



# NBVTC

news

Nov/Dec 2016

Issue 62



Christmas Greetings

# Who is Who in the NBVTC



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## Ed's Notes

Well our rally season certainly finished on a high this year! Having missed the Newark Show for the past couple of years, because of various other commitments, we were able to attend for the whole weekend this year. It really was a good show; probably the only disappointment was the rare breeds, which we thought was not up to its usual standard, someone said that because of the appalling weather forecast for the Saturday it lacked a few of their usual exhibitors. As it happened Saturday was a bit drizzly but not as bad as expected and by lunchtime the weather improved and Sunday was a lovely day. A full report has been included.

We attended our usual working weekend at Weeley near Clacton in late September; this is when we get together for a weekend with all our small tractor mates. We did not do much working with the Bolens, as they had not had any rain for nearly two months, you can imagine what the ground was like. But the heavy rain they had on the Friday kind of saved the day for some of the more sturdy machines.

Come the Sunday morning the boys decided that a ladies competition was called for, so they summoned some of the experts with their machines (all of them two-wheeler Trusties) for a quick tutorial and roused as many willing/unwilling ladies. Out of the seven lady competitors two were NBVTC members and they both made the top three places. The lads have come up with a plan to make this a yearly comp, so the pressure is sure on. Do I now want to add a two-wheeler Trusty to my collection? Nah!

Dorset Steam Rally was again on our calendar this year; we always try and go a few days before it starts so we can acclimatize ourselves. A week earlier than previous years and falling on the August bank holiday did not seem to reduce the crowds that poured in to the show. As always we enter one of the older Bolens in the working area and every year we seem to have one or two slight mishaps... this year one of the rear tyres came off its rim on the first day, being tubeless and on a low pressure for working, it did not stand a chance when it hit a large flint. One thing you can always guarantee at Dorset if you cannot find a replacement in the tat someone will know someone who can help. The tyre and rim were taken off site that night and brought back the following morning fixed. And all for the price of a four pack!

We hope to see most of you at our quiz night in December but if we don't, have a Great Christmas and a Happy New Year!!!

*Sandix*



The next magazine will be due out in March 2017, any material to be included please submit by the beginning of February. My email address is sandistockham@gmail.com

## Cover Photo

*The harvest working area at the Much Marcle Steam rally in July this year, the Ransomes threshing box was being powered by a Fowler steam engine No. 8889*

## A Note from the Chairman

Hi Everybody.

As I sit and write this report the weather outside is dreadful – pouring with rain, cold and windy. As a result of this bad weather we unfortunately had to make the decision to reschedule the Hanslope ploughing match at the weekend – British weather has a lot to answer for – let's hope it improves for the new date.

I can't believe that another year is almost over and we will be holding our Christmas quiz in a couple of weeks. I'm sure it will be as successful as it usually is.

While thinking about what to write in my report - and being told by Sandi that it needs to be at least two pages long this time - I have been reflecting on the different events we have held this year and thought I would share some of these with you.

In March a group of club members went on a trip to The Black Country Museum in Dudley. It was a long but enjoyable day and the fish and chips were superb.

The club has had yet another good year – despite having had to cancel some events due to adverse weather conditions. The ploughing match at Lathbury at the end of January went ahead but it was very touch and go at one point and the conditions were not ideal, plenty of mud to say the least. However, people made the most of the situation and on the whole we had a good day. Fortunately the weather was much better for the ploughing match at Chris Singers' in October – the match was very well attended and enjoyed by everybody who came. We were not so lucky with the weather for the harvest weekend we had planned at Chris's in August. A lot of effort had gone into preparing for this event but unfortunately due to bad weather it had to be cancelled at the last minute as the corn would not have been suitable to harvest.

Once again we had a stand at Blakesley Country Show. It is a lovely one day event and the weather was glorious. Lots of you came to the stand for a cup of tea and a biscuit and it was nice to see so many club members there. The only downside was that I managed to leave my wallet on the burger stall – luckily the lady who ran it was very honest and I did manage to get it back intact. As you can imagine I had a few harsh words from Margaret.

We also had a stand at the Newark Tractor and Machinery Show. We were in our usual place in the George Stephenson building, despite some jobsworths trying to move us. This year as well as the Remembrance Day service on the Sunday we had the added attraction of several bands playing on the Saturday. As usual the club stand attracted a lot of attention and it was great that so many of you came to join us for tea, coffee and biscuits. Thank you to all the committee members who attended and helped to man the stand but special thanks to Sandi for updating all the picture boards – a fantastic job – and to Haydn and Richard Cook's family for transporting the tractors there that we had on the stand.

Unfortunately, I have not attended many rallies this year. Banbury and Old Warden are the only two we attended for the whole weekend but I did go to a few on a day basis. Generally the weather for many of the rallies this year, including Dorset, has not been too bad, which makes quite a change. We spent almost a week in Dorset. We did meet up with Sandi and Roger a couple of times but we were parked at opposite sides of the site which as those of you have attended the show know is a LONG LONG way away. We did have the pleasure of Richard and

Rob staying with us on Thursday and Friday night, camping in our awning. I hope my snoring did not keep them awake too much. If it did they were too polite to mention it.

We were fortunate enough to be asked to take some tractors to Silverstone Classic car show to ferry guests between the campsite and the show in the summer. Unfortunately we did not have too much notice to organise this and a lot of people had made other arrangements for that weekend, including myself. However, we did manage to get it organised and everybody who participated said they had a great weekend and that it was a fantastic show. Hopefully we are going to attend again next year – we have already pencilled in the dates and are looking at the possibility of staying over for the weekend. Thank you so much to all the people who took tractors and worked such long hours that weekend.

One of the highlights of the year for me was when a few friends were invited to Italy by Daniele to view the private tractor collection of Mr Leoni. Daniele had found us a small but very nice hotel to stay in and arranged a fantastic itinerary. However, the highlight of the weekend was the visit to Mr Leoni's museum. We arrived to drinks and nibbles, and what seemed like the whole village in attendance. The Mayor and Vice President of the Province were there and we were treated like royalty. After a look round the vehicle collection we were taken to lunch where the restaurant was full and then back for another look round the collection and drinks. It appears that our visit had been reported in the local newspaper the week before. Thanks to Daniele for arranging such a fantastic and interesting visit.

There was only one real downside to our trip to Italy – Steve Anguish – who was a member of the tractor club committee was supposed to go with us. Unfortunately he was taken very ill on the Wednesday before we were due to leave and sadly died on the Sunday that we were away. Steve was a great ambassador for the club and was always willing to help with anything. We have very much missed him at recent events and will continue to do so.

At our AGM in October we once again gave a cheque to charity. It is thanks to your continued generosity that we are able to do this.

I would like to take this opportunity to thank you all for voting me on as your chairman for yet another year. It is nice to know that I have your continued support. I would also like to thank the committee for all their hard work. We all lead busy lives and it is not always easy to find the time to organise events but working as a team we somehow manage to do it and usually do it well, I feel.

I hope to see many of you at Ernie's quiz in December - the highlight of the club year – but if I don't I would like to wish you all a Happy Christmas and a prosperous new year.



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## NBVTc MEMBERSHIP RENEWALS ~ FINAL REMINDER

For those members yet to renew their 2016-2017 membership, this is will be the last reminder. You have been sent a renewal form in your previous magazine Aug/Sept 2016 Issue 61. Please send the completed form with your remittance to Roger Tyerman (address on the form). As you know we currently have the magazine printed out by Morton's Media and your colour magazine is posted directly from them. Only paid up members at the end of December will continue to receive the magazine.





## NBVTc WINTER 2017 PLOUGHING MATCH

Our first ploughing match of 2017 will be held on January 20th at Quarry Hall Farm in Lathbury MK16 8LF  
In memory of Peter Cook, by kind permission of Michael Cook  
10 am start, usual classes, an entry form has been included  
For more info contact Malcolm on 07836 525672

### Diary of Events & Shows

Dec 11th	NBVTc Christmas Roadrun from John Howe's ~ Cranfield Beds
Jan 20th	NBVTc Winter Ploughing Match @ Quarry Hall Fm ~ Lathbury MK
Feb 25th	NBVTc & OVTC visit to Coventry Museum

The NBVTc has a new venue for its Christmas Road Run 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 on 07836 525672.

Coventry motor museum trip, Saturday 25th February, coach leaves from Newport Pagnell football club in the morning and drops us back in the early evening (times will be confirmed nearer the time) £10 per person for the coach and the museum is free to enter and lunch at your own cost. Limited spaces so be quick. Call Richard evenings or weekend's Tel: 07921461542.

### Club Night

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.

Dec 21st	Ernie's Quiz
Jan 18th	David Fowler ~ Cardington's History of Airships
Feb 15th	Frank Banfield ~ Old Films
March 15th	Tony Hadland ~ 125 Years of Raleigh Bikes & Vehicles
April 19th	TBC

If unforeseen circumstances arise, changes and updates will be posted on our website at: [www.nbvtc.org.uk](http://www.nbvtc.org.uk) so please check before travelling.



*The NBVTc display at Newark this year*

### Newark Show

We travelled up to the show on the Friday and arrived about lunchtime, just in time to set up our stand. Our theme this year was to tell the story of our club's involvement and support of our young club members and their tractors. This was displayed in pictures on two of our display boards. The Singer family Ford 3000 and the Cook family Same DA30 were to be displayed. New posters were printed to show the club's recent events and a new TV was bought to have videos playing through out the event. As the straw bales we had last year worked well, doubling up as extra sitting area, we did the same this year.

Saturday was a bit disappointing, we did not think there were as many people as usual, but with the weather forecast far worse than reality, we are surprised there were any people at all. The show's theme this year was Turners, Single Cylinders and anything Marshall. This really was quite a display of some very unusual machines we had never seen before.

Amongst all the bigger machinery here, we espied something odd being unloaded just outside the featured marquee. Now we are both motorcycle and tractor enthusiasts but have never seen anything like this. It sort of looked a little as if it was hybrid of

French / Italian origin. It had a body/ chassis made in pressed steel similar to an elongated Lambretta but with no foot well, you sat astride it like a motorcycle. The engine was mounted above the front wheel and drive was by a roller onto the tyre. The fuel tank was mounted above the engine almost on the handlebars. For such a configuration the engine did not look like a lightweight unit. The front forks were pressed steel units.

The whole of the body was an empty box with a large hatchway under the seat, large enough to put a whole shopping trolley worth of items inside. Even the stand was odd, it had one each side and was a plunger with a small round pad on the foot. To prop up the bike you just pushed the plunger straight down with your foot and it latched in place, to release it you just turned a small handle and it sprang back up the tube.

So who made this oddity? Believe it or not it was the Turner Company of Yeoman fame based in Wolverhampton. They even designed and manufactured their own engine to power it.

Turners post WWII was looking for new products as the demand for anything aircraft was just not there. The By-van and Tri-van were to be that product. In 1947 Turners set up a separate company Light Delivery Vehicles





LTD (LDV) also in Wolverhampton, which produced both motorbikes. The By-van was a front wheel drive motorcycle with a load-carrying compartment between the driver's legs. The Tri-van also front wheel drive had a three wheel chassis and the load-carrying compartment behind the rider this could be an enclosed van body, an open utility body or a people carrier called the Rixi.

The engine used on the prototype was a 125cc Royal Enfield, but on the production machines Turners used their own. The Turners engine initially was a two stroke of 148cc and later increased to 168cc. The By-van was fitted with a two-speed gearbox and a three-speed box was used on the Tri-van. Both machines had a top speed of 30mph. The By-van had a price tag of £120 and £260 for the Tri-van. The two-wheeler had a carrying capacity of 1.5cwt and the three-wheeler could carry 3cwt. The Rixi could carry two or four people and came with a windshield as optional.

Talking to the owner Mr. Shaw, who said the motor was rebuilt and he was slowly (very slowly) rebuilding the rest. He claimed that he was not in a rush as when he had finished it he supposed he might have to ride it and not being a keen motorcyclist he was not

**T & M:** The 1949 Turner By-Van displayed by Brian Shaw  
**B:** Interesting cut away model display of a Field Marshall

over enthusiastic about the prospect. Despite being enthusiastic motorcyclists and owners we had to agree with him and for a while we discussed the best possible padded suit to wear for a trial ride.

Only nine machines are known to have survived. Six of the survivors are By-vans, including the one displayed here at Newark; two are in Australia and the others in museums. The remaining three are Tri-vans, one of which has the van body. What on earth had Turner got in mind when they developed such a product? As two are in Australia this might or might not be a clue! It also poses the question why so many odd pieces of vintage machinery got shipped to Australia.

Also in this area was a sectioned 1950 Field Marshall series 3 model done by the factory apprentices for the company to use on their trade stands. Owned by Robert Crawford (who else) this exhibit demonstrates Victorian attitudes to engineering design perfectly. Every component is huge.

In the George Stephenson Hall where most of the displays are pretty repetitive, from the shiny grey to the ultra shiny grey, we managed to find some interesting machines. The 1971 MF 165 Highlander on tracks with a reversible plough was a pretty innovative display. An intriguing machine was the International FC High Clear tractor, with unknown date and no history for reference it could only be described as an International on stilts as it stood some two meters up in the air so you could walk under it without ducking, we have not been able to find out anything about it so if any of you know what this tractor was used for we would welcome the information!

Just outside on the lawn was a Lifeboat launching and recovery Fowler Challenger 3 owed by Adam Fox in Lincolnshire. Built in 1954 the Fowler tractor was donated to the RNLI by Gordon Fox, it was in active service in Boulmer, Hoylake, Scarborough and Newcastle until 1989 when finally decommissioned. Mr Fox did not only have one Challenger here, but three and various



**T:** This MF Highlander looked impressive  
**M:** What would this International FC High Clear been used for?  
**B:** Another gem was this Lifeboat Challenger from Lincolnshire

other machines of that ilk.... just another serious collector!

Sunday proved to be the better day with more punters through the doors. The only disappointment of the weekend for us was the rare breeds, which were not to their usual standards. It was enjoyable weekend and a pretty good way to end the rally season.





*Land conditions were good and the weather on the day was fine at Moulsoe*



### Moulsoe Ploughing Match

The match was held on one of moulsoe buildings farm fields. It was a good sized field of approximately 37 Acres, for the more modern among you 15 Hectares of stubble. The land had received sufficient moisture to make the conditions good for ploughing and the weather was fine.

We had 41 entrants in three classes trailed, classic, and vintage mounted and horticultural. For the first time at our events we had no novices. Things got underway at 10.00 hours after many breakfast rolls and much coffee had been consumed.

Trailed as always was interesting Steve Holman turned up with a plough that had been in a hedge for decades, he had just got working and this was its first real outing. To cap it all he was using one of my favourite crawlers, the small Cletrac (Oliver). In this class there were six competitors with 5 different tractors, a Lamborghini crawler, a Same DA30, a Major, a Cletrac, and two Fordson N,s so plenty of variety.

The competition in this class was equally interesting with Richard Wray leading the table for over half of the event only to lose a lot of marks at the finish and allow Richard Cook finishing strongly to win. This is the second consecutive time Richard has won,

**T:** Steve Holmas ploughing with his Cletrac Oliver.

**M:** Richard Wray on his Fordson N

**B:** Richard Cook and his Lamborghini Crawler were winners



obviously the new policy of making his offspring swap tractors and ploughs for each event is working.

The Horticultural class had three different tractors but all were using the Ransomes single furrow trailed plough. Club stalwart Paul Gent was using his Wingate and managed second place in a high scoring class. Ivan Clark used a rarer Scottish produced Rollo Croftmaster, this is the first time I had seen one ploughing, and it even came with original front weights. Dave Williams has changed his normal wheeled tractors for a Ransomes crawler this year. He says that it has taken a year to adapt to the crawler, but he is obviously about there now as his scores were good and he took first place in class

The vintage mounted overall produced good ploughing and results, the top three all producing equal or better scores than the top trailed class on the day, which usually produce the days benchmark score. Tom Baird on his Massey, Ray Gibbins on a Fergie and Clive Milton on a Dexta occupied the top three slots.

The Classic class is the only class that failed to have a single ploughmen earn more than 100 points. A quick scan of the results shows most in this class are only getting around 50 to 60 percent of the available points in all of the sections and given that classic equipment is newer vintage and improved upon that used in the vintage mounted class this is a bit of a puzzle.

Charles Collins on a FORD 4000 and Adrian Lusted on an international occupied first and second positions both earning over 90 points. Third was Simon Galliford on his Steyr with matching Steyr plough.

Our thanks to the judges, Hugh Vale, Richard Martin, John Bowen Jones, Barry Coy and

**T:** Paul Gent took 2nd place in the horticultural class

**M:** In 3rd place was Ivan Clark with his Rolo Croftmaster

**M:** Winner in this class was Dave Williams

**B:** Tom Baird ploughing with his Massey 65







Peter who judged the Horticultural without whom we would not be able to run such events.

Taking a quick non-scientific scan of the days results it would appear that the Trailed and Horticultural classes ploughmen (or is it plough person these days?) get fairly consistent scores across each of the eight marked sections of the match. The majority of the vintage mounted class are doing the same. In classic however the scores for seed bed, firmness and uniformity are higher than those sections at the start and finish. Is it that they are all commercial ploughmen? Or is it something else?

All in all another good days ploughing with many people staying behind to pack up so we were all away in time to grab a Starbucks.

*Nuts*

**T:** Ray Gibbins on his Fergie

**B:** Clive Milton and his Fordson Dexta



Club chairman Malcolm Foster presented a club certificate to all winners in their class

## NBVT Official Score Sheets

Moulsoe Ploughing Match 09/10/16

Classes	Horticultural			T	Vintage Mounted										
Plot Nos.	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Opening	10	9	10	5	10	9	10	3	8	12	14	15	14	16	11
Start	14	10	12	7	8	12	8	10	7	11	11	13	10	12	8
Seed Bed	14	12	13	11	9	12	12	14	11	13	15	16	14	16	9
Firmness	14	14	14	11	9	12	12	14	11	13	15	16	14	16	9
U'formity	16	12	14	9	9	12	12	14	11	13	15	16	14	16	9
Finish	15	13	14	9	10	12	8	12	8	9	16	14	10	17	12
Ins&Outs	15	14	15	10	9	9	10	12	9	9	12	14	11	11	10
Gen. Ap	15	12	14	9	10	12	11	12	11	11	15	14	13	16	10
Total	113	96	106	71	74	90	83	101	76	91	113	118	100	120	78

Classes	Vintage Mounted (Cont)								Trailed (Cont)						C
Plot Nos.	17	18	19	20	21	22	23	24	26	27	28	29	30	31	32
Opening	14	11	9	10	15	11	10	11	3	15	15	13	12	10	10
Start	12	10	10	8	11	9	10	9	5	13	12	12	13	10	12
Seed Bed	13	12	11	11	15	12	13	14	5	15	14	12	13	12	13
Firmness	13	12	11	11	15	12	13	14	6	14	14	14	14	12	13
U'formity	13	12	11	11	15	12	13	14	6	14	15	14	12	13	11
Finish	11	12	10	10	9	9	7	11	5	10	15	10	12	8	11
Ins&Outs	12	12	9	12	11	8	10	11	5	11	13	11	10	10	9
Gen. Ap	13	13	12	10	12	11	10	12	6	14	15	12	13	11	12
Total	101	94	83	83	103	84	86	96	41	106	113	98	99	86	91

Classes	Classic (Cont)								
Plot Nos.	33	34	35	37	38	39	40	41	42
Opening	9	9	8	10	10	11	10	9	9
Start	6	9	10	13	11	10	12	9	10
Seed Bed	12	15	11	14	9	10	10	8	9
Firmness	11	13	11	12	11	11	12	8	8
U'formity	12	11	10	12	10	11	10	10	9
Finish	8	9	8	11	10	12	8	7	9
Ins&Outs	8	9	8	9	11	11	10	9	9
Gen. Ap	10	12	9	12	10	12	11	11	10
Total	76	87	75	93	82	88	83	71	73

### Winners

#### Horticultural

3rd Ivan Clarke  
2nd Paul Gent  
1st Dave Williams

#### Vintage Mounted

3rd Clive Milton  
2nd Ray Gibbins  
1st Tom Baird

#### Trailed

3rd Robert Walker  
2nd Richard Wray  
1st Richard Cook

#### Classic

3rd Simon Galliford  
2nd Adrian Lusted  
1st Charles Collins





*The Land Rover arrives to its new home*



### Land Rover Series 2 SWB

*words & photos Gary Markham*

1959 Land rover series 2 SWB 88" 2.25 petrol. Purchased from TR Vintage Restoration in Aug 2015 after being found barn stored for 15 years.

New battery, clean fuel, some fettling and we had the 88" running. An inspection of the engine found her mechanically sound, the only problems found were no clutch or brakes. A new clutch master and slave cylinders were fitted. The gear box was found to be working as it should do.

Christmas Eve 2015 the 88" was put into the work shop where a full inspection was given. A gentle prod with a screwdriver and the full extent of the mechanical issues were clearly visible as oil dripped onto our shoulders and flakes of rust fell into our hair.

**T:** Initial inspection

**B:** Bulkhead ready for painting

At this point the restoration was changed to a total strip down. The body was removed along with the engine, gearbox, axles and springs. The chassis was inspected and repaired along with the bulk head.

Chassis and axles were sent for shot blasting and painted with black paint. The bulk head and wheels were shot blasted and painted in bronze green along with the body work.

The chassis was rebuilt and a new fuel tank fitted along with the overhauled front and rear axles, rebuilt springs and brakes. A new wiring loom was fitted.

The engine and gearbox was overhauled, the seals renewed, and a new clutch was fitted. The body was then put back onto the chassis.

The story continues...

**T:** Axles installed

**B:** All coming together nicely



*The Land Rover body back on the chassis*





**Saleing with PG**  
**Little Hall Farm Upton Snodsbury Sale**  
*Words & photos Peter Godwin*

A fascinating day visiting the Evesham area to attend what is best described as a 1960s time-warp farm with an amazing collection of old but serviceable farm machinery.

An extremely interesting Massey-Harris 744 combine, approximately 1947 vintage was bought for a very reasonable £500 and I am particularly pleased that it is now in the very capable hands of Mark Gent.

Next up was an Allis-Charmers gleaner with a very good P6 engine, which made £650.

Two very innovative Fischer-Humphries Victory Combines (approx. 1968), complete with hydraulically folding header. A very clever idea but when they were used in anger it was sadly found to be the only good feature of the whole combine. The good one made

£1750, the poorer one (for spares) made £1350.

Two T6 International crawlers made £2100 and £1600 respectively. A Fordson Standard N with what looked like a very old Perkins L4 conversion, although unrestored ran beautifully, complete with Hesford timber-winch made £4100.

Various Fordson Majors made between £1100 and £1650.

An extremely unusual Fordson Super-Major with a Lucas torque-converter, with only 1200 hours on the clock, made £4500: only four are known to have been made. One can assume that the lack of numbers meant it probably wasn't very successful!

Following this was what pretended to be a Roadless 64, 6-cylinder, 4-wheel-drive Fordson Major: I think it had started life as an ordinary 4-cylinder Roadless but had been converted. It made £6600, probably about £10,000 less than an original.

Next we come to the only relatively modern tractor: a county 1174 from the end of the 70s. Hardly used, and made an astonishing £22,500 after a lot of very spirited bidding: including from a gentleman who had arrived at the sale in his helicopter. The tractor actually ended up being bought by the next-door neighbour, so we must assume it will have a happy retirement in the Evesham countryside to which it had become acquainted.

The last lot of the day was a Ford Model A market pick-up truck, which had been very tastefully restored in 2000, which made a decent £11,500. This was a particularly sympathetic restoration.

My own personal purchase of the day was a Robot 3-man potato planter, made by Sandbridge of St Albans. Of no huge historical value, but a fascinating piece of equipment which may well turn up at a working weekend.





## Cross Threaded

This edition of the unusual, strange and downright bizarre not featured elsewhere in this newsletter gives us two examples.



Seen at Haddenham Steam Rally (in the Fens) something for our early Ford enthusiasts to contemplate / rage against. You are all underpowered. What an earth do you think it is intended for?



And the second an example of sheer blind optimism at Weeley near Clacton. It had only rained for one night in the last six weeks, the ground had cracks that you could push a clenched fist into up to mid forearm, even the best of horticultural single furrow ploughs with good heavy machines in front could only get into the ground two or three inches. In the end it did not move all weekend.



**Quarry Hall Farm**  
Lathbury, Milton Keynes  
MK16 8LF

**Sunday Jan. 22nd**  
**2017**  
10 am Start

**Classes**  
Novice  
Vintage Trailed  
Vintage Mounted  
Classic  
Horticultural  
Ladies

By kind permission of Michael Cook  
Lathbury is situated north of Newport Pagnell. Quarry Hall Farm is just off the B526 coming out of Newport Pagnell on the Lathbury to Gayhurst road. Signs will be posted on the day.



Ploughing entry fee: £5.00 Members £10.00 Non Members With cheques payable to: **NBVTVC**

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

No later than **Monday January 16th 2017**

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

## Proceeds of the Match to Charity

### Entry Form Lathbury Vintage Ploughing Match January 22nd 2017

Name: \_\_\_\_\_ Tractor: \_\_\_\_\_  
Class: \_\_\_\_\_ Plough: \_\_\_\_\_  
Contact Tel. No: \_\_\_\_\_ Fee: \_\_\_\_\_

I declare that my entry will be covered by Public Liability Insurance.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

*Nuts*





**AGM 2016**

Our AGM was held during our October meeting, the same committee was voted in again, its members pledged for another year. On the same night, a cheque for £1000 was given to Willen Hospice.

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Seat Covers  
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Clutch Components  
Hydraulic Pumps  
Starter Motors  
Alternators  
Filter Kits  
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Crankshafts  
Cylinder Heads  
Commission & Switch Plates  
Exhaust System  
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Cooling Parts  
Linkage Parts  
Tractor Wheels  
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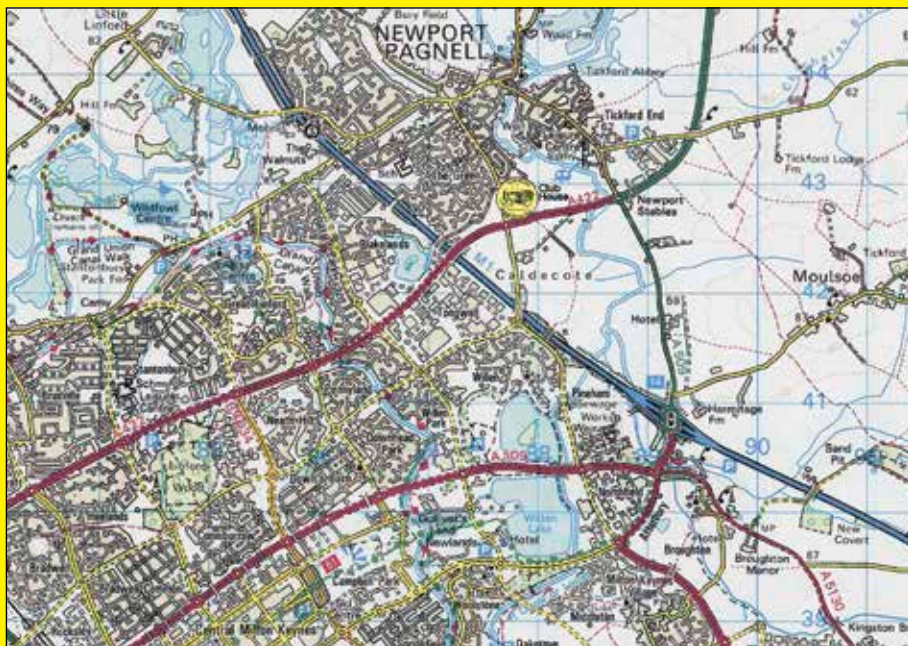
### Accessories

Tractor Paint  
Power Steering Kits  
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Workshop & Tools  
Nuts, Bolts, Washers  
Electrical Accessories  
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We meet the third Wednesday of the month from September to April at the Newport Pagnell Football Club on Willen Road in Newport Pagnell, Milton Keynes MK16 0DF for a prompt 7:30 PM start. A list of speakers are advertised in advance here inside your magazine on our website at [www.nbvts.org.uk](http://www.nbvts.org.uk)

**Produced for  
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**Design  
Sandi Stockham**



[sandistockham@gmail.com](mailto:sandistockham@gmail.com)  
07802 961112

**Print  
Mortons Media Ltd.**



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01507 529256