



Robin Cook on his Martin-Markham Colt took 3rd place in the Horticultural class.

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Club Events

Summer Roadrun Wkend ~ July 19th & 20th at Moulsoe Farm
 Blakesley Show ~ Aug 2nd Again ploughing will be available care of the Boddington Association if you wish to plough contact Gerald on 01327 261491 as plots will be limited.
 NBVTC Ploughing Challenge Cup ~ October 5th at Moulsoe
 New Holland Visit ~ October 22nd at the Ford factory in Basildon
 Llama Farm Ploughing Match ~ to be held in the Autumn
 Wavendon Ploughing Match ~ to be held in the Autumn
 Xmas Roadrun ~ December 7th at Forest Farm

Club Nights

April saw the last of our winter meetings. Our 2014 schedule will resume in September a new list of speakers is being compiled by our chairman and as soon as is complete we will advertise. The club website (www.nbvtc.org.uk) is the best place to check for updates.

Local Rallies and Shows

Jun 14th & 15th	Bolnehurst Vintage & Country Fayre in Bolnehurst 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
Sept 12th - 14th	Bedfordshire Steam & Country Fayre in Biggleswade Beds
Sept 20th & 21st	Haynes Working Rally in Haynes Beds
Nov 8th & 9th	Newark Tractor Show at Newark Showground in Notts

Notes from the Editor

On our recent trip to Seattle we had a chance to do the Boeing tour of its factory in Everett, just around the corner from where Roger has been working. The assembly building is the largest in the world; it covers 98.5 acres and holds the production line for the Boeing 747, 767, 777, and 787 all in various stages of construction. To give some idea how big that is the Sherington field where the ploughing match took place is 30 acres and the total area ploughed was 14 acres.

We also had a chance to visit the Boeing Museum of Flight in Seattle, one of the most comprehensive aviation museums we have been in. It really brings to light how far aviation has come in the last century. The Personal Courage wing full of World War I and II aircraft exhibits and also an enormous amount of photos and memorabilia of the period was really interesting. And as if we did not get enough of the aviation bug we also visited The Boeing Restoration Centre also in Everett. A truly big garage packed full of airplanes in various states of restoration; the centre is a full working hangar and run by its 50+ volunteers. Well you just don't visit Seattle "the home of Boeing" and not cover all the many aviation hot spots of interest!

On our way back we had a few days in San Francisco and after doing our family duties (visiting yet some more relatives!) we stopped in Fisherman's Wharf. We visited Alcatraz Island, a truly depressing experience but very interesting and one not to miss. Pier 39 was great fun; we drove the Golden Gate and Bay bridges and visited the Maritime and Cable Car museums. But the highlight of our stay was the drive up to the Muir Woods National Park, home of the California redwoods, the oldest (many over 600 years old) and the tallest trees (an average height of 350 ft.) in the world. It was an awesome experience surrounded by so much nature, which was enhanced by the falling rain.

Back to home ground! While we were away we missed the JCB factory tour, which I am told was really good, Richard has sent in a report and thanks to Steve I have included a club group photo. It was a very popular event and a first of many to come.

We held our 1st ploughing match of the season at Sherington last weekend; we had record number of entries and a fantastic day enjoyed by all. I managed to squeeze photos and a report in our newsletter.

Loads of club gatherings have been planned for the summer and rallies which the club will be supporting can be found in our events page, you will always find a more up to date list in our website.

Have a great summer! *Sandi*

Next newsletter is out in August, any material to be included please send by the end of July.



**NBVTCT Summer Road Run
Weekend
Moulsoe Farm
July 19th & 20th 2014**



Overnight camping will be available

BBQ on Saturday night (bring your own meat we will provide the salads)

20 mile Sunday Road Run starting from Moulsoe Farm and around the villages of Newport Pagnell & Cranfield ~ 10:00 am start

Entry forms have been included please return ASAP for catering purposes



**Blakesley Show
Poplars Farm
August 2nd 2014**

The NBVTCT will be having a stand on the working site of the Blakesley show from 9:00 am on Saturday August the 4th
For directions & information contact David Jones on 07801 864194

Ploughing will be available care of the Boddington Association if you wish to plough contact Gerald on 01327 261491

**Poplars Farm ~ Greens Norton ~ Towcester
Northamptonshire NN12 8AW**



**The NBVTCT Interclub Challenge
Moulsoe
October 5th 2014**

Tractor clubs to take part: NBVTCT, Banbury, Bicester, Boddington, Princes Risborough, Sod Busters, Warwick & Ouse Valley(tbc)

Classes will be vintage trailed, vintage mounted and classic
10:00 am start
Entry fee £5 per team member

The match will be run using the society of ploughman's regulations
For more info visit their website on: www.ploughmen.co.uk

Contact: Peter Godwin on 01869 346831



**NBVTCT Autumn Event
Basildon Plant
October 22nd 2014**

The club is visiting the New Holland tractor assembly plant in Basildon

This is the 50th anniversary of the Basildon plant so this is bound to be a must for any Ford tractor enthusiast

22nd October, 8:00am for 8:30am depart from Newport Pagnell football club

£20 per person including return coach journey and lunch

Sorry club members only, no under 15's, limited to 45 spaces and they are going fast so be quick

Call Richard: 07921461542 or 01908 516102



The NBVTC Sherington Ploughing Match

Just when we thought that the weather was turning to our advantage (the farming optimist) the week leading up to our Sherington ploughing match, rainfall in the county again hit record figures! We had 60 ploughmen booked in from as far away as Swindon, Rutland, Leicester, and Derby as well as our loyal locals from the North Bucks area. Emails and phone calls were coming in asking if the match was still on, to right it was still on! As it happened the rainfall during the week and a dry day on Saturday worked to our benefit and the ploughing soil on the day was in near perfect conditions.

The standard of ploughing was very high and good to see but it was a tough competition. Particularly in the vintage trailed class where only six points separated the top three ploughmen. Top of the tree was Max Cherry

T: Jim Wolton on his Bristol crawler arriving to the match

M: George Singer on his superbly restored DB Cropmaster

B: First time out for this Dexta and plough belonging to Tom Breeds



on his Fordson N who came first in the class and took home the Peter Cook shield with a whopping score of 131 points.

The variation of tractors ploughing was the best we have seen; a superb example of a recently renovated DB Cropmaster on its first outing was that of young George Singer. Another first outing was that of the Fordson Dexta belonging to Tom Breeds, I have been following the updates on Facebook and I can assure you the plough was being assembled right up to the last minute. The Cook family, as usual, brought their array of interesting machines but a first to see was young Robin Cook on his rare Martin-Markham Colt in the horticultural class, Robin took third place and has not stopped grinning since (so I am told). Tractor of the day for me was the Bristol, the only crawler on the field, belonging to Jim Wolton from High Wycombe.

We have a new name to add on the Ladies Rose Bowl. Only two competitors on the ladies class this time (at least numbers are consistent) Jo Lusted came first and Megan Singer second but with only by one point in it. Again the standards were high on this class with both ladies scoring over the 100 points.

We are grateful to Michael Cook for allowing the use of the land, we are happy to report £400 in entry fees was raised for Willen Hospice in memory of Michael's son Peter. As usual we are thankful to the ladies who helped with the catering, to the judges who had a tough job in whirlwind conditions, to everyone who donated raffle prizes and to all who helped with the set up, and on the day. Not to forget our raffle ladies who took over £300 for our yearly charity which this year is Willen Hospice.

T: Max Cherry was 1st in the trailed class and highest score winner

M: New club member Brian Reynolds with his two-wheel Trusty

M: Rob Clarke was well chuffed with 2nd in the novice class

B: Jo Lusted on hubby's IH434 came 1st in the ladies class

Classes	Classic									Novice		
Plot Nos.	8	10	11	12	13	14	15	16		17	18	19
Opening	15	15	15	12	10	9	12	10		7	8	8
Start	13	17	17	15	16	8	14	15		6	8	9
Seed Bed	12	13	11	12	14	8	13	11		9	13	9
Firmness	12	13	10	11	12	9	12	12		9	13	9
Uniformity	14	16	10	10	16	10	14	10		9	14	10
Finish	12	14	14	12	15	11	15	10		5	12	6
Ins & Outs	12	13	12	11	10	12	10	9		10	12	7
General Ap	13	15	12	12	16	10	14	11		8	15	9
Total	103	116	101	95	109	77	104	88		63	95	67

Classes	Novice (cont)						Ladies			Vintage Mounted		
Plot Nos.	20	21	22	24	25		26	27		29	30	31
Opening	8	10	10	8	9		8	12		14	14	12
Start	12	7	9	12	9		11	12		12	11	9
Seed Bed	10	8	10	12	8		15	15		10	9	11
Firmness	10	8	10	12	8		14	14		12	9	13
Uniformity	11	8	8	13	8		16	16		11	10	12
Finish	6	4	6	7	8		14	12		0	12	10
Ins & Outs	9	4	10	10	10		14	11		8	9	8
General Ap	10	8	10	11	8		14	15		10	10	12
Total	76	57	73	85	68		106	107		77	84	87

Classes	Vintage Mounted (cont)											
Plot Nos.	32	33	34	35	36	37	38	39	40	41	42	43
Opening	8	11	12	11	12	12	11	10	9	15	12	11
Start	9	11	10	9	10	9	9	9	9	11	11	9
Seed Bed	9	9	8	7	8	10	11	9	6	12	11	8
Firmness	9	9	8	7	8	12	12	10	7	11	10	8
Uniformity	9	10	10	8	9	12	11	10	6	13	12	9
Finish	8	12	5	9	6	10	14	8	6	17	15	6
Ins & Outs	8	12	9	8	9	10	9	7	7	12	11	9
General Ap	11	13	8	9	10	13	12	10	8	15	13	10
Total	71	87	70	68	72	88	89	73	58	106	95	70

Classes	V Mounted (cont)								Vintage Trailed			
Plot Nos.	44	45	47	48	49	51	52		55	56	57	58
Opening	11	10	9	12	8	8	9		5	15	13	12
Start	11	9	8	11	9	8	9		10	16	13	12
Seed Bed	10	12	11	10	10	8	8		9	15	12	10
Firmness	9	11	11	10	10	9	9		8	15	12	12
Uniformity	8	10	9	9	9	9	9		8	15	14	11
Finish	8	9	11	9	10	10	15		12	17	13	14
Ins & Outs	9	10	10	9	9	10	12		10	15	15	11
General Ap	10	11	10	10	10	10	12		11	13	13	13
Total	76	82	79	80	75	72	83		73	121	105	95

Classes	Vintage Trailed (cont)						Horticultural					
Plot Nos.	59	60	61	62	63		70	71	72	73		
Opening	15	16	12	15	12		5	10	3	8		
Start	14	16	10	14	13		8	10	8	6		
Seed Bed	15	16	12	16	13		12	15	9	10		
Firmness	15	16	12	15	14		12	15	9	10		
Uniformity	16	17	13	16	15		12	15	7	10		
Finish	18	18	11	18	10		10	15	7	9		
Ins & Outs	15	15	12	15	8		12	15	12	9		
General Ap	17	17	12	17	13		11	15	10	10		
Total	125	131	94	126	98		82	110	65	72		



Results

Classic

1st Tom Baird
2nd Evan Cook
3rd Frank Wesby

Novice

1st Mick Hayes
2nd Rob Clarke
3rd Chris Mynard

Ladies

1st Jo Lusted
2nd Megan Singer

V Mounted

1st Michael Moore
2nd Barry Moore
3rd Brian Humphrey

V Trailed

1st Max Cherry

2nd Derek Parker
3rd Michael Taylor

Horticultural

1st Graham Soule
2nd Brian Reynolds
3rd Robin Cook

Shield Winner

Max Cherry





The NBVTC team assembled on the steps of the very grand entrance to the JCB factory posing for a club group photo



NBVTTC Away Day

by Richard Wray ~ photos Steve Anguish

On the 14th March 50 club members and guests assembled at Newport football club for the first of hopefully many club away days. With the coach full and everyone accounted for we set off bound for the JCB factory in Rocester, Staffordshire. After a leisurely drive up the motorway and of course the all important toilet/bacon butt stop, we arrived - albeit slightly early. Not a problem though as this gave the NBVTTC press (Ernie and Steve A) time to assemble us all on the steps of the very grand entrance to the Factory for a photo shoot.



We were then greeted and seated for lunch – No worker’s canteen for us, rather a fully set table complete with gold lined JCB bone china teacups and all the bells and whistles! After a very nice meal and time for it to settle we were called in to have our headsets fitted and then ushered into a cinema – JCB use this cinema to launch all their new models and they have the facilities to broadcast live TV from here worldwide – no expense spared here! We sat down in some very comfy seats and watched an impressive film, detailing the full product range and the company’s principles and commitments to its customers and to becoming a greener and more eco-friendly business.



We were then split into three groups and were all sent off on our guided tours of the factory. My group’s first stop was the hydraulic centre where they showed us how they friction weld the ram ends on and the full process from bar stock material to finished ready-to-go rams. We then moved on to the test track - every machine they build has a full test before it’s deployed to its customer to make sure it is in perfect working order. Next stop was the fabrication shop I can honestly say I have never stood in such a massive building! Everything apart from some engine units is made by JCB in house and this fabrication shop produces everything from the backhoe chassis to the Loadall boom masts. They have men manually cutting, welding and folding components alongside state of the art robotic laser cutters, welders and brake presses to produce all the necessary components.

Once we had finished in the fabrication shop we moved onto one of the design offices - to our surprise there was a fully restored classic 3CX sitting in the middle of the office! Our tour guide explained that as a lot of the office workers will probably never go onto the shop floor, Mr JCB decided to put a machine in every office to show what all his employees are working towards (much better than an old picture on the wall if you ask me!). Just outside the office we were shown the first ever trailer than Joseph Cyril Bamford (Mr JCB) made, the product that started the whole thing off.

Next on the tour was the backhoe assembly line. I was very surprised to learn that JCB

do not stock machines waiting for sales - every machine is made to order and personal specification once the sale has been completed. This means that looking at the machines moving down the assembly line there are traditional yellow machines as well as A Plant green ones and heavily beefed up ones bound for the Russian market (these were 5CX models not available in this country).

The last stop was in the factory's museum, containing many fine examples of the company's engineering history - fully restored machines starting from the very beginning of the Bamford company right through to the latest machines and the Land speed record car for a diesel powered vehicle (of course built by JCB). We were then let loose in the shop to spend all our pocket money so you may well see JCB hoodies, T shirts, overalls, baby clothes and hats at the club events from now on!

I think most of those that came on the trip would agree with me that it was very impressive to see a British through and through company proving that we still have the skills to design and manufacture excellent products in this country. We were made very welcome, and all enjoyed a very professional tour. Thanks must go to Rob Clarke for suggesting JCB as a trip, Malcolm for arranging the transport, and finally to all of you for paying up so promptly and arriving on time - this definitely made my job a lot easier!

Looking forward to the next trip already - keep your eyes peeled for details...



A Note from the Chairman

It doesn't seem possible that yet another year of club meetings has just finished. I hope you have enjoyed the various speakers we have had over the winter - some good, some not quite so good. I will shortly be starting to organise the speakers for next year so any ideas would be gratefully received.

This year, for the first time, the club organised a day trip out. The trip to the JCB factory was fully booked and a great success. Due to the positive response from this trip we have decided to organise another one for later in the year to the New Holland factory at Basildon. Details are in this newsletter. It is suggested that you book early as there are only limited spaces available. Special thanks to Richard Wray for organising these events.



May Bank holiday weekend saw Rushden Cavalcade - the first rally of the year. Despite a grim forecast the weather remained fine all weekend and there was a really good turnout. Let's hope this is a positive sign for the rest of the season's rallies. As you can see from the events calendar there are quite a few events taking place over the summer and I hope to see many of you there. Hopefully as many of you as possible will support the events that the club are involved in.

At the moment I am busy organising the ploughing match at Richard Cook's in Sherington. We have had a record number of entries so let's hope for a good day.

Our summer get together and road run will again be held at Moulsoe Farm Buildings thanks to Chris and Karen Singer. There will be a BBQ on the Saturday night and a road run on the Sunday. The BBQ's are always great fun and it is very entertaining watching some of the oldies - including me - showing off their skills or lack of them at football or cricket. Just bring your own meat and drink and we will supply salads etc. All club members, friends and families welcome. Why not bring your caravan or tent and stay for the weekend?

I hope you all have a great summer and I look forward to seeing many of you at the various rallies and events that have been organised over the next couple of months.

Thank you all for your continued support.

Malcolm.



Alleex Travels

Difficult times for the travelling scribe, months of wet and no ploughing matches. Looking back at "Alleex Travels" photos it struck me how the "Cooks" always have something interesting to plough with, Richard's Same 45 has been done, so my attention turned to James' Deutz D2505. The Deutz D2505 was part of a series of seven models in its 05 series. The two basic models were the D2505 and the D3005 delivering 22hp @1900 rpm and 28hp @2300rpm but both with the same 1.7lt air-cooled engine. The main differences were engine rpm, single or dual clutch and the PTO, either independent or standard. Although the series was only built for two years after being launched in 1965 they were a fundamental stepping-stone in the companies catalogue.

In 1936 the German government wanted every farm using horses or oxen to benefit from mechanisation. The start of WW2 put an end to official studies, but many machinery manufactures, including Deutz, marketed their own machines that would be affordable for all. Against a background of economic crisis, as well as an increasing lack of manpower for agriculture and early preparations for war, Adolf Hitler requested a new design for a popular tractor. The German Chancellor in power since January 1933 gave commissions to several major tractor manufactures in particular Ferdinand Porsche, the designer of the VW Beetle. The machine would be named the "Volksschlepper" (the peoples tractor) to be produced using the same principles that had been applied to the VW automobile, which made the car affordable for every German household.

The government's directions were clear the new tractor had to be sturdy and powerful, able to replace 3 -4 horses, affordable, less than 3000 Reichsmarks (Interestingly about twice the price of a Fordson at that time) and with low maintenance cost. It had to be multi-functional, able to plough, mow, operate a thresher and be used for all types of transport. The tractor needed to be sufficiently easy to operate so that anyone in the family could

drive it; in short this was to be a tractor created for wartime. In the event of a conflict most farmers would have to be mobilized along with all other able-bodied Germans. The availability of the "peoples tractor" would allow farming work to continue. Ambitions were high, and production was initially set at 100,000 tractors per year later increased to 300,000 units to achieve a maximum sale price of 3000 Reichsmarks. However with approach of WW2, the armament production became priority and the design studies for the future tractor were put on hold. The "Volksschlepper" officially never saw the light of day, although several manufactures including Deutz, Porsche, and Hanomag brought their own versions to market.

The D2505 and D3005 carry the familiar Deutz badge as well as the Magirus badge from the Magirus-Deutz days. In 1864 Conrad Dietrich Magirus founded a company that specialised in making fire engines. It merged with Humboldt Deutz in 1936. Deutz first used the Magirus logo as the KHD company symbol in 1964. Located on the grilles of the 05 series it consisted of the "M" for Magirus with the steeple and two towers of the cathedral in the city of Ulm. Deutz is an old German town on the right-hand bank of the Rhine, it became part of the city of Cologne in 1888, Deutz now belongs to the first district of Cologne, Stadtbezirk 1, which has a population of approx. 16,000. The Deutz AG engine factory houses one of the most important companies in Cologne.

There a lot more to the Deutz story but for now time and pressure means we have to close, another day perhaps.

Auf Wiedersehen *Alleex.F.*



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