



Gary Markham driving his Fergie at our Christmas Road Run

CLUB CONTACT

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Club Events

JCB Trip ~ Meet at NPFC on March 12th @ 8:15 am
 Sherington Ploughing Match ~ provisional date in May TBC
 Summer Rdrun ~ provisional date in July venue TBC
 Llama Farm Ploughing Match ~ to be held in the Autumn
 Wavendon Ploughing Match ~ to be held in the Autumn
 NBVTC Ploughing Challenge Cup ~ to be held in the Autumn
 Xmas Rdrun ~ At Forest Farm on Dec.7th

Club Nights

We meet at the NPFC on the third Wednesday of every month for a prompt 7:30 pm start.
 March 19th Stewart Lamb on Unimogs
 April 16th Mike Lee on Land Rovers
 If unforeseen circumstances arise, changes/updates will be posted on our website at:
www.nbvtc.org.uk please check before travelling.

Local Rallies and Shows

March 1st & 2nd	Tractor World Three Counties Showground in Malvern Worcs
May 3rd- 5th	Rushden Cavalcade in Rushden Northants
May 18th	Chiltern Hills Vintage Rally in Weedon Hill nr Aylesbury
May 25th & 26th	Lampport Steam Festival in Lampport Hall Northants
Jun 14th & 15th	Bolnhurst Vintage & Country Fayre in Bolnhurst Beds
Jun 28th & 29th	Bloxham Steam Rally in Banbury Oxon
Jul 5th & 6th	Hollowell Steam Rally in Hollowell Northants
Aug 2nd	Blakesley Show Nr Towcester in N'hamptonshire
Aug 2nd & 3rd	Great Bucks Steam & Country Fair in Shabbington Bucks
Aug 27th-31st	Great Dorset Steam Fair in Blandford Dorset
Sept 6th & 7th	Haddenham Steam Rally in Ely Cambs

Notes from the Editor

On our recent trip to California, we travelled up north of LA to visit my relatives. My cousin thought a visit to see the elephant seals at Piedras Blancas were a must, so we did. January-February is peak time for the female seals to give birth and the sight that greeted us was simply amazing!

Elephant seals were thought to be extinct by the 1880's, killed by whalers and sealers for their blubber and oil. A small group of between 20-100 elephant seals that bred on Guadalupe Island, off Baja California in Mexico, survived the seal hunts. Elephant seals today are a protected species.

About two dozen elephant seals arrived at the bay of the Piedras Blancas in 1990. By the spring of 1991 numbers had increased to 400. The first birth occurred in January of 1992 and in 1993 about 50 pups were born. In 1995 the number of births rose to 600, and by 1996 the number soared to almost 1000. The colony stretched all along the beaches that run lengthways the Pacific Coast Highway.

This is just a little snippet from our travels, which I thought maybe of interest. So whilst we have been absent not a great deal was happening back in the UK apart from a lot of very heavy rain. A real bummer, all our fields are sodden, and the usual club events that should have taken place have not, lets just hope the jet stream moves on and our weather improves! Serious cases of ploughing withdrawal symptoms have been reported in the North Bucks area.

Two of our major events took place in December a report and photos of our Quiz night and Christmas road run have been included. The fall in the number of drivers on our road run was considered at the last committee meeting and we have decided to move the date to one week earlier for this year so hopefully we will see the numbers increase.

Alleexx sent in an interesting article and photos on the technological breakthroughs of Sir Harry Ricardo who was responsible for the design and developments of many piston engines. Enjoy!

The next newsletter will be due in May so if you have any interesting material to be included please get it to me by the end of April.



Sandix



JCB TRIP

The JCB factory tour is now fully booked and paid for. Just a quick reminder for all those attending. Please can you arrive at Newport Pagnell football club for **8:15am** as the coach will be leaving at around **8:30am**. This is to allow for possible heavy traffic and hopefully a toilet/coffee stop on the way up. If you are likely to be running late please let Richard or Malcolm know asap. Please let your guests know these details if they are not club members and spread the word to those who are.

Trip Details

Wednesday 12th March 2014

Must wear closed toe foot wear

Leave Newport at 08:30am

Return back to Newport around 5:30pm

Sit down lunch and refreshments provided.

Richard Mobile: 07921461542

Malcolm Mobile: 07836525672

The NBVTC Ploughing Challenge Cup

Venue: TBC

Date: End of October 2014

Possible local tractor clubs to take part: NBVTC, Risborough, Brackley Sod Busters, Banbury, Warwick, Bicester, Ouse Valley.

Each club is to submit a team of three members, one for vintage trailed, one for vintage mounted, one for classic classes.

One member of the team must either be a female or under 25 years. The other two can be any age male or female.

The team must be paid up members of the club they are representing.

Each team will provide one judge, who will judge all three classes for all teams except the team they are representing.

The organising club to provide two stewards to assist the judges in their role.

Entry fee £10 per team member, half of the total raised will be given to the winning club, half will be retained by the organising club.

It is hoped that this will be an annual event, the winning team's club will organise the next year's event.

The ploughing match will be run using the society of ploughman's rules and points scoring system.

For more info visit their website on: www.ploughmen.co.uk

This match will be in addition to our existing club ploughing matches and will in no way conflict with any other NBVTC events.

For any queries or concerns please contact Peter Godwin on 01869 346831



A Note from the Chairman

Hi Everybody!

February's on us already and thankfully it is staying lighter longer in the evenings. Not long now until the first show of the year at Malvern. Unfortunately I will not be able to attend the event this year as I will be in Scotland visiting relatives but I'm sure it will be as good a show as it usually is – I look forward to updates from those of you that attend.

Our Christmas Road Run was a success as always. We were a little down on tractor numbers this year but those who did attend had an enjoyable time and there were plenty of spectators to ride on the magnificent trailer loaned to us by Stowe School – thank you Rob for

organising that. Our sincere thanks go as usual to the Starsmore family for allowing us to once again hold the event at Forest Farm.

Well what can I say about 'Our Ern's' Christmas quiz? The highlight of the calendar year as far as many are concerned - and once again we had a full house. You did a fantastic job putting together the questions and running the quiz Ernie – thank you so much. I also need to say a huge thank you to the ladies for organising the food, all the people who so generously donated raffle prizes – over sixty this year – and most of all to all of you for attending.

Unfortunately I don't think we will be holding any ploughing matches for quite a while yet due to the dreadful weather conditions we have been having. Hopefully things will improve soon. However, I am really looking forward to the visit to the JCB factory in March. This outing has proved very popular and we have a full coach load – I'm sure we will have a really enjoyable day. Thanks to Richard for organising this event.

Finally I'm sure you would all like to join me in congratulating James and Michelle Briton on the birth of their son weighing in at 8lbs 4oz – hopefully a ploughman for the future. Well done Michelle.

It just remains for me to thank you all for your continued support. Hopefully the weather will improve and we will be able to hold some outdoor events.

Malcolm.



Guy Waugh driving his Muir Hill at our Christmas Road Run and pulling a very nice trailer with a load of club supporters

Our 2013 Christmas Road Run

The NBVTC held their annual Christmas Road Run on Sunday December the 15th at Forest Farm, again by kind permission of John Starsmore. The weather forecast was cloudy and dry but showers were predicted for the afternoon, as usual Phillip Starsmore had planned a two-version route in case tractor drivers got too cold.

Only 25 drivers took part, the lowest turn out we have had at this event. However the variation of machines present was the best I have seen. We had a couple of fully cabbed Renaults. There were three models of John Deere a 1040, 3540 and 4320. From the Fordson range we had a couple Majors and a couple of Dextas. The Massies were also well represented; models present were the 35, 35x, 65, 595 and 2640. A couple of David Browns, a 780 Selamatic and a Cropmaster. An to round up the tractor selection were a Ford 6640, a Fergie 20, a Deutz D2505 and a Muir Hill 121.



Leading the road run was Phillip Starsmore on his Renault 106-54



Once again present were the series 1 and series 2 Trantor tractors belonging to the Cox family. For me the machine of the day was the Morris Minor police car recently restored by club member Robin Warner. The heating system in the car had been reconditioned and was fully operational; I am not surprised wife Peggy was up for the ride!

We always have family and friends support at our club events, this year they were treated to a special trailer ride behind the Muir Hill driven by Guy Waugh. Club member Rob Clarke borrowed the trailer from the national trust at Stowe with the permission of Barry Smith, the head gardener who came and spoke to us earlier in the year. Rob and Barry have encountered each other through

knowing the same people and Rob working the surrounding farms to Stowe Gardens.

The turkey prize donated by Vice Chairman Pete Godwin, for the best-dressed Father Christmas this year went to Di Sercome, a well-deserved winner! To wrap up the day and truly get into the Christmas spirit we were encouraged to take part on some Christmas carols singing, no excuses were accepted as carol sheets were printed and distributed to all.

We are very thankful, once again to John and family for their hospitality. The Christmas run at Forest farm has become a feature in the NBVTC calendar and personally I cannot think of a better place to hold this event.



Anticlockwise from the Top:

Haydon Morris on his MF 65, Ben Wheeler on his JD 4320, Chris Singer on his Fordson Major, Chris Parry on his DB 780 Selamatic, James Cook on his Deutz 2505 and Steve Casebrook on his MF 2640

Clockwise from the Top:

Ken Richardson on his JD 3540, Richard Cook on his DB Cropmaster, Michael Brandon on his Renault, Robin Warner in his Morris Minor, Mark Richardson on his MF 595 and Bob Leeson on his Dexta





On this pg from the Top:

Di Sercome on her MF 35x, a pair of Fordson Peter Laweson on his Dexta and John Howe on his Major, and a pair of Trantor cars, Little Mo and Big Mo belonging to the Cox family.

On the opposite pg Above: *Getting into the Christmas spirit was everyone singing Christmas carols.*

On the opposite pg Below: *The winner for "the best dressed Father Christmas" was Di Sercome and the prize was a turkey donated by VChairman Pete Godwin.*





The winning team this year were the "1 Short of a Dozen" team.



Quiz Night 2013

The NPFC was buzzing on the 18th of December when our quiz night was held here for the second year running. Club secretary Ernie put on a good show entertaining club members, their families and friends. The customary ploughman's lunch went down well yet again, another successful recipe. A well done and thank you to all concerned.

The generosity of people who donated prizes for the raffle never ceases to amaze me; we had over sixty prizes spread across two tables. Some club member winners choosing the most unusual and bizarre of prizes!

The winning team was "1 Short of a Dozen" with a score of 66 points. In second place was team "Mexico" with 63 points. Last with a score of 39 points were "What's the Question?" team who took home the turnips.





Technological Breakthroughs

Who would have thought that there was a link between the Standard 23C engine (yes that one) and say the highly technical Bugatti Veyron. Well here goes, Sir Harry Ricardo was born in 1885, and was one of the foremost engine designers and researchers in the early years of the development of the internal combustion engine.

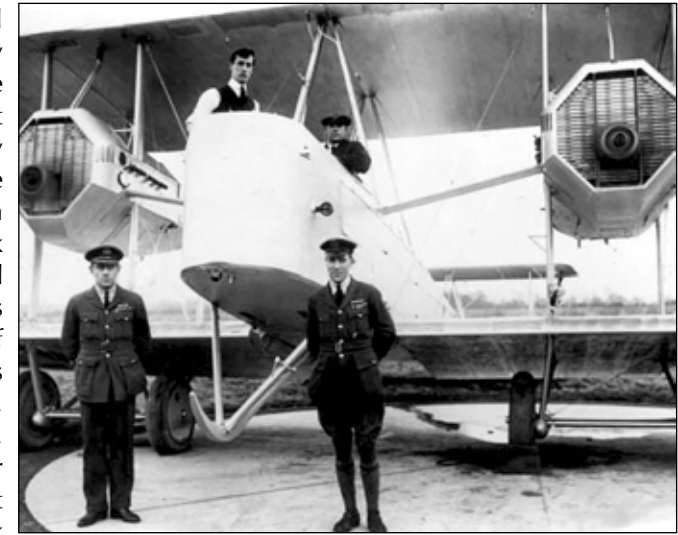
Amongst Ricardo's many other works he improved the engines that were first used in tanks, he oversaw the research into the physics of the internal combustion which led to the use of octane ratings, this was instrumental in the development of the sleeve valve engine design and he invented the diesel pre-combustion chamber that made high speed diesel engines possible.

In 1904 at the end of his first year at Trinity College Cambridge where he was studying civic engineering, Ricardo decided to enter the University Automobile Club event, which was a competition to design a machine that could travel the furthest on 1 imp qt. of petrol about 1.14 lt. His engine was a single cylinder and the heaviest entered, but his motorcycle design won the competition covering 40 miles.

Ricardo joined the Professor of Mechanism and Applied mechanics Bertram Hopkinson to work on a research into engine performance. After a few years of research and design, in 1915 Ricardo set up a new company "Engine Patents Ltd" to develop the engine that would eventually be used in the first successful tank design, the British MKv. The Daimler sleeve valve engine used in the MK1 created so much smoke it gave away its position to the enemy, so Ricardo was asked to redesign it thus curing the smoking and giving more power.

In 1917 his old mentor Bertram Hopkinson,

who was now Technical Director at the Air Ministry invited Ricardo to join the engine research facility at the Department of Military Aeronautics later to become the RAE. In 1918 Hopkinson was killed and Ricardo took over, his department produced a string of experimental engines and research programs. One of his first major research projects was on irregular combustion, known as knocking or pinking, as a result octane ratings for fuel were developed. The result of fuel economy led to Alcock and Brown flying the Atlantic in their Vickers Vimy bomber adapted with his modifications.



In 1919 Ricardo was studying the phenomena affecting the combustion within the petrol and diesel engine, he realized that turbulence within the combustion chamber increases flame speed and that he could achieve this by offsetting the cylinder head. He also realized that making the chamber as compact as possible it would reduce the distance that the

RICARDO SWIRL CHAMBER (Fig. 124.)

The Ricardo Comet Mk. V swirl chamber is comprised of two parts. The upper portion, containing the port for the injector, is cast in the combustion head, whilst the lower portion, which incorporates the gas port, is a dowel-located press fit. Replacement of this lower part will be necessary when the edges of the gas port are burnt and the throat area is thus increased.

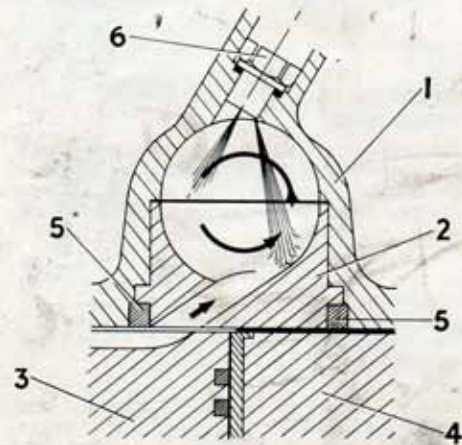


FIG. 124 SECTION THROUGH THE RICARDO COMET MK. V SWIRL CHAMBER

1. Cylinder head and upper half of swirl chamber.
2. Lower half of swirl chamber.
3. Piston.
4. Cylinder Block.
5. Dowels.
6. Fuel Injector.

1930 "FLYING SPRAY" RICARDO DIESEL ENGINE BRITISH

During the summer of 1935, Captain George E.T. Eyston drove his 21 litre, Rolls-Royce petrol-engined, Land Speed Record car *Speed of the Wind* to a new 24-hour record at Bonneville Salt Flats, Utah. The following year, he left Southampton once again, bound for the United States aboard the Cunard ocean liner *Aquitania*. On that occasion, the ship was carrying *Speed of the Wind* plus this 17 litre diesel engine, designed by Mr H.R. Ricardo but also built by Rolls-Royce.

While waiting for more favourable conditions to attempt higher speed records with the petrol engine, the Ricardo was installed and the car renamed *Flying Spray*. On 29th April, Eyston raced across the Salt Flats and beat the previous diesel record held by Wild Bill Cummings, by over 20mph. In a two-way run he averaged 158.87mph for the mile and 159.09mph for the kilometre. This record stood unbroken until 1950.



Cylinders: V-12
Capacity: 17,000cc
Maximum Speed: 165mph (approx.)

Valves: Sleeve
Power Output: Not known
Price New: Not Marketed

Manufacturer: Rolls-Royce Limited, London
Owner: The National Motor Museum Trust

flame had to travel and would reduce the likelihood of detonation. He later developed the induction swirl chamber, which was an attempt to achieve orderly air motion in a diesel engine. Finally he developed the compression swirl chamber for diesel which became known as the Comet design, and was licensed to a large number of companies for use in trucks, buses, tractors, cranes, as well as private cars and taxis, later the Comet mkV designed by Standard in the Freeman Saunders design engine was fitted to the 4cyl 35.

Although Ricardo took a lot stick for the bad starting of this engine it was not his fault as the bean counters built the engine for a set price, i.e. without glow plugs and cylinder head machining, the same engine with glow plugs was fitted to Commer vans and FX3 Taxis with no problems. Sir Harry Ricardo retired from the company he set up Ricardo Consulting Engineers but kept an interest of what was going on.

In 1974 at the age of 89 he broke his leg in a fall and died 6 weeks later. Ricardo PLC



remains a UK based company with global links. In 1986 as a result of Ricardo's innovations it enabled the Rutan Voyagers Teledyne Continental Motors aircraft engine to fly around the world nonstop without refueling. They undertook the development of an automatic lay shaft transmission as part of an integrated power-train control system, transmissions and engines for motor sports and speed record.

Notably the gearbox for the Audi R8 used in 24hr LeMans cars, the JCB Dieselmex, diesel land speed record holder, the DSG type gearbox of the Bugatti Veyron which enabled it to change gear with a time shift of 150 milliseconds, being

built by Ricardo of England rather than Borg -Warner who designed the 6 speed transmission used in the mainstream Volkswagen Group marques, (see we got there in the end).

Ricardo PLC continues to develop engines, transmissions, vehicle systems, hybrid and electric systems for transportation, defence, and clean energy. As a postscript to Ricardo's work he assisted in the design of the combustion chambers and fuel control systems of Sir Frank Whittles jet engine .

deex.F.

Club Subs 2013-2014 Are Now Well Over Due!!!

This is a reminder to all members who have yet to renew their membership please send your remittance to Roger Tyerman ASAP to ensure your details are not removed from our database.

Subscriptions have increased by £2 Single membership is now £12 and Family membership is £17

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Blue/Grey caravan awning to fit 15' (5m) van. Brand new, never used. Sensible offer considered. Please ring Robin on 01234 750068.

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Ransomes RSLD trailed plough lifting rack/arm. Must be in good condition. Complete, rough plough considered for the right part. Cash waiting. Call Richard 07921461542 evenings or weekends please.

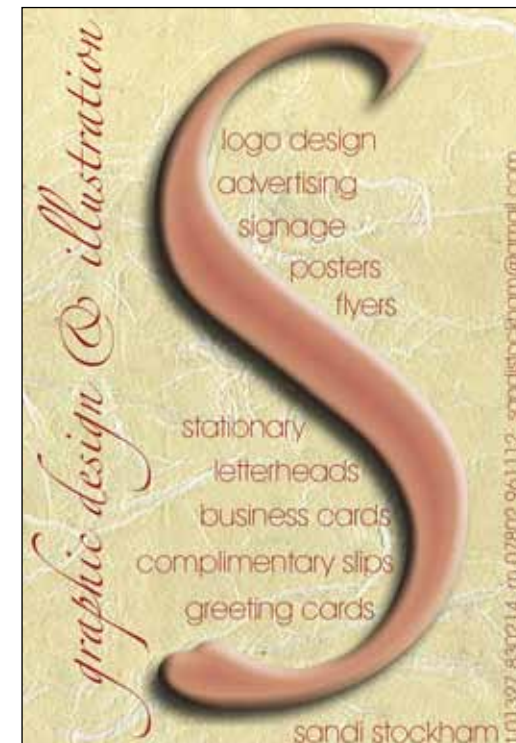
WANTED ~ WANTED ~ WANTED

A drawbar to fit a Massey Ferguson 35 or 135 and/or a bucket for a MF80 loader. Please call Rob on 07834705120.

NBVTC Celebration Book



There are no more copies of the book! We do not intend to order anymore, however it has been decided that if there is enough interest we would reconsider. Ring Malcolm if you are interested.



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