



# NBVTC

## news

May/June 2017

Issue 64



# Who is Who in the NBVTC



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## Ed's Notes

Just when we thought spring had started, winter returned with a vengeance. March and April saw the coldest months on record. And the driest spring on record too, April showers never materialized more like April flurries. And just when we thought a hose pipe ban was to be enforced we had rain! We mustn't complain the fields are looking the greener for it.

Tractor World in Malvern at the end of February saw the start of the tractor shows, after hibernating throughout the winter month's tractor enthusiasts came out in full force. We attended on the Saturday and had a look in the auction. There was plenty of everything and prices seem to be very mixed this year a very nice collection of restored Case tractors went from £900 to £2100 which we thought was very reasonable, if you were wanting one, however if you were looking for a series 1 Landrover, a 1949 one went for £20,100... not a misprint!! Any members who actually saw the sale might be able to verify.

With not much for us in the auction we had chance to look around the rest of the show we caught up with our friends from the Vintage Horticultural & Garden Machinery Club who had a stand in the Avon Hall. Most of the middle of the hall was full of a very good display of tractors, machinery and garden tools put on by the club members. Your usual tractor dealers were present on both main halls and the tractor clubs were scattered in between.

Some seriously restored tractors mostly Ferguson from the Ferguson club were to be found in the Severn Hall. We missed this hall last year, this year we found it at the far end of the show. We were on our way to meet up with our friends John and Betty from Belgium. We had been offered afternoon coffee, it great to get out of the cold, and the coffee and pancakes went down a treat!

Our magazine this time is very much a mixture of allsorts, as we have been very quiet with club events and with not much to report. So thank you to all who sent in articles to include in this edition. We have a few club events lined up for the next coming months and also some of the local rallies and shows have all been included in the events page for your information.

See you all around the rallies...



*Sandix*



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

## Cover Photo

Seen at the 2017 Spring Tractor World Show in Malvern, this Industrial MF 35x was part of the Ferguson Club display inside the Severn Hall.

## A Note from the Chairman

I can hardly believe that we are at the end of another club year. I hope you have all enjoyed the various speakers we have had this year as much as I have – I think there has been a really good mix and some very interesting talks. I have already started booking speakers for next year and am confident they will also be very interesting.

I must say how much I enjoyed our combined trip with Ouse Valley Tractor Club to the Coventry Museum in March and from the feedback I have received most of you enjoyed it too. Well done and thank you Richard and Ray for organising this trip, a job well done.

As most of you know the club does quite a bit to support Thrift Farm. Thrift Farm is a local attraction that creates employment opportunities for people with learning difficulties and mental health problems. They held a lambing day in April and some of our club members took vehicles to display. It was a glorious day with a fantastic turnout and much interest was shown in our exhibits. A really good PR exercise and support for a very worthy cause.

Some of our club members visited the Accident Investigation Branch Unit at Cranfield University this week. It was an excellent trip with a very interesting talk. Many thanks to Cranfield University for their hospitality and for providing tea, coffee and biscuits.

The rally season is now in full swing and Margaret and I attended Rushden Cavalcade for the weekend this year. The weather was fairly dry but very cold. I was very impressed by the turnout of tractors but felt the tractor parade and the commentary was not well organised and needs rethinking. However, a very good rally overall.

We certainly hope to attend a few of the rallies this year but although we desperately need rain let's hope it doesn't cause any of these to be a washout as it has on so many occasions in the past. I look forward to seeing lots of you at these events - pop in for a cup of tea if you're around.

Forthcoming events will be advertised in this newsletter so please try to support us as much as you can. I hope you all have a good summer and hope to see as many of you as possible at our club meetings beginning again in September.



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## Diary of Events & Shows

Jun 17th & 18th	Bolnhurst Vintage & Country Fayre ~ Bolnhurst Beds
Jun 24th & 25th	Bloxham Steam Rally ~ Banbury Oxon
Jul 1st & 2nd	Hollowell Steam Rally ~ Hollowell Northants
Jul 1st & 2nd	Prestwood Rally ~ Prestwood Bucks
July 14th-16th	Country Show & Rally @ Old Farm Maulden Beds MK45 2AA
July 28th-30th	Silverstone Classic ~ Silverstone Circuit in N'ptonshire
Aug 5th	Blakesley Show ~ Maidford Crossroads Fm in N'ptonshire
Aug 12th & 13th	Blisworth Canal Fest ~ Blisworth Village in N'ptonshire
Aug 19th & 20th	NBVT Working Weekend @ Moulsoe Fm ~ Newport Pagnell MK
Aug 24th-28th	Great Dorset Steam Rally ~ Dorset
Aug 24th-28th	Earls Barton Rally & Country Fayre ~ Earls Barton N'ptonshire

## Diary of Events & Shows (Cont)

Aug 31st	Bucks County Show ~ nr Aylesbury Bucks
Sept 9th & 10th	BVA Working Weekend ~ Boddington N'ptonshire
Sept 9th & 10th	Haddenham Steam Rally ~ Ely Cambs
Sept 15th-17th	Bedfordshire Steam & Country Fayre ~ Biggleswade Beds
Sept 16th-17th	VHGMCC Weeley's Working Weekend ~ Clacton on Sea
Sept 23rd & 24th	Haynes Working Rally ~ Haynes Beds

The NBVTC will again be having a stand at the Blakesley show on Saturday the 5th of August on the same Maidford Crossroads site, there will only be a static tractor display. Coffee and tea will be available so please do come and join us for a brew. For more information visit the show's website at [www.theblakesleyshow.co.uk](http://www.theblakesleyshow.co.uk)

A new venue for the NBVTC will be the Blisworth Canal Fest on the 12th and 13th of August. There will be stalls and displays around the canal and the village streets. We will have a stand with some tractors in the festival field just beside the canal. The kettle will be on so do come and see us. For more information visit the festival's website at [www.blisworthcanalfestival.co.uk](http://www.blisworthcanalfestival.co.uk)

The NBVTC will be having a working weekend on the 19th and 20th of August at Moulsoe Farm by kind permission of Chris Singer and family. We hope to have a harvest display, weather permitting, during the course of the weekend. It will take place on a new site on the far end of Moulsoe village. During the weekend will also have a road run around the villages of Newport Pagnell. More information will be posted, as we know what the weather is doing.

The Boddington Vintage Association is holding a working weekend on Sept 9th and 10th. Ploughing Match on Saturday, a social get together on Sat night, and do as you like 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.

## Club Nights

Our club nights are now finished for the summer. We will resume our meetings in September. A new list of speakers has been included for your information:

Sept 20th	Kevin Varty ~ Flushed With Success
Oct 18th	AGM & Kingsley Riding-Felce ~ DVDs
Nov 15th	Gordon Rogers ~ The Crendon Observatory
Dec 20th	Ernie's Christmas Quiz
Jan 17th	Chris Ward ~ Wildlife Photography
Feb 21st	Frank Banfield ~ Old Films
March 21st	TBC
April 18th	TBC

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. 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.





Owners were kept busy all day lifting children onto tractor seats to have pictures taken. Robin Warner too spent time allowing kids to sit in the police car wearing helmets!

In the recreational area the David Brown, donated by the Club was ever popular, proving the worth of the provision by us.

Thrift Farm on the A421 near Whaddon is a Social Services facility run by Buckingham County Council to provide stimulating work for adults with learning difficulties, many coming from Milton Keynes, and is a good place to visit.

The Cafe staffed by professionals and assisted by attendees, has a variety of food on offer, and the cheese scones are to die for!



**T:** Club member Ernie Thomas' 55 Key Organ

**M:** The DB donated by the club was ever popular

**B:** The NBVTC line up display



### Thrift Farm Lambing Day

*photos & words Ernie Thomas*

On Saturday the 8th of April, the North Bucks Club along with a couple of tractor owners from the Old Farts Club put on a display of tractors at Thrift Farm's "Lambing Day".

Attending were Tony Bracey with his Marshall, and Chris Phillips and Chair Malcolm Foster with their Massey-Fergusons. Robin Warner turned up with his Morris Minor "Panda" police car, complete with spare Bobby helmets, and Ernie Thomas brought along his 55 Key Organ.

Unlike the rest of April and Early May the weather was sunny and warm and the public turned up in huge numbers. The Farm ran out of ice cream!

**T:** The NBVTC line up display

**M:** Club member Tony Bracey's Marshall

**B:** The public turned up in huge numbers







### A Visit to the Coventry Transport Museum

On the 4th of March some fifty members of the NBVTC and the OVTC visited the Coventry Transport Museum. We had been there many years ago before the museum had its major revamp in 2014 and had heard of its superb transformation. We were not disappointed; it is all very well done by mixing all forms of transport as the history of Coventry unfolds. So many makes unheard of before, it really makes a fascinating experience.

In the last 150 years of Coventry history, there have been 475 bicycle and tricycle makers, 161 car manufacturers and 116 motorcycle manufactures.

In the 1800's ribbon weaving and watch making were the biggest industries in Coventry. There also was a small sewing

**T:** 1974 Jaguar E-Type

**M:** 1869 Meredith Velocipede

**B:** 1900 Rudge 5 seat Tandem and 1911 Rudge-Whitworth

machine industry. In France an early type of bicycle the 'Velocipedes' was very popular, Coventry Sewing Machine Company received an order to make this bicycle in 1868. The order was a huge success. The company became the Coventry Machinists and many of their employers went on to set up their own cycle business. By 1890, seventy-seven companies were making bicycles or bicycle parts in Coventry.

By 1900 Coventry became known as the cycle capital of the world with names such as Singer, Humber, Premier, Swift and Rudge at the forefront of this industry. Companies such as Rover, Triumph, Daimler and Standard were starting to experiment with motorcycle and car manufacture. By 1913 Coventry boasted with around twenty established motor manufacturers.

When WWI broke in 1914 Coventry became eminent for the war effort with many companies switching from producing transport for the public to making vehicles, munitions, and equipment for the British and Allied forces.

After the war, Coventry motor industry grew, many companies made a lot of money, which in turn was used to invest and expand businesses. Production lines made car manufacture cheaper, suddenly everyone could afford a car. Private car ownership increased seven times in less than ten years. Unfortunately companies who lacked capital to introduce production lines went bust or were swallowed by larger firms.

Coventry again played mayor part when WWII broke out; factories again produced vital supplies for the war effort. This made the city a prime target for the German Luftwaffe. On November 14th 1940 Coventry was attacked, 515 bombers dropped 36,000 bombs. Only one bomber was shot down. A third of the

**T:** 1904 Riley Tri-car

**M:** 1923 Humber two-seater Chummy

**M:** 1932 Alvis 12/60

**B:** 1943 Humber Super Snipe







city's factories were destroyed or severely damaged.

When WWII ended motor sales really took off and Coventry entered a period of real prosperity to last until late 1970's. By 1950 the UK had the second largest car industry in the world and was the world's leading car exporter. Two factors contributed to this, America could not meet its own countries demand and the rest of Europe and the Far East were slower to recover. Coventry car industry felt indestructible but it wasn't.... By 1974 Britain slipped to fifth world's largest car making country, behind USA, Japan, France and West Germany.

By 1972 Europe had recovered and America had caught up with its car demand. In the UK government policies were brought in and car manufactures started moving up north. Powerful trade unions reacted strongly to this. Two years of industrial disputes caused enormous damage to the British economy of which was never to recover. Coventry became a ghost town.

It is really difficult to figure out where it all went wrong for Coventry, and for that matter the transport industry in the whole of the UK. We saw throughout our visit in the museum the hundreds of companies and industries that made Coventry and this country supreme. There is nothing in Coventry now but a handful of independent design centers and we are no longer making things in the scale we use to, quite sad really.

The museum visit was another great trip many thanks to Ray Gibbins and Richard Wray for organising it. On another note we discovered a Key Lime pie, made in the museum café, to die for. So much was Mr Stockham's liking, on our return he went to great efforts in finding the perfect recipe, making it, and serving it out to the family. It was a huge success... eat your heart out "Esquires Coffee House"!

**T:** The Mini was a British icon of the 60s.

**M:** 1977 Triumph Bonneville

**M:** Austin 1939 K2 Jaguar Daimler Fire Engine

**B:** MF 65 made from 1958 to 1964



## Ireland Road Run

*photos & words Peter Godwin*

We had a wonderful Easter weekend, as the guests of some Irish tractor enthusiasts. We flew into Belfast from East Midlands Airport, which took less than an hour and were treated on the first afternoon to two elderly gentlemen's small but very impressive collection of tractors.

The majority were Olivers restored to a very high standard, but to my mind the real jewel in the crown was an Austin commercial vehicle that had been converted by the brother's father: completely unrestored it ran beautifully, this was probably the world's first high-speed tractor.

We had been told by our hosts that we were going on a tractor road-run in the evening but

**T:** 170 tractors set-off around Northern Ireland in procession

**M:** The Austin commercial vehicle that had been converted

**B:** A nicely restored Ford 7700





we of course had no tractors so we were taken to a farm building full of beautifully restored classic tractors and told to take our pick! The four in our party chose Ford 5000, Ford 7000, Ford 7610 and Massey Ferguson 148.

We set-off at about five o'clock, some fifteen miles, to a contractor's yard where we saw a huge array of fairly modern tractors: 170 of them, ranging from Class Xerion down to more humble Fordson Majors etc. At about six o'clock, 170 tractors set-off around Northern Ireland in approximately 3 miles of procession.

We drove through numerous small villages and what appeared to be the entire population of each village came out to cheer as we drove through: a truly amazing experience down little country lanes, along the coast-line, and then back to our meeting point where we were treated to an evening meal.

Then a local agricultural engineer produced a dynamometer; the first tractor on the block was a very large, probably 20 year old, Ford 8630: which was then brought to its knees by the dynamometer producing 310 horsepower. Next came the Class Xerion, only 6 months old, which was also reduced to tears at about 320 horsepower.

Not to be out-done the driver of the Ford came back after a few minutes, and we all wondered why was he going to put his tractor through such a test again? He then backed-up and coupled the tractor to a huge cloud of smoke and much cheering he produced 330 horse-power. As he allowed the tractor to cool-down, he produced a spanner, much to everyone's amusement (to show that he had tweaked the pump). We eventually got home at about 10pm, with lights blazing!

The following day we were taken to Nutt's Corner, a disused airfield, where a celebration of 100 years of Fordson tractors was taking

**T:** Satoh tractor made in Japan produced a DB look a like  
**M:** A display to celebrate 100 years of Fordson tractors made  
**M:** A line-up of jubilee Fords  
**B:** There were 1917's Model Fs to present day New Hollands



place. A fantastic atmosphere greeted us. There were about 900 tractors there from MOM Model Fs (1917) to present-day New Hollands: probably the best display of Ford tractors it has ever been my pleasure to see.

We were treated to a line-up of seventeen jubilee Fords (a rare sight indeed) a tremendous collection of Countys, including many rare examples and several 1884s, all presented in a fantastic condition.

An interesting sprinkling of industrial and military Fords and Fordsons. Interestingly the organisers idea of promoting the show was to get a Fordson Model F and hoist it about 100ft in the air with a crane: I commented to the organisers "what a brilliant idea it was, but you wouldn't be allowed to do that in England" and he said "well, we wanted them to get off the motorway at the right junction

**T:** Also some interesting military Fordsons were on display  
**B:** About 900 tractors were there, the best display of Fords and Fordsons ever been seen

and thought it would be a good land-mark". Tractors were still arriving at four o'clock in the afternoon as the first ones were leaving which seems to be an Irish tradition at one day shows.







**Johnny Johnson's Auction sale**  
*photos Ernie Thomas ~ words Bletsoes*

On the 1st April, Bletsoes conducted the sale at Pikes Farm in Haversham. Sold were 100 lots of vintage items and 8 fully and partly restored tractors. Buyers came from all over England, Wales, Scotland and Ireland. The Sale started at 11.00am, but by 9.00am there was a good crowd gathering, and the buyers remained throughout the day.



## Ploughing ~ Your Feedback Wanted

We have had a number of requests during the last couple of ploughing matches to run a Ferguson class. When the club was in its early days we had a Ferguson class at our matches, the impression created during that time was that the whilst the tractors were the uniform grey Fergie's all the owners individuality had been poured into the construction of the ploughs which were the most wonderful examples of imagination and the welders art. Even to this day one example is still etched in memory. Impressive as they were they bore little resemblance to a product of Ferguson.

The Ferguson ploughing rules govern the type of plough as well as that of the tractor as you will see from the reprint of the rules from the Ferguson club, and although we run a relaxed atmosphere at our matches we do try to keep to the official ploughing rules. So if you would look at the rules below and let me know if you would like to compete in a Ferguson class adhering to these rules. If there are enough positive replies we will endeavour to have such a class at our matches.

## FERGUSON CLUB T20 PLOUGHING RULES

The tractor and plough should be as it left the factory up to 1956 (the end of the T20 era).

### Tractors eligible:

Tractors should be of original specification.

Ferguson Brown, Ford Ferguson, all TE – agri-based tractors built prior to the FE series (TE, TEA, TED, TEF).

Perkins P3 and other original conversions should be accepted provided that the hydraulics system has not been altered (i.e. that the hydraulics will not rise when the clutch is depressed, non live drive).

Later conversions are not acceptable e.g. 23c and AD152.

Reduction gearboxes are acceptable provided that the hydraulics remain NON live drive.

Tractor must not be used in low range.

No rear wheel weights allowed.

### Ploughs Eligible:

Ferguson mounted 10" GP plough produced for the T20 in production before the end of 1956

The ploughs will be of original design with NO modifications.

Lift arms should be of original specification in size and shape.

Tailpieces fitted to mould boards 22cm x 11cm can only be adjusted by the mould board bolts.

Skimmers and one piece tailpieces to be fitted.

Flat top link.

Ratchet furrow adjuster (no screw adjuster).

No weights or drag chains to be fitted on plough.

One levelling box (r/h side).

No extra check chains allowed.



### Ploughing Rules:

All plough bodies to be used when ploughing the finish.

Opening – Ferguson opening, or otherwise as stated by the organiser of the match.

On grassland no split of the back, or otherwise as stated by the organiser of the match.

Start – The start shall consist of 11-12 furrows. Competitors must cast towards the next highest numbered plot.

Finish – The finish shall consist of the last 8 furrows. The last furrow to be cast towards competitor's own start.

Plough bodies can be raised/lowered, but cannot be raised out of the ploughing position.

Depth – Depth to be reached on completion of start and adhered to until commencing the finish

finish – minimum depth 15cm (6" – 6 1/2").





The time had come for its maiden voyage she didn't disappoint. It started, it stopped and it ran like Series 2 Land Rovers do. After 15 years laying in a barn the Series 2 is reborn to start a new life.

**T:** Back interior and spare wheel

**ML:** Rear and tailgate

**MR:** It is rare to find the mechanical struts that support the upper tailgate to work after fifty-eight years

**B:** Rear view of the restored Land Rover Series 2



### Land Rover Series 2 SWB ...Continued

*photos & words Gary Markham*

Most of the major work has been completed so work continued on the series 2 trying to get the small details right. Little things like adjusting hinges so that the doors align correctly, finishing of the wiring loom, fitting new interior and all the other jobs that never seem to end with a fifty-eight-year old Land Rover.

Finally the front wings were fitted, wiring completed, everything checked and then it was all over, the Series 2 was finished as finished as any series land rover can be.

The upper tailgate on the Series 2 is supported by mechanical struts; it is rare to find them working after fifty-eight years.

**T:** Front view of the restored Land Rover Series 2

**M:** Front bulk head and instrument panel

**B:** Fully renovated and upholstered front seats







### **The Old Oak Tree** words "the oak tree"

It was so nice to see so many tractors on the 4th of December last year ploughing in my field, it has been a long time since anything exciting happens, you see I have stood on this spot for at least three-hundred years, maybe many more, and looking back what memories I treasure. Once when I was young and full of vigor producing my crop of acorns every year.... I often wonder if I have any offspring anywhere maybe not...

I well remember squirrels running over my limbs collecting fruits for their winter store, the owls calling in the night, and the crows

busy building their nests high in my top. Strangely, I don't see them anymore. I have withstood all kinds of weather through the ages, raging gales and heavy thunderstorms, and once I was struck by a lightning flash ripping off one of my precious limbs, crashing it to the ground.

Now in my ageing years I have my old shell for I have been hollow inside for many a long year, well over the hundred I am aware, but I am proud to say I still have a good head on my shoulders and manage to produce my acorns

I have seen all forms of transport pass over the years – firstly the old faithful horse and cart, pony and trap, and the first bicycles, steam lorries transporting their sacks of flour, and motor vehicles with solid tyres. Then along would come the threshing engine pulling its box, with a boy in front carrying a red flag warning of its danger and occasionally, two steam ploughs would pass on their way to plough up a field. During the summer months I would watch the steam fair pass on its annual visit to the Hanslope fest, the engine looking splendid in all its polished brass, and tooting its whistle around the corners.

Some days I would watch the Hand-hearse pass on its way to Tathall End: another loved one gone. I listen for the tolling of the church bell and then spot the hearse returning, slowly walking on its long journey to the church. The mourners all dressed in deep black, whispering softly together, walking quietly behind. I stand quite still.

Nowadays, it is all tractors, fast cars and heavy lorries, and nobody even bothers to look at me. So noisy! And disturbing my peace. I use to look forward to Saturday mornings in the summer when children use to come and play around me with their dollies – they were quite safe in my company.

Bill Gable and Charlie Walker would bring along the farmers cows to enjoy a good belly full of grass on the roadside. They would sit for a couple of hours minding them for a shilling (5p) – very often there was a better bite by the roadside than in the farmers' fields and, of course, very little traffic about. It is another sight I never see now.

Most Sunday mornings my peace would be disturbed by a large herd of cattle being walked to Newport Pagnell by two drovers and dogs. They had walked from Northampton cattle market to Hanslope on Saturday afternoon, where they were rested overnight before journeying on again the next day. I would also listen to the church bells ring out twice every Sunday. Occasionally, during the winter days I would see the hounds in full cry across the fields after meeting at the Watts Arms Inn. I never see them now though.

Some winter evenings my peace would be disturbed by courting couples who would snuggle up in my trunk. I could feel there warm bodies close against mine, and their tittering and whispering. Oh what stories I could tell. Have no fear, though, for all their little secrets are my secrets, never to be divulged.

Its summer again and the barrels of tar are being placed along the roadside together with heaps of stone. Any day now, the tar-sprayer, worked by hand and pulled by a horse, will be along – the stones spread evenly over the tar on the road and rolled in by the steamroller following behind. Backwards and forwards it goes rolling it all in. Sometimes the roller would be parked by me for the night ready for the following days' work.

Every School day I watched the children from Tathall End walking on their way to school, whatever the weather. All year long they trundled along and occasionally one or two would run and give me a pat. Then on Sunday mornings I would see them on their way to Sunday school and church.

Occasionally, a family of gypsies would come along with their horse-drawn caravan and park close to me on the grass for a short stay. They did me no harm. It was a little extra company, watching them making wooden clothes pegs for hawking round the village. Most Sunday evenings during the summer months I could be sure of welcoming families enjoying their evening walk around the grove. More often than not they had attended the church evening service first.

If the weather was suitable they would take the field way back to the village, climbing the stile at my side and holding onto me for support. I don't see anybody now.

Oh I nearly forgot about my strange visitor who visits me on bright clear moonlight nights in summer. It is always on the stroke of midnight when an old witch lands clumsily in my topmost branches clutching her pillow for lace making. I know just when to expect her, but when she's settled, she carries on with her lace making – rattling the bobbins and grumbling away to herself. Then without as much as a farewell or good-bye she is off on her travels again, leaving me to my peace once more.

So to the end of my story. I am still standing here, very lonely now that all of my neighbourhood elms have gone. Although now I am very old, I still have my trusted memories. Few travelers even notice me nowadays – please look after me, don't let anyone cut me down. When you pass me by, please give a wave to the old oak tree. -I very much hope to see you all again ploughing next year.



## FOR SALE ~ WANTED

For Sale: Ransomes Robin plough, cat 1 linkage, good discs, y1185 mouldboards nice and shiny, 2 sets of shares, no skimmers and this was made with no land wheel. In good order and ready to use £475. Call Matt 07950709306

For Sale: 2014 Isuzu Dmax Utah double cab pickup with rear top, in silver and very high spec, 14500 miles, excellent condition inside and out, no vat £18000 ovno. Call Richard 07921461542

For Sale: Ferguson petrol/two radiator £10, Ferguson link arm jack complete and good original condition £75, heavy-duty wheel ramps ideal up to 7.5 lorries £20. Call Richard 07921461542

## Your Magazine Delivery Schedule

Feb/March ~ delivery date March 15th latest  
May/June ~ delivery date June 15th latest  
Aug/Sept ~ delivery date Sept. 15th latest  
Nov/Dec ~ delivery date Dec. 15th latest  
Please ring Malcolm or myself if not received by latest date.



**HAND CRAFTED TRADITIONAL BEER**  
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We are a new Microbrewery based in Bow Brickhill on the Beds/Bucks border. We produce real ales and craft beer available in bottles through local stockists and on draught from select freehouses. Our core range of beers, the Triple Goat Range, consists of a 3.8% Pale Ale, a 4.6% Porter and a 5% IPA.

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Engine Overhaul Kits  
Tractor Decals  
Body Panels  
Cab Glass & Parts  
Cab Lights  
Seats & Cushions  
Seat Covers  
Bearings  
Clutch Components  
Hydraulic Pumps  
Starter Motors  
Alternators  
Filter Kits  
Short Engines  
Crankshafts  
Cylinder Heads  
Commission & Switch Plates  
Exhaust System  
Brake System  
Cooling Parts  
Linkage Parts  
Tractor Wheels  
Tyres

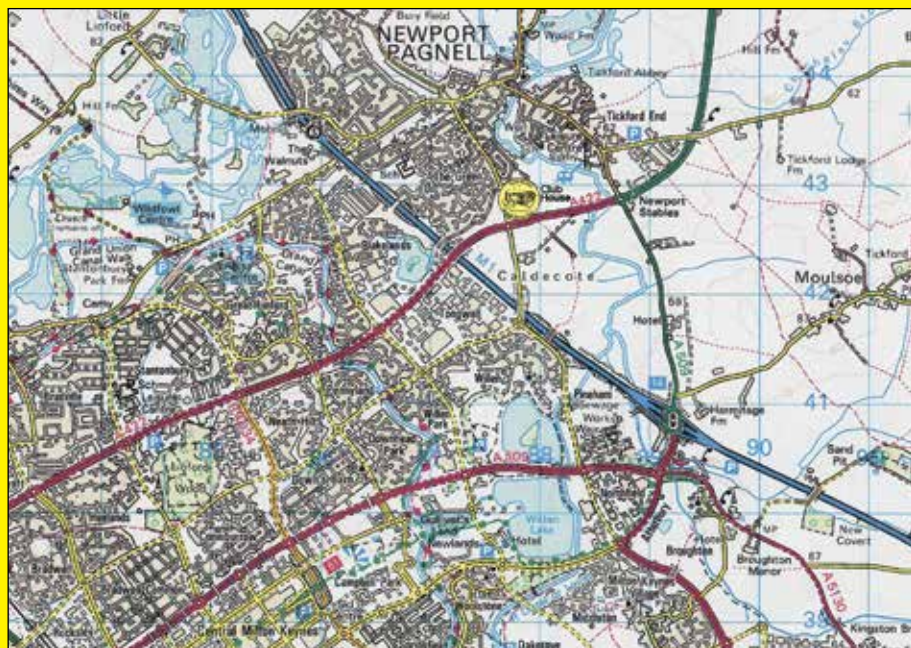
### Accessories

Tractor Paint  
Power Steering Kits  
Ball Hitches, Pins & Linkage  
Workshop & Tools  
Nuts, Bolts, Washers  
Electrical Accessories  
Studding  
Safety Clothing & Equipment  
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Oil  
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