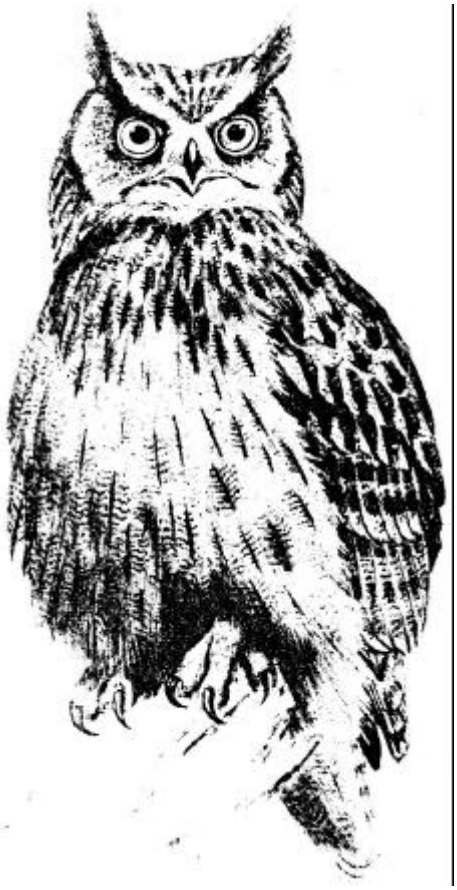
ALAM

Newsletter

Summer 2005



The Association of
Lecturers in Agricultural Machinery

Contents

ALAM Newsletter Summer 2005

2005 Conference

The “Italian Job” tour of Northern Italy has now been and gone, and what a week it was! There’s some of the reports from this trip in this Newsletter, and there’ll be more in the next issue.

Many thanks to those who have sent copies of their digital photos - we are sorting them to put some on the website and a full set on the forthcoming conference CD. If anyone else has any more photos we could include, please send them to David Heminsley. A CD in the old-fashioned post system is probably the best way:

David Heminsley, ALAM Treasurer, The Old Byre, Lower Street, Doveridge, Ashbourne, DE6 5NS.

2005 AGM

Because the Annual Conference was in Italy, we are organising a two-day event in July, incorporating the AGM meeting.

This will be at the Same Deutz Fahr headquarters in Barby, near Rugby, and hopefully Cummins Engines, on the 19th and 20th July 2005.

2006 Conference

Plans are under way for the 2006 conference at Sparsholt College, Hampshire, to be held during the week beginning 17th July 2006. Nigel Macpherson is putting together a programme, at an anticipated cost of around £230.

2004 Conference

Another report from the conference at Warwickshire is here.

Membership

So that you can check your own membership status (and any colleagues!), we’ve put a list in this newsletter of all those who are paid-up members for this year 2005-06. This is up to the end of April, so those standing orders which come out later won’t show on the list - don’t worry, we’ll keep sending you newsletters.

Once again, a very big thank you to everyone who pays by Standing Order (that’s over 90% of all members), as it saves so much time for the treasurer, and makes it very easy to ensure everyone gets their newsletters regularly. Just a reminder - your Standing Orders were taken on 1st April for the 2005-06 year.

Committee Members

The list of contact details for your committee members is in this newsletter, and will be a regular page in every newsletter. There are a number of changes, updates and corrections this time, so please make sure you use the latest information.

ALAM Committee 2004-05

Any changes since the last Newsletter are in **bold type**.

Position	Name	Work			Home		
		Place	Tel	Email	Tel	Email
Chairman	Graham Higginson	Walford College	01939 262164	g.higginson @wnsc.ac.uk	01691 671817	graham.higginson @ntlworld.com
Secretary	Peter Walley	Wanwickshire College	01926 318269	pwalley @warkscol.ac.uk	01926 640883	
Treasurer	David Heminsley	JCB Training	01889 591300	david.heminsley @jcb.com	01889 566882	
Conference Organiser 2005	John Gough	Walford College	01939 262100 ext 2158	j.gough @wnsc.ac.uk	01630 685942	gough.j @btinternet.com
Committee	Nigel Macpherson	Sparsholt College	01962 776441	nmacpherson @sparsholt.ac.uk	01980 862102	
	Duncan Wilson	Duchy College	01209 722100	duncan.wilson @cornwall.ac.uk	01326 376710	
	Brian Kessell	Duchy College	01209 722100	brian.kessell @cornwall.ac.uk		
	Ryan Roberts	Retired				mail@ ariel1965.freeserve.co.uk

ALAM ANNUAL GENERAL MEETING 2005

Same Deutz Fahr, Barby, Warwickshire.

Because the Annual Conference was in Italy, we are organising a two-day event in July, incorporating the AGM meeting. There will be one day at the Same Deutz Fahr headquarters in Barby, near Rugby, and another day to be confirmed - we have approached Cummins Training Centre at Daventry, but this was not confirmed at the time of going to press.

The total conference fee will be **£70** for members and **£80** for non-members including accommodation and conference dinner.

Cheque enclosed payable to **ALAM** for £_____

or

Please invoice me at the address below:

Name ..... Address: .....

Telephone: .....(Home) .....

.....(Work) .....

.....(Mobile) .....

E-mail .....

Signature ..... Date:.....

Any nominations for committee (See opposite for current holders)

Chairman elect .....

Secretary .....

Treasurer .....

Committee .....

Please return to:

Graham Higginson

Walford and North Shropshire College

Baschurch

Shrewsbury

SY4 2HL

Or (preferably!) e-mail the above information to

graham.higginson@ntlworld.com

Classified Advertisements

Parts Offer

John Gough has a range of warranty return items sourced from JCB, which are available for colleges to use for teaching.

For full info about what is available, contact John by email at:

gough.j@btinternet.com - **note this is a new email address**

Phone - **01630 685 942 - evenings 7 to 10pm**, please.

PROFI magazines

September 1996 to present,

approx 100 magazines.

Good condition

Cover price now £3.50 each.

Will sell whole set for £100.

Ideal for the college library??

Contact David Heminsley 07971 273725

ALAM ANNUAL TECHNICAL CONFERENCE 2005

Conference Organiser's Report 2005

Thoughts of a Conference Secretary.....did it meet ISO 9001 quality or was it more 'Just In Time'?

So, how did I get the job of Conference Convenor? That is a question that I have posed to myself more than once in the last eighteen months while trying to organise this Italian extravaganza. ALAM has a system, which I have again managed to circumnavigate, where you need to organise a conference before you become eligible to be considered for the post of Chairman. Needless to say, I seem to have got that back to front and so found myself chairing a committee meeting at which the 2005 conference was an item on the agenda. Realising that I had not fulfilled all the necessary criteria to be occupying the position that I held, I felt it only right that I volunteer for the task of organising the 2005 conference. At that time it was easy to say "I'll do it!" (I had forgotten the old military adage 'Don't volunteer for anything.')

So, there I was with a new job – self-appointed, so to speak, with unlimited opportunities to entertain and educate those unwary or unwise enough to accompany me to a foreign country, whose language I could not speak, on a number of visits that I was supposed to have organised.

Where does one start in a situation such as this? The unsuspecting country we were to visit had already been identified as Italy. This choice was scientifically arrived at, of course, by crossing off the countries already visited and looking at the potential of those left. Italy seemed to make a lot of things, the food was good, they made wine, fast cars and motorbikes and they have a warmer climate than us. So, Italy it was!

Someone suggested that we could travel there by 'plane to save time, which seemed reasonable as it would take one day each way to travel through France by coach. This form of travel would also break new ground on overseas conferences.

After thinking things over and buying a map, (no, not to leave the country!) I decided to follow military strategy and do a recce. This was duly planned for August 2004. But I had to identify an area of the country on which to focus my attention. Looking at the addresses of various manufacturers, it became clear that there was considerable scope for this sort of visit in the northern area of the country.

Preliminary contact was then attempted by this new-fangled and efficient communications system called e-mail. I have found that it is only quick and efficient if the other person replies! Perhaps it was my absence of Italian that had a bearing on my degree of success. Still, a plan was forming.

Summer came and equipped with green folder, map and phrase book, I spent a week on the roads of northern Italy, doing the Italian equivalent of 'The Knowledge,' returning to the U.K. browned off by the heat, encouraged by the contacts I had made and still bewildered by the language.

More e-mails followed, arrangements were made and accommodation was sought. Some manufacturers were very helpful, using their Italian speaking staff to negotiate with coach companies and hotels, action for which I was extremely grateful.

At Christmas it was time to book the airline flight. Having already looked at the various routes, departure and arrival times, Ryanair was duly selected as the company which best met our needs.

Booking was an interesting experience on the internet for that number of passengers with pages of conditions, rules, waivers and fees for any changes/mistakes made. Were all the passengers names correct? Did their Christian name match that shown in their passport? And so on. More e-mails, this time to the prospective passengers to check – some alterations/adjustments were required. Telephone calls to Dublin followed where I explained my plight to a variety of different people at the call centre where I received varying degrees of co-operation. Eventually things seemed to be correct. But then Ryanair, for reasons better known to themselves, decided to change the time of the outward bound flight from midday to 6.30a.m. on the day of our departure. After brief consideration of the implications, it was decided to change the entry airport from Genoa to Turin, if there was full reimbursement of the original cost. This was confirmed but the booking change could not be carried

out by Ryanair at their offices. They would cancel the booking, but it was then up to me to re book on the internet myself. So I found myself, sitting in my office one day in late January, with most of the arrangements made for the visits and hotels and a flight booked for return from Italy to the U.K. but no flight in! That was a moment that I had to concentrate very hard on pressing the right buttons on my computer as quickly as possible as there were only just enough seats left on the Turin flight which were available by that time. I am glad (and very relieved) to say that the booking went through and was confirmed. So it seemed that 'The Job' was on again.

At this stage it seemed a good idea to let the other unsuspecting souls know what was going on. So lots of e-mails were sent out to my fellow travellers to tell them of the changes and the other plans that had been made in order to ensure that The Job ran smoothly. I felt it was probably better not to worry them with the minor detail of the absence of accommodation for two nights in the middle of the visit, a detail that worried me considerably as I didn't know if they would start to cut up rough if I suggested camping as a form of cultural enrichment! More hard work on the internet, searching for suitable accommodation eventually yielded an alternative to the camping option and this was hastily booked in order to keep the peace. So with a couple of weeks to take off it just remained to make final confirmation with my various contacts and get everyone checked in at the Ryanair desk for the flight on our day of departure.

And the rest as they say is history! Or it will be when you read the reports of the various visits in this and forthcoming newsletters.

It just remains for me to say thank you to all those who have offered words of encouragement to me during the period of organising this conference and those who helped during the event in their many ways to keep it running smoothly.

John Gough
Walford College

ALAM ANNUAL TECHNICAL CONFERENCE 2005

Visit to Merlo, Cuneo

Plant Visit, Province of in the Piemonte region northwest Italy 29/03/05

Our hosts were Mr Paulo Peretti European business director and Mr Peter Grant U.K. marketing manager.

Merlo's beginnings can be traced back to 1911 when Amicare Merlo lived and worked as a blacksmith in Cuneo, in 1964 Amicare was joined by his sisters Amilcare and Natalina assisting in the development and production of the mobile plant production business, utilising their own foundry.

Merlo's first telehandler, the SM 30, was launched in 1980, followed in 1987 by the XT series. Merlo set an industry president with the launch of the Roto series in 1991 followed by the EV series in 1993. The first multi purpose telehandler dedicated to Agriculture and its related industries, the Multi Farmer, which operates as a telescopic handler and tractor equipped with full power front and rear PTO and rear three-point linkage was launched in 1996. Following the success of the multi farmer, further developments and model launch in 2001 culminating in the current 2005 launch of the Turbo Farmer.

Since the eighties Merlo's core business has been the telehandler, producing 20 machines a day on a two shift system with a total workforce of 620 people. In addition Merlo manufacture the DBM range of self propelled self-loading concrete mixers and the Cingo range of self propelled tracked transporters.

In all there are 20 models of Panoramic telescopic handlers 10 models in the Roto range, 16 models of the Turbo Farmer, 4 models of the Multi Farmer, 3 models of self propelled self loading concrete mixers and 3 models of tracked transporters.

At Merlo's Cuneo plant, one of the most mechanised and modern factories in Europe they machine and build axles and gearboxes, manufacture all the cabs, chassis, booms and attachments, only out sourcing about 10% of components, of which the majority is electrical/electronics and hydraulic components, and engines.

Our comprehensive tour of the factory, which operates a two shift system, covered laser and plasma cutting, CNC machining, which operates 24 hours a day, welding, assembly and painting by robots, sub and final assembly lines and service parts warehouse operations. We were also shown the test, certification and training tracks and the new training school, both of which are at present, in the final stages of construction.

One of the impressive sights was the cold bending of 'the ring of steel', which is now synonymous with Merlo telehandlers. The steel bar weighs 40Kg/m and is bent in a machine which resembles a large black iron pipe bender, the steel is held in a 'chuck' which electronically positions the steel bar radially and longitudinally between formers, the hydraulic ram with attached bending head exerts a force of on average, 80 and up to 120 tonnes to form the steel into shape as we know it.

Merlo has 4 sister companies in Europe, 600 dealers and service centres in 5 continents, to date over 36000 machines at work in more than 55 countries, more than 35 years in the telehandler business and in 2004 celebrated 40 years of Merlo mobile plant production.

We are indebted to the generosity of our hosts Merlo who provided us with meals, hotel accommodation and coach travel during our stay in Cuneo, and in particular Paulo and Peter who looked after us so well.

Ian Coleman
Hereford Col of Technology

ALAM ANNUAL TECHNICAL CONFERENCE 2004

Land Rover CREST Centre, Gaydon.

The acronym CREST stands for “Combined Road and Environment Simulation Test”, and the facility at Gaydon is used for testing vehicles within the Ford stable, along with other vehicle and accessories manufacturers in the area.

Our guide Mr Glyn Jones was extremely pleased to see us, for not only did we relieve him from his solitary confinement of a low lit cell, but also from the boredom of witnessing vehicles being shaken to death.

This impressive test facility is able to simulate extreme road, temperature and humidity conditions. The high temperature test (up to 80°C if need be) is achieved by heat provided from 28 4KW halide lamps, arranged in such a manner that the surface temperature of the entire mass is uniform. However, such extreme tests are rarely made and only eleven of the lamps are used for the majority of tests. At the other end of the heat spectrum, temperatures as low as -40°C can be achieved using a refrigeration plant, with the cold air conveyed through ducts directed either at localised vehicle parts, or alternatively over the entire body. Testing at a particular temperature lasts for 8 hours, followed by another change in temperature and so the cycle is repeated continuously for 24 hours. A full test could last for two weeks.

The “minor Irish road conditions” referred to by Mr Jones were replicated through the use of four accelerometers, powered by a high pressure hydraulic system. The accelerometers were attached to each wheel and could provide forces equivalent to 4g. Vehicles accelerated beyond these limits became very unstable and anchorage to the test rig became problematical. Constant monitoring of the vehicle is essential during test as a broken component could do untold harm if the test continued. Accessory manufacturers also used the centre to test such accessories as wing mirrors, cow bars and bike racks. Humidity and extreme wet conditions were replicated with humidifiers and water pumped through jets.

The vehicle seen on test was a 2.5 X-type AWD Jaguar and the manager was quite impressed with the way it was staying together.

We left Glyn in his dim-lit shakedom, wondering where the next bit of stimulation and contact with the outside world would come from.

Emlyn Thomas

ALAM ANNUAL TECHNICAL CONFERENCE 2005

Ducati Motorcycles – Bologna

Our visit to Ducati motorcycles started with a talk and short film on the history and thinking behind Ducati motorcycles by Gianluca Viguaroli.

The factory turns over €390 million per year, it has 1000 employees and 40,000 bikes are sold per year.

The key elements of Ducati motorcycles are the Desmodromic valves, the trellis frame, twin engines, Italian design and their unique sound.

Europe and Italy account for 65 per cent of sales and Ducati even manage to sell 10 per cent to Japan!

Ducati Corse is the racing arm of Ducati with 100 employees. Its main activities are research and development, marketing, merchandising, PR, and sponsorship. Ducati racing are involved in World Superbikes and Motor GP.

Ducati have a range of computer programs which include:

- Tools
  - ? Lap Times:- gives simulated lap times to see if a particular engine layout is competitive (even before being made).
  - ? Database:- uses historical database from last years bikes.
  - ? CAD 3 D Design:- Helps arrange engine components on the bike to achieve desired inertia characteristics.
  - ? EMS:- computer simulations analyse different configurations before having to manufacture any parts.
- Review of technical Regulations:
  - ? these will define key design constraints
- CAD 3 D.
  - ? analyses stiffness/stress patterns to reduce development time.
- CFD Analysis.
  - ? analyses flow dynamics in engine ducts and passed valves etc which are hard to measure and observe.
- Mathematical models.
  - ? provides load information for structural analysis i.e. in Desmodromic valves.
- Vehicle Dynamics
  - ? gives dynamic simulation of different manoeuvres - this enables them to determine how inertia, dimensional and structural characteristics will affect the bikes performance.
- Wind Tunnel
  - ? ensures a high aerodynamic efficiency and can also be used to measure lift/drag/cooling effect/side wind/rider aerodynamics. Ducati use the UK wind-tunnel at MIRA.

- Electronics
  - ? data logger and analysis software investigate the vehicle behaviour on site and on the track.
- Experimental measurements used to measure:
  - ? frame and swing arm stiffness
  - ? engine endurance
  - ? power loss
  - ? and bench testing to measure performance and reliability
- Track
  - ? final testing and tune-up.

Ducati have a budget of €30 million per year for their sporting activities. It only takes 10 months from development to the track.

Mr Lodi then took us for a tour around the factory.

The crankshaft and head are bought in, as are the electrics and electronics (the latter from Japan of course!!).

160 engines per day are built with a range of two, three and four valve heads.

The factory was clean and bright with a young workforce and they all appeared reasonably happy.

One in 10 bikes were tested on the dynamometer and we watched the Super Sport being put through its paces.

The fairings for the bikes are put on 10 kilometres away where the bikes are crated up, to avoid scratching and damage.

Our factory visit was followed up by a tour of the museum by an extremely informative and passionate Mr. Lodi.

A potted history of Ducati is as follows:

1946 Ducati Cucciolo

1926 Adriano, Marchello and Bruno Ducati start an electrical business in Bologna.

1942 The factory is enlarged.

1944 12th October, a bomb destroys the new factory. The museum still has the photos.

1946 The first Ducati motorcycle is made. The 49cc Cucciolo (puppy) is the perfect post-war transport cheap, reliable and it does 100 km to a litre of fuel!

1949 The Ducati 60 moped is launched.

1954 the first automatic scooter is made, its design inspired by American cruiser cars. It proves too expensive. Ducati is split into two companies: electrical and motorcycles. The first racing motorcycle is made, the 100cc Marianna. More importantly, an engineer called Fabio Taglioni joins Ducati.

1956 Ducati's first Desmodromic valve system, designed by Taglioni, is used on a 125cc race bike.

1963 Ducati produce the V-four Apollo. Designed as an American police bike, it was monstrously powerful and too much for the tyres of the day. Only two were ever made.

1971-1972 The first Ducati V-twin is made. It's a Desmo, and is raced by British legend Paul Smart. He wins the Imola 200 on it.

1978 Mike Hailwood returns to the TT after 11 years. He wins the F1 TT on a 900cc Ducati.

1980 Ducati use belt-driven cams for the first time.

1985 Ducati bought by the Cagiva/MV Group.

1986 Ducati's first four valve head is used on the 851 Ducati.

1991 A Ducati-engined Cagiva Elephant wins the Dakar Rally.

1993 Miguel Galuzzi designs the Monster.

1994 The 916 is launched.

1996 A takeover by American financial investors Texas Pacific Group bought the company some much-needed cash and steadied it on its feet.

1994 - 2004 Ducati win eight World Superbike titles. Carl Fogarty takes four and Troy Corser, Troy Bayliss, Neil Hodgson and James Toseland get one each.

Having an American backer paying close attention to the company has turned Ducati into a much more professional outfit. Where in the past its bikes had a terrible reputation for reliability the new breed of Ducati's are far better with much more care taken over their manufacture (A few extra snippets that failed to be mentioned)!.

Finally – The first time Brian was lost for words all trip. He tried to give a vote of thanks but he couldn't get a word in edgeways!

Sign Spotted In The Ducati Car Park
Honda's NOT welcome here then!!

I failed to get a photo of the Ducati tool-kit -
(The mallet under the seat)!
So I enclosed one of my Jap Crap Bike!

Colin England
Kingston Maurward College

ALAM ANNUAL TECHNICAL CONFERENCE 2005

Same Deutz Fahr Hürlimann

Keeping with the tradition of the conference, yet another good day was to be had by all.

We were met by Christine Pfifer who gave us a warm welcome and informed us of our agenda from the podium in a large lecture type exhibition theatre normally used to show the new range of equipment available from this company.

Company History

A brief History of the company was conveyed by Ms Pfifer and the main points to note was Cassani built the first diesel tractor in 1927. He formed the SAME Company in 1936.

After the war, the first 4 wheel drive tractor was created in 1952.

The tractor section of Lamborgini was purchased in 1972 followed by the Hürliman in 1979.

Deutz Fahr was then taken over in 1995 followed by a 29% share in Deutz Engines in 2003.

In order to expand the range of equipment available from this company, they purchased the Buro Dakovic combines from Croatia. This plant needs development and therefore a lot of investment.

Company Strategy

M. Maggi the Marketing Manager followed and enlightened us to the strategy of SDF. They have 3,000 dealer's world wide and 120 importers.

Their tractor range is from 30 to 265Hp

They Manufacture up to 70 Hp in Trevio, and the larger tractors are made in Germany.

Their combines range from 90 to 300Hp.

Tele-handlers and loaders are to be introduced in their product range as well as harvesting equipment.

Manufacturing techniques and expansion have improved production from 20,000 tractors in 1974 to 32,300 tractors in 2004

Their turnover was made up from 80% tractors 12% parts and 8% combines. And what a turnover they have achieved. Please note, my biro nib was red hot by this point and accuracy of note taking is being impaired. Turnover 2004 was 905million Euro and in 2005 they had a turnover of 932million Euro. Thus a profit of 27million Euro. They invested 26m Euro back in to the company. (A fool and his money are easily parted. A wise man waits until he gets taxed?)

Engine Design

The Engine design Manager Mr M Mattri then explained the 1000 engine range that they produced. Very methodical approach, all cylinders being 1000cc e comprising of 3,4 and 6 cylinder engines creating a 3, 4, 6,litre normal, turbo and turbo inter-cooled engines. This meant that the Heads pistons rings mono block injector pump etc. are the same part number for all of this engine range.

Because of the major changes required to improve emissions, it was seen as an opportunity to improve the engine block design. The engine has been designed to create a narrow crankcase construction to facilitate front axle wheel steering. Also the push rods have now become enclosed in the main engine block and having raised ribs on the crankcase has increased strength by 10%. And a hidden advantage of reducing noise emissions by 2Dba

They are available in mechanical or electronic fuel governing.

Then their new methods for reducing emissions were also explained. Now I must explain that this area is all news to me, hence why I was on the conference in the first place! They have designed a New EGR (exhaust gas recirculation) in order to comply with stage 2 off road emission laws.

The EMR programme stage 2 targets have meant new injection technology being introduced. They have altered the cam profile from 10mm lift to 8mm lift and increased the injection system pressure to 1200bar. PF41 Bosch mono block design are used because of their reliability and durability of their roller design.

The piston bowl has been changed as well as the inlet valve port design to reduce air swirl in the chamber. It was seen to be counter productive to have the air swirling "too fast" in the incoming high pressure charge of diesel. Inclining the injector by 1º also made a vast improvement in detonation and thus emissions.

The engine vent system has also been improved. It was said that in the past on extreme hill situations, they had engines running on because of oil mist in inlet manifolds. They have now introduced a centrifugal oil mist separator that allows the oil to drain in to the crankcase venting clean air in to the air intake manifold.

Because of the increased operating pressure of the fuel system, there is now a need to cool the injection components by increasing the flow of by-passing fuel back to tank. A sturdier lift pump has been designed to achieve this that operates at a pressure of… Sorry not quick enough.

White smoke emissions when cranking in cold weather is a thing of the past thanks to a new grid heater in the inlet manufold. This has a12V element of 1.1Kw that preheats the air in 10 seconds and can operate up to 4 minutes. (I am sure 4 minutes was on the screen.)

Thanks to CNC engineering. The equipment can now measure the engine dimensions and select from a choice of three gasket thicknesses that will create the correct piston to Head clearance. The selected gasket is then selected for manufacture and is identified by a bar code system and other identifying features to assist in future repairs. This is also true for the selecting of the mono block injector shims.

Then it was question time, and boy did the poor chap have a grilling! He actually asked at one point were we from the competition and were we on a fact finding mission. (No truth in this at all is there David?)

Other information

Two more presentations followed with transmission designs available and some developmental work on the smaller continuous vari-shift. Things are progressing well. From my interpretation it seems that they are including an inbuilt method of engine braking or that the vehicle is capable of being stationary for slope work, for safety.

The electronic presentation was also excellent. New work is being undertaken to have a semi active cab, this was classed as a comfort project.

Electronic testing and self diagnostic is being created and is currently being used by SDF Group. Their aim is to be able to do Tele diagnostics over the phone line and even be able to send the relevant repair instructions to the tractor from the information sent.

Then the visit of the tractor museum followed. I actually have built an engine in one of the models shown, Showing my age or do these things last long?

Factory Tour

Lunch was followed by the factory visit. It was disappointing, but understandable that photos were not to be taken. I had soft talked the guide by showing him some clips taken from the Graziano factory the previous day, and true to form, the classic "do not say that I told you" scenario "but if no flash is used, who would know?" Well I will tell you who would know, the accomplice guide that kept bringing up the rear and watched us like a hawk through his dark glasses (indoors?!). At one point in the tour, we saw the cut up crankshafts that were used to check the levels of hardening. This in my mind warranted

closer inspection as you do not see a perfectly good crankshaft cut up for the hell of it, and I picked it up. Oops, big mistake, he hissed his response “You can see well enough with eyes signor” I wander what would have been the outcome had I have dared to take a picture!

In the evening, we had an excellent meal at the Hotel La Lepre in the company of Graham Barnwell, Nigel Gardiner and Eddie Henderson. From SDF UK. They are gathering information at present and are keen to develop links with colleges.

When they have processed the information from the evening, they intend to invite us as a group to SDF UK at Rugby at a later date.

Hope to see you all in the next conference.

David James
Coleg Meiron

Members 2005-06

This list is up-to-date at the end of April 2005; there may be some standing orders which arrive later, which will therefore not show on this list. We'll keep sending the next couple of newsletters to all those who were members last year in order to keep you in touch, and give you chance to check up on your payments.

Name	Member Number	Mailing Address
B Alexander	05/094	Home address
Gerald Anderson	05/086	Easton College
Bruce Badger	05/071	Sparsholt College
Tim Ball	05/093	Reaseheath College
Martin Baxter	05/090	Bishop Burton College
Nick Bevan	05/006	Sparsholt College
Robin Blackford	05/091	Hayter Ltd
John Bumby	05/HON	Home address
Brian Cairns	05/092	Writtle College
Denis Cartmel	05/051	Home address
Harry Catling	05/056	Royal Agricultural College
Stuart Christie	05/003	Cannington College
Richard Clarke	05/074	Otley College
Keith Coldwell	05/064	Home address
Ian Coleman	05/007	Hereford Col of Technology
Peter Coleman	05/041	Home address
Stewart Cousins	05/008	Home address
Chris Creasy	05/046	Home address
Kevin Davenport	05/050	Myerscough College
Alan Davey	05/035	Cannington College
John Dixon	05/057	Lackham College
Neal Dodd	05/022	Coleg Powys
Paul Durant	05/083	Home address
Peter Eland	05/066	Llysfasi College
Duncan Elliott	05/042	Duchy College
Sandy Ellis	05/085	Askham Bryan College
Colin England	05/037	Kingston Maurward College
Alan Fagg	05/060	Evesham College
Lionel Foreman	05/070	Rycotewood College
Nigel Fox	05/087	Sparsholt College
Andrew Frank	05/015	Reaseheath College
John Gough	05/027	Walford College
Julian Greenman	05/031	Sparsholt College
Richard Gregory	05/069	Sparsholt College
Steve Hackett	05/040	Writtle College
David Harris	05/044	Brinsbury College
Paul Harrison	05/080	Otley College
Steve Hasell	05/034	Cannington College
Richard Heath	05/013	Lackham College
William Helen	05/018	Home address
David Heminsley	05/100	JCB Training
David Henley	05/054	Kingston Maurward College
Graham Higginson	05/088	Walford College
Paul Hill	05/023	Writtle College
Vic Hird	05/068	Brackenhurst College
Peter Homer	05/059	Home address
Tony Houghton	05/081	Myerscough College
David Howells	05/002	Warwickshire College
Colin Hughes	05/061	Welsh College of Horticulture
Phillip Hurrell	05/063	Reaseheath College
Chris Jaworski	05/097	Bicton College
Melvin Johnson	05/020	Reaseheath College
Alexander Johnston	05/021	Reaseheath College
John Jones	05/052	Home address
Chris Keeble	05/079	Home address
Brian Kessell	05/099	Duchy College
David Lankester	05/036	Writtle College
Rob Lee	05/084	Reaseheath College
Tony Leonard	05/011	Bishop Burton College
Nigel Macpherson	05/067	Sparsholt College
Patrick McLeod	05/029	Hartpury College
Les Milne	05/005	Writtle College
Chris Morgan	05/014	Walford College
Tym Morgan	05/032	Warwickshire College
Richard Newman	05/038	Home address
Brian Nicholls	05/030	Reaseheath College
Tim Northmore	05/009	Kingston Maurward College
Mike O'Dowd	05/HON	Home address
Simon Parker	05/048	Reaseheath College
Robert Patmore	05/053	Home address
Evelyn Pearce	05/025	Rycotewood College
Michael Percival	05/073	Home address
Clive Perrins	05/047	Writtle College
Brian Poulson	05/078	Home address
Robert Rattray	05/045	Home address
Tony Roberts	05/017	Home address
Ryan Roberts	05/095	Home address
David Ross	05/065	Newton Rigg College
Jonty Rostron	05/075	Home address
Jon Sarsfield	05/089	Home address
Michael Sidlow	05/028	Lackham College
Andrew Soar	05/049	Home address
David Sparks	05/004	Home address
David Stephenson	05/043	Rycotewood College
Rick Sunderland	05/033	Bishop Burton College
Paul Talling	05/010	Askham Bryan College
Ian Taylor	05/024	Barony College
Alastair Taylor	05/012	Home address
Emlyn Thomas	05/058	Home address
Roger Thomas	05/096	Oaklands College
Roger Tiller	05/076	Sparsholt College
Martin Towsey	05/019	Brackenhurst College
Tom Turney	05/HON	Home address
Mark Tyson	05/026	Home address
Arthur Walker	05/HON	Home address
Peter Walley	05/077	Warwickshire College
Steve Warr	05/039	Writtle College
Richard Waterson	05/072	Home address
Stephen Watson	05/062	De Montfort University
John Welwood	05/082	Home address
Ian Whitehead	05/HON	Home address
Gwynfor Williams	05/HON	Myerscough College
Duncan Wilson	05/098	Duchy College
David Wilson	05/016	Home address
Peter Woodliffe	05/055	Home address
Paul Wray	05/001	Home address