



NBVTC

news

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Issue 61



Who is Who in the NBVTC



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Ed's Notes

Summer seemed to have arrived a bit late this year but it sure is in full swing now! We have been quite busy the past few weeks either taking part or attending some new rallies, and other shows which are simply a "must be there" in our calendar. We exhibited as usual at both Bloxam and Hollowell Rally and again this year both were very good with record attendance and blessed with pretty good weather. Much Marcle Rally in Hereford was a new for us, which we thoroughly enjoyed (apart from our mishaps returning home!) and will certainly be exhibiting again next year. Early in the season we attended the Carrington Rally near Boston, we had heard that this is a good show and yes it sure is. I would say there were probably a greater variety of tractors than we have ever seen before at a rally. We will be there with an exhibit next year although not quite certain what sort of exhibit...

Closer to home last weekend we were at the Blisworth Canal Fest on Saturday and the Brackley Fest of Motorcycling on Sunday. We are fond of both shows and like supporting them. They are held around the village or town and some of the streets have to be closed. In the case of Brackley the high street is turned into a temporary race course (Monaco eat your heart out!) and through out the day various classes of motorbikes go out and race around the track. This year the highlight in the Side Cars Class, were the Birchall Brothers who are the current Isle of Man TT winners and in line to take F2 World Trophy this year, they took on the track to the much clapping and roaring of the crowds. If you are a motorcycle junkie this is one show not to miss!



So here we have another edition of your magazine and packed full with reports on what the club has been up to. The Silverstone Classic Car Event in July has been a new one for us and although it was purely ferrying people, from the campsite to the circuit on trailers behind some vintage tractors, we hope to have with more time to organise, a club stand as well next year. The boys and girls sure looked like they had some fun! We had another successful Summer road run weekend at Forest farm in June in memory of much loved John Starsmore. The timing could have not been better as John's son Michael was visiting from New Zealand. The club was once again present at the Blakesley Show in August, and there was a record number tractors this year. I swear this show gets bigger and better every year.

We still have some rallies and shows to come, the season is not over yet, dates and info can be found in our events page. Don't forget we start our winter club nights in September, we have some good speakers lined up.

See you around...

Sandix



The next magazine will be due out in December, any material to be included please submit by the beginning of November. My email address is sandistockham@gmail.com

Cover Photo

Robert Clarke on his MF165, Brian Stillwell on his MF35 and Haydn Morris on his MF65 with a trailer full of family and friends who joined us at our Summer Road Run in memory of John Starsmore.

A Note from the Chairman

Hi everybody. It's almost the time of year again when we start thinking about our club nights at Newport Pagnell. I have already managed to book nearly all the speakers for the year and hope you will enjoy them. We had some really good speakers last year and hope this year will be as good.

We have only managed to get to a couple of the rallies this year but are looking forward to Dorset and Old Warden. The club did have a stand at Blakesley Show, and it was nice to see some of you there. This show seems to get better and better each year – it was very well attended, there was a lot to see and the weather was fantastic.

The road run at Mrs Starsmore's went very well although the weather was not good and so was not as well attended as we had hoped. However, the people who did attend enjoyed it and agreed that it was an excellent route.

A few weeks ago the club was approached and asked if they could supply some tractors and drivers to pull the hospitality trailers to and from the campsite at the three day classic car event at Silverstone. It was a great success and we have already agreed to do the same next year. Thank you to all those who participated, it was great PR for the club. Those who attended were really impressed with the show and so we are negotiating having a club stand at this event next year. There is a full report in this newsletter.

You will find a membership renewal form for 2016/2017 in this newsletter. Can you please send these back to Roger as soon as possible or at the September/October meetings.

There is also an entry form for the ploughing match at Chris Singer's at Moulsoe on October 9th. Please send these to me as soon as possible.

I hope you have all had a good summer and I look forward to seeing as many of you as possible at our different events and club meetings this season.



Diary of Events & Shows

Aug 25th-29th	Great Dorset Steam Rally ~ Tarrant Hinton Dorset
Aug 27th-29th	Earls Barton Rally & Country Fayre ~ Earls Barton N'ptonshire
Sept 1st	Bucks County Show ~ nr Aylesbury Bucks
Sept 10th-11th	Haddenham Steam Rally ~ Ely Cambs
Sept 16th-18th	Bedfordshire Steam & Country Fayre ~ Biggleswade Beds
Sept 17th-18th	VHGMC Weeley's Working Weekend ~ Clacton on Sea
Sept 17th-18th	BVA Working Weekend ~ Boddington N'ptonshire
Sept 24th-25th	Haynes Working Rally ~ Haynes Beds
Oct 1st	BYFC 54th Ploughing inc. Farm & Garden Produce ~ Eaton Bray Beds
Oct 9th	NBVTc Ploughing Match @ Moulsoe Fm ~ Moulsoe Newport Pagnell
Nov 12th-13th	Newark Tractor Show ~ Newark Showground Notts
Dec 11th	NBVTc Christmas Roadrun from John Howe's ~ Cranfield Beds

Diary of Events & Shows (Cont)

The Boddington Vintage Association is holding a working weekend on Sept 17th and 18th. Ploughing Match on Saturday, a social get together on Sat night, and working day on Sunday. All welcome, room for caravans and camping if required. The field is located next to the Village Hall in Boddington near Byfield. Contact Brian on 01327 260044 or Gerald on 01327 261491.

The Beds Young Farmers 54th Ploughing Match including Farm and Garden produce will be held on Saturday Oct 1st at Totternhoe Rd Eaton Bray Beds LU62BJ. For more info contact Mark Thorn on 07977519612 or email ploughing@bedsyfc.co.uk

The NBVTc will be having an autumn ploughing match on Sunday Oct 9th at Moulsoe Buildings Farm in Moulsoe. An entry form has been included inside your magazine.

Once again the NBVTc will be present at the Newark Show on Nov 12th and 13th. We will be in our usual spot "The Stephenson Hall" and the kettle will be on. If you are visiting the show please come and see us.

The NBVTc has a new venue for its Christmas Road Run, it will be held on Sunday Dec 11th by kind permission of club member John Howe. We will set off at 10:00 am from John's premises at Hartwell Farm in Cranfield Beds. MK43 0DX. For more info contact Malcolm.

Club Night

Our winter meetings will resume on Wednesday Sept 21st. A new list of very interesting speakers has been included for your information. We meet at the Newport Pagnell FC on Willen Road in Newport Pagnell ~ MK16 0DF on the 3rd Wednesday of the month for a prompt 7:30 pm start.

Sept 21st	Gordon Rogers ~ Winston Churchill's Toys
Oct 19th	AGM & Kingsley's Films
Nov 16th	Mike Lee ~ Narrow Gauge Railways of the World
Dec 21st	Ernie's Quiz
Jan 18th	David Fowler ~ Cardington's History of Airships
Feb 15th	Frank Banfield ~ Old Films

If unforeseen circumstances arise, changes/updates will be announced on our club website at: www.nbvtc.org.uk please check before travelling.

NBVTc MEMBERSHIP RENEWALS

Within your magazine is included a renewal form for your 2016-2017 subscription. Completed forms with your remittance can be handed in at our September meeting for Roger Tyerman to update.

If you are unable to attend please send the completed form with your remittance to Roger's address that you will find on the form.



The NBVTC display and hospitality tent at the Blakesley Show this year.



Blakesley Show

Well it is early August and this is Blakesley show time. This one day event has all the old world charm of a traditional agricultural show and a very relaxed atmosphere.

There are many attractions apart from a good collection of vintage tractors. Horse events take part all day and there are shire horses working around the site. The animal section is well attended with a large sheep area for judging and a similar area for prize cattle.

Many machinery vendors are in attendance with mouthwatering agricultural and horticultural machines. Most at mouthwatering prices one tractor we noticed being £128,000. All of the land agents, estate agents, insurance companies, auction houses etc. have hospitality tents for those in need of refreshment. Most of the other stalls have a

T: The tractor area keep getting bigger and more interesting
B: John Sheppard's Latil Timber Tractor and Austin Seven

local connection, my personal favourite the Buffalo burgers from Napton way.

The club tent was very well attended all day with a plentiful supply of tea, coffee, biscuits and Malcolm's birthday cakes. The new gas Burco was a joy, no background noise of a diesel generator and no heavy lifting to get it into place.

Displays were going on in the arena all day including one by a team of animal trainers who supply television and film companies. Using horses they were enacting medieval scenarios i.e. maidens in distress and other rescues, which had unbelievably well trained horses one, which could just drop dead at the sound of a shot. Not just lie down but also drop.

We are always amazed at the number of varieties of sheep on display and it is interesting finding out the advantages and disadvantages of each breed and how they fit in with their environment. We did see two that looked like they had a dyed hair do, and was told by one of our junior club member that people sometimes did do this for competitions we have still not found out why.

In the cattle section we saw two short legged Dexter's, which we assumed were fairly young calves only to read the label on the pen to find out that they were full grown. We were quickly educated by another club member who said they were a commercial waste of time and were hobby farmer's animals. Such is reality. The rest of the cattle were a fine mix of large beef cattle and some fine milkers including a number of Jersey cattle who are definitely milk producers.

Club vice chairman Peter had been recruited to do the commentary for the tractor parade, which was well attended, I am always impressed at the depth of knowledge on all

T: Another shot of the increasing tractor area
M: An E27N powering a Baler and Threshing Box
M: Wiltshire Horn Sheep were just one many varieties here
B: Two of the short legged Dexters in the cattle section





makes and quite often learn something new even about a tractor I thought I knew about. The tractor parade was the last event of the day.

The weather had been good all day and an excellent day was had by all.

Nuts

T: John Sheppard on his Ford Ferguson leading the parade
M: Haydn Morris on a MF65 & Brian Humphrey on a Fergie
M: This Landrover and Unimog paraded with the tractors



Also included in the parade was this beautiful Shire Horse who had been working around the site all day



The line up of hard working tractors a MF65, a MF2640 and a Muir Hill 121

Silverstone Classic 29th~31st July

words Haydn Morris

photos Sue Casebrook & Rob Clarke

Several weeks ago I was asked by Duncan Wheeler if our club would be interested in partaking in this event. Duncan runs the Woodlands Campsite, which adjoins the circuit and provides camping facilities at the main events held at Silverstone. As the campsite is some distance from the circuit he provides trailers pulled by tractors to take people to the entrance. For a classic event he thought it would add a nice touch to use old classic / vintage tractors rather than modern ones.

Having discussed this with other club members we were keen to help out because Duncan has been kind enough to lend us his trailer on several occasions to tow passengers on our road runs. We also thought it would be good publicity for the club and good fun too. The first problem we encountered was finding suitable tractors. The trailers he uses for these events are quite large and have hydraulic brakes. Concern was raised that many of our smaller tractors would not be large or powerful enough to tow these and would not properly operate the trailer brakes. Fortunately Steve Casebrook and Guy Waugh came to our rescue, Steve volunteering to bring his immaculate Massey Ferguson 2640 and Guy his Muir Hill 121. Malcolm also

T: Guy Waugh driving the Muir Hill 121

B: Haydn Morris on the MF65

B: Steve Casebrook on the MF2640



offered his MF 178 and I was happy to bring my MF 65. It was decided that these 2 smaller tractors could take it in turns to tow the trailers we use on the road runs, which are smaller and have overrun brakes. Duncan has two of these, which are virtually identical and can be coupled together to form a road train.

We took the tractors to Silverstone on Thursday evening, coupled up the trailers and Duncan gave us a tour of the campsite and showed us the route. We were very impressed by the facilities on the camping field, which included a pub, shop, food stands, evening entertainment and impressive toilets and showers. Although none of us camped over the weekend we all thought it might be good to do so in future years.

The shuttle service started at 07.30 on each morning and ran right through until 10.00 in the evening on Friday and Saturday, finishing at 8.00 on Sunday. The team of drivers was Steve Casebrook, Guy Waugh, Richard Wray, Rob Clarke and I. The 5 of us took it in turns to drive the different tractors throughout the day. We were busiest mid-morning when everyone was going into the circuit, then there was a lull in the middle of the day which allowed one of the tractors to be parked up and gave us an opportunity to look round the event, then it was busy in the afternoon with people coming back to their tents and caravans and also those going to the evening pop concerts which were the Boomtown Rats on Friday and the Stranglers on Saturday. At the end of each day the tractors were fuelled and parked safely in Buckingham Group's yard.

On Saturday afternoon we were joined by our Vice Chairman Peter Godwin who helped with the driving which gave the rest of us a chance to look round the circuit. Many of you will be aware that Peter is a Ford / Fordson tractor man through and through and sadly we didn't have a Ford for him to drive. He jumped on my MF65 and drove round and round for about 7 hours without stopping. We couldn't prise him off the seat and when he eventually got off he admitted (reluctantly)

"It's nearly as good as a Major!"

All the tractors performed well except the MF178, which had a worn thrust bearing which made the clutch inoperable, this had to be retired early on the Friday morning and the MF 65 took over towing the 2 trailers. I was particularly proud of my little tractor, which was flat out on all 3 days and at busy times was towing over 40 people. It has never worked so hard since I've owned it but I'm sure the hard work did it some good and it's satisfying to put it to good use. My son Joel came on Saturday and had great fun riding round in the cab of Steve's 2640.

The idea to use old tractors was brilliant and those who rode behind us were fascinated by them. A lot of people asked questions about their history, many took photos and videos and some who had ridden behind one tractor were deliberately holding back in the queue to ride behind a different one on the return journey. As we had the club banners displayed on the trailers the event was excellent publicity for our club. Those going to the evening concerts were dressed in a variety of outfits, Rob towed a trailer full of Bananas and a Gorilla and although many people were slightly inebriated when they returned the atmosphere was excellent throughout. Richard managed to blag a burger from someone whose barbeque he was monitoring closely on each circuit and I got a massage (neck, shoulders and back only!) from 2 lovely ladies who had been working at the event and were thrilled to have a lift back to their tent behind the 65.

The Silverstone Classic itself was something to behold. Anyone would struggle to look round in a single day as there is so much to see. As well as hundreds of immaculately presented cars displayed on club stands there were classic vehicles ranging from old F1 cars to Cortina's, Jaguars, motorbikes etc. racing around the circuit all day, every day. Most of the public stands were open so once inside you could sit wherever you liked in a stand or on the grass banks to watch the racing and soak up the

atmosphere. Historic Routemaster buses were being used to take people around the inside of the circuit. There was also a fun fair with a huge Ferris wheel giving fantastic views and aerobatic displays both in the daytime and evening when the planes had lasers and fireworks on the wingtips. Early each morning a number of hot air balloons were launched. There was a chap building a Range Rover from bits obtained from e-bay and numerous food stands and demonstrations. I particularly enjoyed walking around the garages and pit lanes and watching the drivers and mechanics preparing their cars for racing.

In conclusion those who took part had an excellent time and helped promote the club. I would like to think we will be asked to do this again and it could become a regular event in the club's calendar. Serious consideration is being given to having a club stand within the circuit next year and if we decide to do so it will be good to see you all there.

Thanks should be given to Steve Casebrook, Guy Waugh, Malcolm (and myself!) for providing their tractors, Steve's wife Sue for helping out, and all the drivers who took part namely Steve, Guy, Richard, Rob, Peter and myself.

Ed's Note: Given that this was a racing event at our No 1 Race circuit how on earth did our vice chairman on a vintage tractor with two trailers get a warning for speeding?

T: Peter Godwin driving the MF65

M: Part of the aerobatic display going on during the day

M: Off to the evening concert were a load of bananas and a gorilla

B: Some of the classic vehicles that went around the circuit





NBVTc Summer Road Run

by Rob Clarke



On the weekend of the 11th of June members met at Forest Farm in Wicken by kind permission of the Starsmore family. The weekend started on the Saturday when club members met for a Shorter Road run on slower tractors, the route was around 6 miles in length and a couple of older tractors joined us. Richard Wray brought his Standard which had been owned until recently by John Starsmore, Richard had recently rebuilt the engine and the tractor ran well, until we reached the White Lion in Wicken where it decided it didn't want to leave and literally had to be dragged from the Pub..... Peter Godwin brought a rather unusual looking E27N which didn't put a wheel wrong the whole route, George Singer drove their recently restored Ford 3000 and Chris & Ted followed on the Cropmaster.



After visiting the pub Michael Starsmore who was with us offered to take us to visit John's memorial stone in Deanshanger and after spending a moment of contemplation with John we headed back to Wicken and to Forest Farm. A bring your own meat style BBQ was held that evening plenty was eaten and laughs were had by all. Richard returned with a replacement mag for the Standard and it fired into life without much bother and did a few laps on the field.



T: The tractor line up on Sunday morning

M: Richard Wray leading the run on Saturday

M: Laura Wray driving the MF35

B: Some of the tractors outside the White Lion in Wicken



Unlike Saturday the poor weather on Sunday might have put people off a bit, but 20 tractors and a trailer full of people towed by Haydn Morris with his MK1 Massey 65, met and at around 10 o'clock, the tractors left Forest Farm turning right out of the farm gate and heading for Wicken wood. Passing through the trees and heading towards Lillingstone Daryl thanks must go to the Cullys for allowing us to use there farm drive as the first part of our off road driving. We re-joined the Towcester Buckingham road for a short sprint before turning right down a quitter road, through Akeley wood and heading for Chackmore, passing Stowe castle on the right. At the end of this road we made a right towards Chackmore, We headed through the village to waves from locals and turned right on Stowe avenue. Instead of heading for the arch as we did last year we turned left and drove along Guernsey hill. At the end of the



T: At Deanshanger Church

Photo: Chris Murrey

M: Coming back to Forest Fm Peter Godwin on his E27N

B: Michael Starsmore taking Dad's old Standard for a drive



Driving through some amazing sites, here the Conduit House and the Obelisk are seen on the background

Photo: Rob Clarke



road we turned right, through the ford and up the valley to Boycott farm shop where we were once again treated to Sausage rolls and tea and coffee. Huge thanks must go to the Hilsdons for having us and letting us escape the rain briefly.

From Boycott we continued down Welsh lane to Wood green, Welsh lane is an old drover's road that at one time connected Wales to Smithfield market in London. We headed to Wood green and across some land by kind permission of Clive Pulin and joined the Dadford/Silverstone road. From here we travelled to Dadford and bore right along home farm drive and past Stowe School's equestrian facility home farm, and right along the bank passing by the Conduit House. I wasn't going to talk too much about the moments in Stowe as much was said last year however I did previously forget to mention the Conduit. The Conduit House is a small

T&B: Philip Starsmore on the Renault 106-54, Chris & Teddy Singer on the JD640R and George Singer on the Ford 4000 driving around the Corinthian Arch



octagonal building occupying the same high ground to the north and east of the House as Wolfe's Obelisk. Before its restoration, completed summer 2002, the building was in serious disrepair, its stucco facing and window tracery being all but gone as well as the slates of its roof. The building's roof and windows have been repaired, and the entire structure has been lime washed. An iron gate has been installed in the doorway; the floor has been paved with brick.

The Conduit House covers the source of a stream; the structure contains an underground vaulted chamber acting as a cistern. When cleaned the chamber was found to contain a flagstone floor, possibly from an earlier structure on the site. A trapdoor to the chamber has been installed in the floor. The details of the Coade stone arms of the Marquis of Buckingham dated 1793, which occupy a prominent place over the door of the building. Bevington and others refer to the Conduit House as the Gothic Umbrello, a name that highlights its architectural style as well as its function as a shelter. From here we travelled across to the Obelisk and headed back to Oxford drive and past the back of Stowe House and right onto Queens Drive bringing us out at the Corinthian arch. The arch was built in 1767 to provide the main entrance to the house and the estate, and to convince visitors they were entering one of the very best of such estates. We continued down the Grand Avenue and once again turned right into Chackmore. It was after this we began our meander back to Forest Farm, from Chackmore on to Akeley, through Lilingsstone Lovell and finally to Wicken.

On our return to forest farm our drivers and supporters all got stuck into refreshments, the raffle was drawn and Malcolm rather embarrassingly awarded the trophy for the most original tractor on the day to myself! The trophy was presented by Mrs Starsmore in memory of John who always looked forward to our club visits, the trophy itself is one of John's hand made models and looks fantastic mounted on its plinth. And to think I was cursing the hole in the canvas roof of

the Sirocco cab fitted to the 165, as we drove through the rain it was like sitting under a funnel!!!!

There are many people who helped to play a part in this road run to thank without whom the event would not of been possible, some I have already thanked others include Chris Whitehead, Clive Pulin and Charlie and Jenny Fife, for allowing us to cross their land along with Stowe School and the National Trust. The ladies who as always do a fantastic job of providing us with food and drink before and after the run, and also the girls who as always do such a good job of selling raffle tickets. Richard and Rosemary Hilsdon and the entire Boycott Farm team, for the warm food and drink, and also our hosts the Starsmores who are always so welcoming. We have heard many nice things said about the run and to hear such positive feedback makes all the organising worthwhile.

T: Coming back to Forest Fm Richard Cook on his Deutz D2505

B: Rob Clarke's MF165 was awarded the most original tractor





Roger Fox's impressive collection of Caterpillars included some smaller ones at the front and bigger ones at the back



Roger Fox Crawler Collection

The club was invited to an evening do at the Roger Fox collection of Caterpillar tractors and Ransomes ploughs. The weather was not that good to start with but soon cleared up. But this did not deter anyone, as the collection was so impressive. I am always awed by collectors of machines this big, i.e. the Muir Hill collection we visited, the man with the combine collection, this is serious collecting.

The first tractor on view was a Belarus crawler. These are brutal looking machines that show their close relationship to their military forbears. The tracks particularly look very military and appear less rugged than the Caterpillar. This tractor was working but the starter engine was giving trouble. Next in line was the first of the International crawlers another purposeful looking crawler.

Into the first shed and what greets us? A double row of wonderful condition Caterpillars. Small

T: The first tractor on view was this Belarus crawler

B: Another purposeful looking crawler was this International

(for caterpillar) in the front, intermediates (for caterpillar) at the back. Some were equipped with loading shovels others Bulldozer blades, I thought the bare tractors looked the best. To add a little variety to this sea of yellow monsters at the end was an orange FIAT and to confuse us a yellow Track Marshall.

The next area contained more trailed ploughs than I have ever seen in one place outside the national ploughing competition and these were BIG ploughs all Ransomes and mostly different. Ransomes never got into Henry Ford's principle of mass production of one product. Take a look at the size of the mole board on the single furrow. All these ploughs are going to require a lot of horsepower and grip.

Outside again and there are three more human sized crawlers a Track Marshal 22, a County Fordson Major and an International TD6. Up to the top of the drive and we are back into big stuff, a Track Marshall 55, Cat D4 with blade and a smaller Massey Ferguson.

Then to the really big stuff a Cat 977L loading shovel, an International LTD20 with blade, a TD14 and another Cat loading shovel. Round the corner two track Marshalls equipped for ploughing with a large five furrow Ransomes. To complete the crawler collection in its own shed was a huge Fowler Challenger in what looked like ex military colours.

All of these huge machines were in superb condition and all the tracks looked good and one pondered on which poor soul had the job of track renovation for the collection. To finish the trip Mrs Fox served tea, coffee and cake and biscuits and we all ruminated on how paltry our own collections were.

On the way out a Cat 641 grader was spotted in yet another barn there is nothing small here, one barely glances at JCB digger just parked by the sheds. We hope to have another trip to this collection next year, do not miss it, it is really impressive.

T: Some of the biggest Ransomes ploughs all in one shed

M: This Cat 977L loading shovel is some serious size

M: Equipped with a 5 furrow plough was this Track Marshall

B: On its own shed this Fowler Challenger in ex military colours





The 1959 MF 35 Industrial was restored as a tribute to Basil Wood a very good friend of Gary

MF 35 Industrial

words & photos Gary Markham

Serial No JDM 148745 was built on the night shift of Tuesday 16th June 1959 one of 249 tractors built that day.

JDM, Industrial, Diesel, Dual Stage Clutch.

Leaving Banner Lane via a dealership, JDM started work for John Laing on the M1 in Newport Pagnell used with a brush sweeper cleaning the M1 prior to the motorway opening in November 1959.

JDM was at the late George Nicholls farm in Stoke Goldington until 2000 when Basil Wood purchased the tractor taking it back to Burton Latimer in Kettering where it was stored in a container waiting restoration, sadly Basil passed away in May 2013 before starting the restoration. In 2014, I purchased the tractor from the family bringing it to my workshop in Bradwell Village. The restoration was a tribute

to Basil whom I had rallied with for over 20 years all round the country.

JDM was verified by the Ferguson heritage as having the correct serial and engine numbers. All the correct paper work was sent to the DVLA, which then issued an age related number 988 UYK.

The MF 35 Industrial tractor has some slight differences to the 35, Dual hydraulic brakes, hand brake, front and rear wings, and horn.

The restoration started with the removal of components such as bonnet, wings, diesel tank and wheels. After that the gas axe came into play used in two ways one to heat rusty bolts in hope that they would undo or burn the heads off the immovable ones.

JDM was being stripped right down to the last nut and bolt. With years of sitting around the weather had taken its toll on the tin work. Inspection of the engine found it to be in

poor condition (seized solid) with many parts missing, the decision was made to find a donor tractor/engine which was purchased at Cheffins sale via a running 1959 35 MF which became the donor tractor.

Each part was inspected, repaired/renewed, shot blasted and painted before fitting, new fuel pump, fuel pipe work, injectors/pump serviced, radiator refurbished all seal and bearings replaced where needed. Brakes refurbished with new seals and pipe work.

The electrics had ongoing problems, so a new wiring loom was made and the dynamo and starter rebuilt.

The skid unit was given coat of oxide, primer then top coated.

However the tin work proved to be more challenging resulting in the manufacture of a pair of new front wings and brackets, and a set of rear wings, all tin work and components were then sent to my good friend Trevor Rose at TR Vintage Restoration for shot blasting and spraying the final coat being Ferguson Industrial yellow.

After shot blasting, the wheels had new tyres and tubes fitted. Finally new lights and the loom fitted.

BL: JDM arriving to its new home

TR: It looked slightly worse for wear stripped down

MR: After repaired/renewed, shot blasted and painted

MR: Tin work proved challenging, new parts had to be made

BR: The final coat of paint was Ferguson Industrial yellow





Saleing with PG The Keeley's Sale

by Peter Godwin

Probably one of the most impressive sales for many years. The Keeley Collection near Reading took place in May. Featuring a huge range of just about everything you could ever think of; to say that Mr Keeley wasn't frightened of buying anything is a bit of an understatement: from wooden carved elephants (standing about 2ft high) to steam engines, to traction engines, and everything in between were in his amazing collection.



For example, an Otto Dicycle from 1885 made a record £8800: it was a very, very rare piece.

Probably of more interest to tractor enthusiasts was a completely derelict Case 18-32 cross-motor at £1200, a complete but derelict Field Marshal Series 2 made a very respectable £5500, an International BDT 6 Crawler made £850, and another sold for £1400.



A very smart Power Major, original 1000-Hours from new made £4800. This tractor has been traded several times at auction and each time seems to get more valuable. A very rough, but more or less complete, Cowley four-cylinder garden tractor made £400. An international 1020, very smart unrestored condition made £2000. A Waterloo Boy, an old restoration, which made a very respectable £28,000. A Saunderson Model-G: ultra-rare, there are thought to be only one of two left in existence, was in unrestored but excellent condition and made £50,000.



The highlight of the day for tractor enthusiast was an International Mogul 1225 which made £80,000. During the sale of this tractor the auctioneers banter with the under bidder asked "there are only five of these in the world sir, where are you going to get another chance to add this to your collection?" to which the bidder replied "I already own one" before increasing his bid to £80,000 and winning the auction, to much laughter in the packed marquee. A truly amazing collection of very early and rare tractors.

We then moved on to an equally impressive collection of traction engines: starting with a John Fowler ploughing engine (class DD) from 1914, which had an extensive history but was in need of a major overhaul, it made £54,000. Next on the block was the brother to the previous engine, an 1873 John Fowler ploughing engine, which made £58,000. Another John Fowler ploughing engine made £52,000. Next came a 1919 John Fowler ploughing engine, which in all honesty was little, better than a pile of bits, it made £8000.



Top of the pile in steam, was a 1924 Wallace & Stevens 10-tonne steamroller. It was in very smart condition and had a current boiler test, which made a respectable £66,000.

In steam-lorry terms the leader in the field: a 1928 Foden timber tractor known as 'Early Bird' made £140,000. Although a massive amount of money, the consensus was that this was very good value and perhaps the best value items of the day.



An 1894 Aveling & Porter portable engine (the only surviving model in England, with only one other known in Australia) made £19,000.

There was a tremendous array of steam implements, a John Fowler combination cultivator, rather reminiscent of today's cultivators but dating from before The First World War made £13,000. A four-furrow John Fowler balance plough made a decent £6000.



A truly remarkable array of heavy recovery vehicles, ranging from Diamond T Scammell Explorer, AEC Matador breakdown trucks (all of which were in an appallingly disheveled state) made between £350-£6000.

There were many club members present but I suspect that at these prices most had left their chequebooks in their pockets.

It was one of the most amazing sales I have ever been to and purely from its entertainment value alone made for an incredible day.



FOR SALE ~ FOR SALE

David Brown Crop Master. It was a runner up to last year when the put it away. In original condition and complete with the exception of the bonnet extension guards. It is unrestored. Anyone interested please ring Graham Barnett explain you're a member of NBVTC on 01908 643179, or 07984 189082 during office hours. £1800.00 OVNO. Also for sale a shed full of vintage stationary engines in various states, again anybody interested please ring, explain you are from the club and arrange to view.

1977 Ford 4100 with loader. Tidy tractor with good tinwork and tyres, V5c present. Been in long term dry storage so will require minor recommissioning. £2500 ono for more details call Richard on 07921461542 (selling on behalf of another party).



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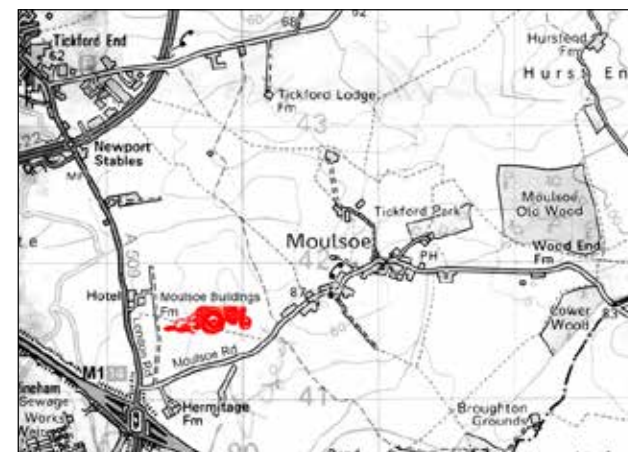
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**Sunday Oct. 9th 2016
10 am Start**

Classes
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Ploughing entry fee: £5.00 Members £10.00 Non Members Cheques payable to: **NBVTCT**

Entry Forms returned to: **Malcolm Foster**
32 Rowsham Dell
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MK14 5JS

No later than **Saturday October 1st 2016**

If conditions are doubtful, ring Malcolm on **01908 611160** or **07836 525672** before travelling

All entries to be covered by Public Liability insurance, please bring with you on the day

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Entry Form Vintage Ploughing Match October 9th 2016

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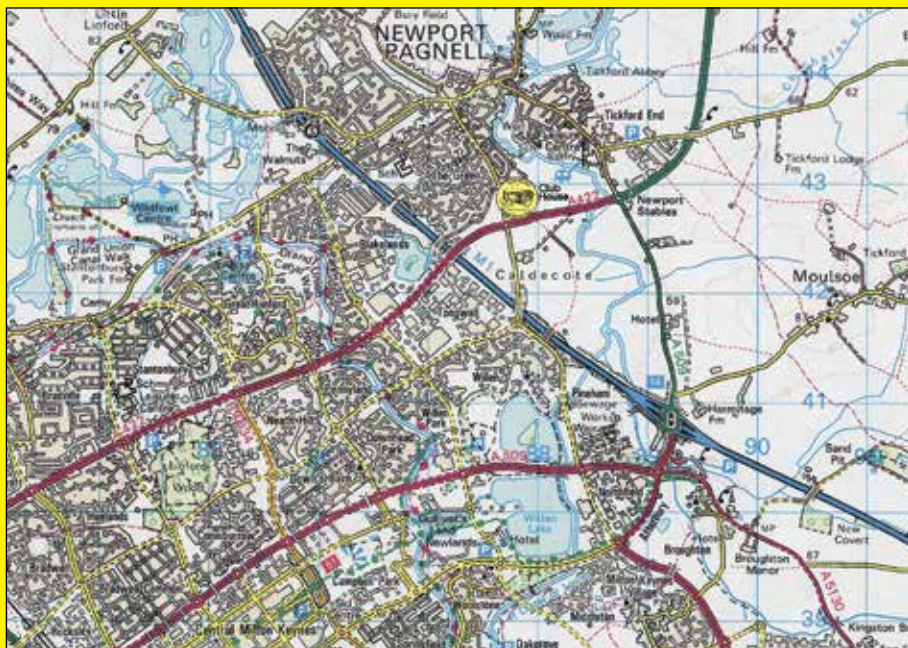
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Tractor Decals
Body Panels
Cab Glass & Parts
Cab Lights
Seats & Cushions
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Brake System
Cooling Parts
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