F.

Someca (societe de mecanique de la seine) was a French manufacturer founded in 1953. The company was an offshoot of the French manufacturer Simca (Societe Industrielle de Mecanique et Carrosserie Automobiles), founded in 1934 Simca built vehicles under licence from Fiat who also held shares in the company. The Someca tractor models were based on Fiat models. In 1953 Simca bought out the agricultural and tractor division of the MAP Company, which it used as the basis for creation of Someca tractors.

The first Someca model was based on the MAP DR3 a 37HP tractor and they built 18,741 tractors between 1957 to 1964. Simca was also the French agent for Fiat and Steyr tractors in France in the mid 60's, Someca tractors built under licence were mainly based on Fiat Trattori. Fiat had always been a majority shareholder of Someca and eventually integrated it into the Fiat Aggri division, this group became Fiat New Holland in 1993 before becoming CNH Global when the Someca name disappeared, swallowed up the mega global concern like many other tractor names.

Someca could never be regarded as small fry in the French tractor business being the fourth largest behind the likes of M/F McCormick and Renault. Fiat originally went into bed with the French company Simca post war and before the customs barriers were abolished by the Common Market, many foreign companies set up subsidiaries in France to benefit from the enormous customer base in Europe. Manufacturing on French soil was a way of avoiding paying heavy import taxes on products made in other countries.



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