

ALAM

Newsletter

Summer 2007



**The Association of
Lecturers in Agricultural Machinery**

www.alam.org.uk

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ALAM Newsletter Summer 2007

2006 Conference

The last report of the 2006 conference is here - the Ford Transit factory.

2007 Conference

Bishop Burton hosted the 2007 conference, organised as a joint venture by Charles Szabo, of Bishop Burton, and our very experienced conference organiser John Gough. The first reports from this conference are here.

Update Day - Massey Ferguson - October 2007

There's a booking form enclosed for this update day all about the Massey Ferguson Dyna 4 and 6 transmissions, to be held at the all-new AGCO Training Centre at Stoneleigh.

2008 Conference

Plans are underway for a visit to North Wales for 2008 - watch this space. Over recent years there has been much discussion about the timing of the Annual Conference - do you prefer the traditional July slot, or the Easter slot as used for the Denmark and Italy conferences? Please jot any thoughts or opinions either way to the chairman via e-mail.

Update Day - Torro - 2008

We have provisional plans for a day of updating on horticultural machinery, probably at Torro's premises in St Neots. More details will follow.

Committee Members

Following the AGM at the 2007 conference, there are lots of changes to the committee - the latest details are included in this newsletter.

2007-08 Subscriptions

Towards the back of this newsletter there is a list of all the paid-up members for the 2007-08 membership year. Please take a minute to check that your name is on the list, as it is a regular occurrence for standing orders to go astray. This year ALAM has received two £10 standing orders, both with no means of identifying the source! Again, please check both our list and your own bank statement to make sure they match.

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.

ALAM Committee 2007-08

Updates are highlighted in **bold** text.

Position	Name	Work			Mobile	Home	
		Place	Tel	Email		Tel	Email
Chairman	Jonty Rostron	Appleby Heritage Centre	017683 53350		07976 966331	017683 52682	Jontyrostron@yahoo.co.uk
Secretary	Graham Higginson	Reaseheath College	01270 613230	grahamh@reaseheath.ac.uk	01948 667982	01948 667982	graham.higginson@ntlworld.com
Treasurer	David Heminsley	JCB Training	01889 594700	david.heminsley@jcb.com	07971 273725	01889 566882	
Conference Organiser 2008	David James	Coleg Meirion Dwyfor	01286 832507	d.james@meirion-dwyfor.ac.uk	07919 458878	01286 880534	
Past Chairman	Nigel Macpherson	Sparsholt College	01962 797217	nmacpherson@sparsholt.ac.uk		01980 862102	
Committee	John Gough	Walford College	01939 262100 ext 2158	j.gough@wnsc.ac.uk		01630 685942	gough.j@btinternet.com
	Peter Walley	Warwickshire College	01926 318309	pwalley@warkscol.ac.uk		01926 640883	petewalley@btinternet.com
	Neil Jewell	Reaseheath College	01270 613239	neilj@reaseheath.co.uk	07968 067298	01270 652554	neil.jewell@fiscali.co.uk
	Charles Szabo	Bishop Burton College					

ALAM ONE-DAY TECHNICAL UPDATE
Massey Ferguson Transmissions



ALAM One Day Technical Updating
MASSEY FERGUSON
Dyna 4 and 6 Transmissions

New Stoneleigh Training Centre

Wednesday 24th October 2007

10.00 – 16.30hrs

Booking form

Please reserve ____ places on the Massey Ferguson Training session

Cost Members £40.00

Non-members £50.00

Name

Address

.....

.....

.....

email

Please return to

Peter Walley
Warwickshire College
Moreton Morrell
Warwick
CV35 9BL

email: pwalley@warkscol.ac.uk

ALAM ANNUAL CONFERENCE 2007
ALAM Visit to Humber Bridge

ALAM visit to the Humber Bridge 2007



Hang on Chaps I just want to make out my Will before I go

IDW. 2007

ALAM ANNUAL CONFERENCE 2007

Conference Duplexing 2007

ALAM Annual Conference at Bishop Burton.

Yes it does sound like more management babble but it may go some way to illustrate the joint effort involved in assembling and executing this year's conference programme.

It all started off about twelve months ago when the assembled wise men, (or should it be unwise men), that make up the ALAM committee were gathered to decide on a preferred location and examine the possible content for the forthcoming 2007 conference. We had been aware for some time of the importance of moving the conference venue around the country to give members from further afield the opportunity to join us without the need for them to travel vast distances. ALAM has a number of members at Bishop Burton College and we were looking for a venue in the north east so it seemed an ideal location.

Looking at the list of Bishop Burton members Charles Szabo was selected as our point of contact as he had been to a number of ALAM events in recent years and was a decent sort of chap! As he was coming down to the JCB engines day at Rocester in October it was decided to approach him there and discuss the "opportunities " that may be available in running an event of this type at his college! He took it very well once he had got over the initial shock and went away to start to make enquiries.

It was from this meeting that the venue was finalised and the planning and organisation took place to run the four day conference. As with most events of this type the end result is often of a slightly different design to the original concept and so it will be of little surprise to you that the draft and final programmes were somewhat different. Charles set to work making initial contact with a number of companies and organisations to float the idea of their involvement in the conference and investigate what they may be able to offer. We were hoping to have some input from McCormick and David James, from a college in North Wales, that I can neither spell nor pronounce, was able to provide the name and initial contact with Paul Harper at McCormick's Training School which proved very valuable.

I had undertaken to investigate and organise a session on common rail fuel injection and made contact with Bosch UK where I was very lucky to speak to a bright and well connected lady who knew just the right person to put me in contact with. The person I was transferred to was the UK Training Manager Kevin Crangles. He was interested in our proposal but asked that I send an email outlining what exactly we were looking for and further information about our organisation; I think he was trying to find out what he might be letting himself in for but I didn't mention anything about our Welsh secret weapon John Bumby! The email was duly sent and resulted in Bosch offering to run a one day session as part of the conference programme.

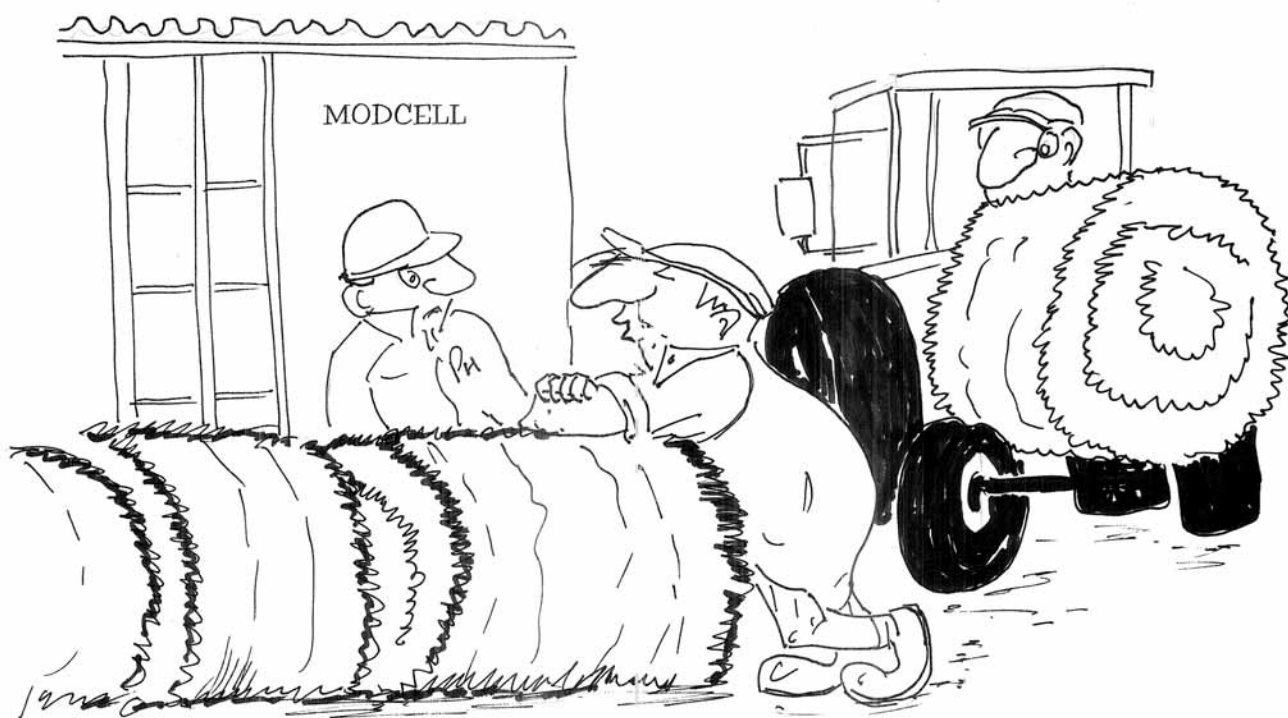
While all this was going on time was fast approaching to publicise the event in the ALAM spring newsletter so the provisional programme, together with an application form were sent to David Heminsley who was preparing the newsletter for printing and mailing. He also added the details to the ALAM website.

It was some weeks later that I received an email from Peter Homer, member and ex Shuttleworth College lecturer, offering to give some environmental input to the conference. This was duly passed on to Charles who was at that stage doing some shuffling of the conference slots to include Scunthorpe steelworks and the Humber Bridge. Throughout this time regular contact was maintained with Charles, the college reception and the Hospitality manager by phone and email to organise accommodation, catering, seminar and classrooms, workshops and AV equipment to meet the requirements of the various participants. Things were now falling into place like a nearly completed jigsaw. This is often the time where realisation dawns that some pieces may be missing and so it was with about three weeks to go that I emailed Bosch to confirm arrangements and received a reply requesting a motor vehicle of particular specification to enable the practical diagnostics session to run. In turn I contacted Charles our man on the ground, who gamely had a go but was running out of time as he was going away on holiday before the conference took place. He had told me this in the

early stages but I had put it to the back of my mind and conveniently forgotten about it; it certainly had my full attention now! Charles passed the task to a capable colleague who chased up the local Renault and Peugeot agents and on the Monday morning at the commencement of the conference a Renault car was located and collected from the agent and brought to the engineering workshops ready for the Tuesday session. The McCormick tractor also arrived just in time in true manufacturing tradition and we were able to get the show on the road without further ado.

How it all ran and what we learned you will hopefully be able to read in this and future newsletters as the reports are published, but suffice it to say that those attending seemed to enjoy it, which made all worthwhile. Firstly a big Thank You to Charles, my partner in organising the conference, for all his behind the scenes hard work on our behalf and thank you to his colleagues at Bishop Burton who also played their part in making our conference a success. To those who were unable to attend we hope that you will find a way to join us at future events which we hold; they are all staged for your benefit and personal professional development, it will probably be the most interesting and best value staff training you are likely to get!

J. Gough.



Its been a poor Harvest Peter...we thought you might like to try these IDW

ALAM ANNUAL CONFERENCE 2007

Scunthorpe Steel Works

This visit must be the highlight of our 2007 conference as Frank Dexter & Paul Broadbent took us on a tour of this massive complex.

Paul gave running commentary during the tour, hardly pausing for breathe as he reeled of an amazing list of facts and figures that left us all in admiration of the men of Scunthorpe. For many of us it was the first time we had considered steel making since we covered the subject as students. (In my case 50 years ago!) How this asset was ever sold outside of the UK must leave the engineering fraternity baffled.

The site encompassed Coke Ovens, Blast Furnaces, Steel Refining Plant, Continuous Casting Plant, Plate Mill, Iron Ore Blending Beds and an array of support functions all of which produced a massive 4.5 millions tonnes of quality steel a year.

Starting at the beginning, the ore comes from either Vancouver in Canada, Brazil or Australia. It is a laid out in beds in layers with other necessary materials such as lime and coke in preparation to being fed into one of the four massive blast furnaces. It takes a month to prepare a bed. The furnaces are named Mary, Bess, Ann and Victoria, producing Iron from the ore before being refined into steel. By necessity they run 365 days a year as shutting down a furnace is not an option. Relining a furnace costs £22 million, takes three months and is done every 15 years.

The blast furnaces are fired by coke which is created on site in a massive coking plant which fires coal at 10000 C to create coke. The process takes 18 hours and again is continuous. It produces 4,000 tonnes of coke from 6,000 tons of coal a day. The whole operation being run by a small team of operators with every possible task automated.

On leaving the blast furnaces the iron is refined in the Basil Steel plant and put into 'Torpedo shaped liquid ladles' for transporting in the molten state for processing into either 'Billet'(4" Sq.), 'Blooms'(12" Sq) or 'Slabs'(1m x 15"). The Basil Steel Plant is huge and is higher than St. Paul's Cathedral. The ladle takes 300 tonnes at a time hence the need for a crane with a 450 tonne lifting capacity! The refining process creates steel by removing unwanted components such as silicon. Critical to this process is the addition of scrap material which stops the temperature from rising and doing permanent damage to the plant. In all the processes there is a strong emphasis on recycling any by product. So the 'Slag' is converted into 'Slag Cement' a product which has the unique quality of curing under water. (I've always wondered what it was when I've seen the heavy lorries trundling along the motor ways).

We were unable to visit all the converting plants but went to the 'Con Cast' plant where twin 300 tonne ladles feed a six strand continuous casting machine. The plant is run by only six men and a ladle takes some 90 minutes to pour which is a continuous process with the ladles being switched on the run. The longest run achieved was around 36 hours and is dependent on the size of the order for a particular size of billet or bloom.

The tricky part of this operation is the start up where molten metal is on one side of the mould and has to exit in the form of a solid bar. Get this wrong and molten metal spills out over all the equipment. The continuous bars are flame cut whilst in motion and then, after cooling, transported to other finishing mills for processing into the finished products.

We visited one of these finishing mills where 'Bloom' where being rolled out. There was no sign of any human activity as the white hot bloom was manoeuvred back and forth through the rolls, being doused in water to stop the scale adhering to the surface of the billet. A spectacular site, seeing a

white hot billet of many tonnes in weight being pushed back and forth in a large dark shed. Although we were many feet away we could feel the heat.

The whole site consumes vast quantities of energy and materials with the electricity consumption being some 24 billion units a week. Needless to say the site has its own power station. The gas main is so large a Land Rover can drive along it! The Oxygen is fed from some 3 ½ miles away down a pipe of some 2 feet in diameter.

Nothing about the site or the processes is small and the dominant colour is charcoal grey!

The site concentrates on high quality steels and the dominant products are very diverse. The first being railway lines which not only require a high quality steel but a finish completely free of scratches and imperfections which could cause a fatigue failure. These can now be produced in lengths of up to 120 meters for which British Rail has developed special goods wagons to enable them to be transported. The second product is rim steel for tyres, with the dominant customer being 'Goodyear'. This high quality steel has to have an excellent surface finish and droppings by birds are unacceptable due to the acidic content of such material! The finished product is then drawn out by the customer in the form of wire.

As with any good quality system traceability is all and any end product can be traced backed to the ore it was made from.

There was a sensible approach to H & S and they have a good record in recent years. There are good on site medical facilities and those employees exposed to potentially hazardous process are regularly checked by the resident medical staff.

After being well fed an excellent buffet lunch we visited the Central Engineering Workshops. Paul could not understand why we wanted to go as he had never shown anyone around previously and it was somewhat of an anti climax after the steel works itself. However it is an essential part of the process as making steel is hard on the equipment and there is a continuous refurbishment programme running on the numerous items necessary to make steel. This involves the resurfacing and re-machining of the numerous rollers and the shafts which take a huge pounding. Needless to say much of the machinery was very large with a mixture of old and new. Trades such as 'Blacksmith' still exist but where there were once 80 men they are now down to single figures and within five years there will be none. There is a large fitting area where mill stands are rebuilt before being installed and the used items returned for refurbishment. Poor workmanship is not popular as failure of equipment once installed results in extremely expensive downtime.

They have now started an apprentice scheme and take on some 50 people a year and we saw the embryo stages of there apprentice machine shop where the apprentices will visit several times during the course of there 4 years of training.

I believe we all will now have greater respect for the men of Scunthorpe after seeing this massive complex. I would not want to work there but I'm glad there are those who do!

Oliver Dunthorne

July 2007

ALAM ANNUAL CONFERENCE 2007

Building With Straw

Damp. Musty. Drinking your own. Scared of high winds. No naked flames.

Grassed-over roof. The Teletubby house. Live in a forest. Knitwear. A penchant for squirrels. Three Billy goats gruff.

All the above spring to mind when anybody mentions houses built from straw.

Peter Homer from Agrifibre Technologies was to change our minds probably forever.

The use of Straw as a building material is nothing new. The first wattle and daub houses utilised straw in their construction. The earliest examples dating back 6000 years.

The Latest concept for today's greener and planet friendly builders is MODCELL. It has taken straw bales as a building material and brought them bang up to date.

The Concept behind MODCELL is to produce modular walls that can be made off site close to where the straw is sourced. Normally a farm building is rented for the construction of the cells. These, once complete, are then transported to the building site when they are needed. This can be on the back of a tractor and trailer!

Off site assembly enables zero-waste construction and reduced time and costs.

The construction of the Cells is simple.

- It is 8 straw bales high by 3 bales wide.
- The bales must be accurate and of very good quality. Wheat straw is preferred
- Bales are put through a "woodmiser" to get them the correct width.
- Some bales are split in half others are used at full length.
- A wooden frame is manufactured to hold the bales
- Bales are held in place by wooden stakes driven through the sides of the wooden frame
- The bales are then covered with stainless steel expanded sheet
- Finally the bales are rendered with lime

Cells are available in a variety of sizes 1m x 3m; 2m x 3m; 3m x 3m each cell can incorporate a full length window.

The greatest benefit of the Modcell concept is the heat insulation properties of the straw. It achieved insulation values three times higher than current building regulations require. In this age of carbon emissions a building utilising Modcell can meet the German PassivHaus Specification which means that it is carbon Neutral.

Initial Cost of Modcell is high. £2700 per panel however this cost is easily off set over the lifetime of the building when heating cost are taken into account. Another benefit is that because Modcell is constructed from natural materials is can go straight back to landfill at the end of its life.

Design life is 30years but cells can be replaced if needed. There are examples of lime rendered buildings in the USA that are over 100 years old.

More info at www.agrifibretechnologies.com

By Neil Jewell

July 2007

Ford Transit Factory

Southampton

20th July 2006

The ALAM Summer Conference 2006 was based at Sparsholt College this year and we had various visits on our busy itinerary, the Ford factory being one of them. This factory, as well as being known for its van production, also produced the Spitfire during the war.

Our guide throughout the tour was Steve, whose work with the Partnership Centre has linked him with Ford for approximately the past four years, where he is involved with youngsters undertaking apprenticeship schemes within the factory.

After an initial delay for Health & Safety precautions to be undertaken, we commenced our tour in the main manufacturing area. We firstly observed their Kukra robots working on assembly and welding tasks to van panels and chassis - no tea breaks required! The vans transfer from one area to another via ski bars which they have temporarily attached underneath, thus allowing a smooth running process. Each van has a barcode in order that each one may be tracked and then personalised to the customer's specifications. There can be up to 329 of them being built in one day! We were informed that there are hundreds of combinations to suit a wide variety of van users. They build right and left hand drive versions in equal amounts, and although they have eight colour choices, 89% of customers choose white! We continued our tour in the paint area where various layers were added over a period of hours.

The engines are made in the Dagenham plant, and various other components come from Genk, Belgium. It is only the short wheel based vans that are made in Southampton, with the high roof versions being produced in Turkey.

The van of 2006 has been improved, with a much better braking system which has disc brakes all round. This year it has had a facelift to the front, with revised lights and modified dashboard. 65% of the van is recyclable, with the aim being 80%.

Paul Wray

July 2006

ALAM ACCOUNTS AND REPORT 2006-07

Accounts

THE ASSOCIATION OF LECTURERS IN AGRICULTURAL MACHINERY

Income and Expenditure - Year Ending 31st March 2007

	2005-2006		2006-2007	
	Income	Expenditure	Income	Expenditure
Subscriptions	1017.00		1017.00	
Committee Expenses		389.75		215.10
Newsletter		102.26		86.90
Courses				
Claas 04	205.00	0.00	JCB	840.00
CNH 05	370.00	0.00	0	0.00
			0	0.00
Conference			Sparsholt	2375.00
Italy	553.00	4479.78	0	2735.23
SDF	635.00	730.80	0	0.00
Interest	19.10			20.15
Miscellaneous	250.00	342.30		15.00
Surplus/Deficit	Deficit	2995.79	Surplus	966.39
TOTAL	6044.89	6044.89	4267.15	4267.15

Statement of Affairs as of 31st March 2007

Bank Account as on 1 April 2006	4080.04	Bank Account as on 31 March 2007	5134.36
Building Society as on 1 April 2006	1350.04	Building Society as on 31 March 2007	1370.19
Plus uncleared incoming cheques	1/4/06	Plus uncleared incoming cheques	29/3/07
Less uncashed outgoing cheques	1/4/06	Less uncashed outgoing cheques	29/3/07
	168.94		0.00
Plus Surplus	966.39		276.74
	6227.53		6227.81

In my opinion the above is a true and fair view of the financial state of the Association of Lecturers in Agricultural Machinery for the year ending 31st March 2007

Signed

Treasurer

Signed

.....

Signed

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Notes for 2007 Accounts

- Membership for the year finished at 106 members, plus Honorary members.
- Committee expenses are down due to less committee members travelling long distances to meetings.
- The JCB Engine Update day very well attended, and all finances related are shown above - a nice surplus!
- The Sparsholt Conference made a small dent in our resources - there is £95 still owing, when this is received there will be an overall cost of around £250 to ALAM.
- The majority of the miscellaneous expenditure was materials to make ALAM resin owls, now that production of these items has been brought in-house.

Member List 2007-08

Correct as of the end of August 2007

Forename	Surname	Member Number	Contact : Address	Forename	Surname	Member Number	Contact : Address
Gerald	Anderson	07/085	Easton College	David	James	07/079	Coleg Meirion Dwyfor
Bruce	Badger	07/072	Sparsholt College	Melvin	Johnson	07/021	Reaseheath College
Tim	Ball	07/093	Reaseheath College	Alexander	Johnston	07/022	Reaseheath College
Martin	Baxter	07/032	Bishop Burton	John	Jones	07/052	Home address
College				Chris	Keeble	07/0HON	Home address
Robin	Blackford	07/038	Hayter Ltd	Brian	Kessell	07/078	Duchy College
Denis	Bloomfield	07/055	Otley College	David	Lankester	07/036	Writtle College
John	Bumby	07/0HON	Home address	Tony	Leonard	07/011	Bishop Burton College
Brian	Cairns	07/090	Writtle College	Nigel	Macpherson	07/069	Sparsholt College
Denis	Cartmel	07/051	Home address	Patrick	McLeod	07/028	Hartpury College
Nicholas	Cartwright	07/083	Home address	Les	Milne	07/005	Writtle College
Harry	Catling	07/058	Royal Agricultural College	Chris	Morgan	07/015	Walford College
Stuart	Christie	07/003	Cannington College	Tym	Morgan	07/031	Warwickshire College
Richard	Clarke	07/074	Otley College	Richard	Newman	07/039	Home address
Keith	Coldwell	07/066	Home address	Brian	Nicholls	07/029	Reaseheath College
Ian	Coleman	07/006	Hereford Col of Technology	Tim	Northmore	07/009	Kingston Maurward College
Peter	Coleman	07/042	Home address	Mike	O'Dowd	07/0HON	Home address
Stewart	Cousins	07/008	Home address	Robert	Patmore	07/053	Home address
Chris	Creasy	07/047	Home address	Clive	Perrins	07/048	Writtle College
Kevin	Davenport	07/050	Myerscough College	Brian	Poulson	07/077	Home address
Alan	Davey	07/035	Cannington College	Robert	Rattray	07/046	Home address
John	Dixon	07/059	Lackham College	Tony	Roberts	07/017	Home address
Neal	Dodd	07/023	Coleg Powys	David	Ross	07/067	Newton Rigg College
R	Drury	07/095	Notts Trent University	Jonty	Rostron	07/075	Home address
Oliver	Dunthorne	07/094	Home address	Ed	Rowbury	07/096	Newton Rigg College
Peter	Eland	07/068	Llysfasi College	Jon	Sarsfield	07/088	Home address
Duncan	Elliott	07/043	Duchy College	Michael	Sidlow	07/027	Lackham College
Sandy	Ellis	07/084	Askham Bryan College	Andrew	Soar	07/049	Home address
Colin	England	07/037	Kingston Maurward College	David	Sparks	07/004	Home address
Alan	Fagg	07/062	Evesham College	David	Stephenson	07/044	Home address
Nigel	Fox	07/086	Sparsholt College	Rick	Sunderland	07/033	Bishop Burton College
Andrew	Frank	07/014	Reaseheath College	Charles	Szabo	07/007	Bishop Burton College
John	Gough	07/0HON	Walford College	Paul	Talling	07/010	Askham Bryan College
Julian	Greenman	07/030	Sparsholt College	Alastair	Taylor	07/012	Home address
Richard	Gregory	07/071	Sparsholt College	Ian	Taylor	07/025	Barony College
Steve	Hackett	07/040	Writtle College	Emlyn	Thomas	07/060	Home address
David	Harris	07/045	Brinsbury College	Roger	Tiller	07/076	Sparsholt College
Paul	Harrison	07/080	Otley College	Martin	Towsey	07/020	Brackenhurst College
Steve	Hasell	07/034	Cannington College	Tom	Turney	07/0HON	Home address
Richard	Heath	07/013	Lackham College	Mark	Tyson	07/026	Home address
William	Helen	07/019	Home address	Arthur	Walker	07/0HON	Home address
David	Heminsley	07/054	JCB Training	Steve	Warr	07/041	Writtle College
David	Henley	07/056	Kingston Maurward College	Richard	Waterson	07/073	Home address
Graham	Higginson	07/087	Reaseheath College	Stephen	Watson	07/064	De Montfort University
Paul	Hill	07/024	Writtle College	John	Welwood	07/082	Home address
Vic	Hird	07/070	Brackenhurst College	Ian	Whitehead	07/0HON	Home address
Peter	Homer	07/061	Home address	Gwynfor	Williams	07/0HON	Home address
Tony	Houghton	07/081	Home address	David	Wilson	07/016	Home address
David	Howells	07/002	Warwickshire College	Duncan	Wilson	07/018	Duchy College
Colin	Hughes	07/063	Welsh College of Hor	Peter	Woodliffe	07/057	Home address
Phillip	Hurrell	07/065	South Cheshire College	Paul	Wray	07/001	Home address



Membership Application Form

Title	Initials	Forename	Surname
Home Address		College Name	
		Address	
Postcode		Postcode	
Phone		Email	
My connection with education in agricultural/horticultural engineering is:			
Signed		Date	
Proposer (Member of ALAM)			
If you don't know any members, just return the form and we'll arrange contact with one in your area.			

HOW TO PAY- The current rate is £10 per annum, payable on April 1st each year.

By cheque: Cheques should be crossed and made payable to "The Association of Lecturers in Agricultural Machinery", and sent with this form to the treasurer.	
By standing order: It will help us provide an efficient service to members if you pay subscriptions by Standing Order, by completing the following, and returning the whole form to the treasurer.	
Bank Name	Name of Account
Branch	Account No.
Address	Sort Code
Postcode	
Please pay to Lloyds Bank, 12 Lendal, York, YO1 2AF, (Sort Code 30-99-99) in favour of The Association of Lecturers in Agricultural Machinery (Account Number 1373714), the sum of £10 immediately, and then annually on the first of April each year, until cancellation by me of this standing order, debiting the account specified above. This order cancels and replaces all previous orders in favour of The Association of Lecturers in Agricultural Machinery.	
Signed	Date
Standing Orders are for a fixed amount, which can only be altered by you. It is not a Direct Debit, which allows the payee to vary the amount drawn.	

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

For use by the treasurer			
Details recorded	Payment received	Bank Order processed	Member number

Form revised January 2004

