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Acknowledgements - Accurate Diecast / Britains / Siku

## Production

Design - IGP LTD MEDIA & Publishing

Printers - Printed by Pensord

This issue was distributed by Seymour

Model Farmer is available in all newsagents including WHSmith.

## Can't find Model Farmer near you?

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*Model Farmer is printed on the last Friday of the month, every other Month.*

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1 Year (6 Issues) UK £25.00 EU £35.00 ROW £40.00

2 Year (12 Issues) UK £40.00 EU £70.00 ROW £75.00

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ISSN 2044-5105

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Registered in England No. 06594554

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# Upcoming from Muddytrac WIKING Xerion Bollmer



**C**laas will soon be releasing this new Xerion 5000 Trac VC in colours of Bollmer. This new 1:32

model is a limited edition of 1000 pieces and made by Wiking. This model will be available at this years Agritechnica in November.



**T**his Autumn will see several new items from Muddytrac farm. Planned for release at the Spalding Show in October is the John Deere 9560RT. In addition, there will hopefully be the new Simba Solo ready to team up with them.

Also announced is the the Massey Ferguson 5613. This is the prototype tractor of the Show Tractor for Northern Ireland Farm Toy and Model Show on 27 November 2015. Fifty of these tractors are being produced.



## 1/32 Spading Machine

**T**he Gramegna V86/36-300 Spading machine in 1:32 is now available to purchase! This model is

made by the new model maker AT-Collections. Model Farmer will be reviewing the model in our November December issue.



## UH Vintage Season

### Fordson Tractor models coming soon!

**U**niversal Hobbies will be releasing revised editions of their very popular 1/32 Fordson Major platform. A new Super Major in early Fordson colours with headlights now correctly inside the front grill will compliment the later New Performance Super Major also due. In addition, there is a new

Monosem Microsem seeder due, also in 1.32 scale. Other items still due this year include the David Brown and Case tractors although there are rumours that these may now be delayed until early 2016.







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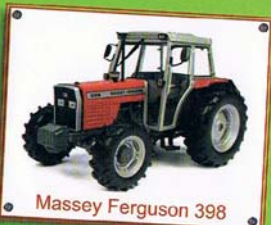
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| Verdict         |                                |
|-----------------|--------------------------------|
| Model           | New Holland LM7.42 Telehandler |
| The Good        | It's a great value model.      |
| The Not so Good | Nothing to mention.            |
| Price           | £18.99                         |
| Model Detail    | 95%                            |
| Model Accuracy  | 95%                            |
| Build Quality   | 90%                            |
| Functionality   | 90%                            |
| Value           | 100%                           |
| Overall         | 94%                            |
| Rating          | ★ ★ ★ ★                        |

# NEW HOLLAND LM7.42 ELITE TELEHANDLER

## BRITAINS 1:32 Scale



**B**ritains' model hits the shops just as New Holland's new LM telehandler range starts to become widely available. The LM range includes two compact and five standard telehandlers. They offer lift capacities from 2.5 to 4.2 tonnes and lift heights of between 5.78 and 9.10 metres. The mid-range LM7.42 has a lift height of 7.0 metres and lift capacity of 4200 kgs.

This is the first New Holland branded telehandler Britains has made. It is well built with good

levels of detailing. The chassis and bottom section of the boom are diecast while the cab, top boom section, attachments and mudguards are moulded in plastic. Detailing include driving mirrors front and rear, exhaust, painted lights on both the chassis and the boom. On the bottom boom section the hydraulic piping is detailed in black and silver. The cab has three realistically sized and positioned wipers and a warning beacon. Inside the cab is finished in dark plastic with the seat, steering wheel, joystick and instrument panel

all visible. There is also a protection frame detailed over the driver.

Britains has not provided an opening cab door or access to the engine compartment. However the model has all-wheel steering and fully functioning boom. The wheels give the handler a realistic turning circle. The boom operates, like the

about 5.5 m. It is slightly less than the real machine spec suggests but gives enough clearance to clear most trailers. There is a small ram to set the attachment angle. Both the boom support and attachments rams are stiff enough to hold the telehandler's front wheels off the ground.

Britains has supplied the LM7.42 with a grain bucket, pallet forks and round bale forks. The attachments are easy to fit but the mounting is different from the one Britains introduced a few years ago for all its telehandlers and loaders. It means attachments cannot be exchanged.

[www.tomy.com](http://www.tomy.com)



real machine, on two rams. With the boom fully extended it lifts the bucket to give it a clearance of 171 mm or







| Verdict         |                                |
|-----------------|--------------------------------|
| Model           | Rolland Rollspeed 6835 Trailer |
| The Good        | The robust build quality.      |
| The Not so Good | The weak tipping ram.          |
| Price           | £60.00                         |
| Model Detail    | 85%                            |
| Model Accuracy  | 80%                            |
| Build Quality   | 80%                            |
| Functionality   | 80%                            |
| Value           | 80%                            |
| Overall         | 81%                            |
| Rating          | ★★★★                           |

## ROLLAND ROLLSPEED 6835 TRAILER

UNIVERSAL HOBBIES 1:32 Scale



**F**rench machinery manufacturer Rolland launched its Rollspeed trailer range in 2010 and first shown in the UK at

LAMMA 2011. Available with two or three axles the current eight trailer range offers capacities ranging from 14 to 23 tonnes. The 6835 is the third largest tandem axle trailer in the range. It has a carrying capacity of 19 tonnes.

Weighing just over 1.0 kg Universal Hobbies' model is not the lightest model trailer on the market. Other than the tail door, body extensions and other small

parts which are plastic the trailer is made in metal. It is robustly built.

Drawbar height and eyelet size is compatible with most tractor types and makes. On Wiking's tractors it will be necessary to either use a pin smaller than the one supplied with the tractor or drill out the eyelet. The drawbar is supported on a stand which swings up when the trailer is connected to a tractor. Universal Hobbies has

also detailed the hydraulic piping that connects to the tractor.

The detailing continues under the body where pipework to the main ram and brakes are provided. There is also a silver brake operating lever on the left-hand side of the chassis. Universal Hobbies has not fitted a functioning tandem axle sub-assembly but has provided the detailing for brake actuating mechanism for each wheel.

Paint finish on the main body is good and it has realistic looking decals. At the front Universal Hobbies has detailed the body with access window, a ladder, its position is fixed, and safety decals. The rear door opens smoothly on twin rams as does the small grain door which is operated by a handle.

Disappointingly on the review model the main ram was not stiffen enough to hold the empty body in the raised position without a prop.

Available from your local stockist or if not in-stock from [www.creativemasters.co.uk](http://www.creativemasters.co.uk)







| Verdict         |                    |
|-----------------|--------------------|
| Model           | New Holland T8.345 |
| The Good        | Removable Cab.     |
| The Not so Good | Nothing to note.   |
| Price           | Around £20.00      |
| Model Detail    | 90%                |
| Model Accuracy  | 95%                |
| Build Quality   | 90%                |
| Functionality   | 95%                |
| Value           | 100%               |
| Overall         | 94% <div></div>    |
| Rating          | ★★★★★              |

## NEW HOLLAND T8.435 TRACTOR

BRITAINS 1:32 Scale



**N**ew Holland exhibited its upgraded T8 Series tractors at Sima 2015. The entire range is more powerful than its predecessors with the upgrade also introducing a host of improvements to the operator's comfort and convenience with enhancements for machine setting and maintenance including EcoBlue Hi-eSCR technology. With a Cursor engine unit powering

the machine, the range topping T8.345 has a max horsepower of 435. Like the Case Magnum series, New Holland also previewed the new T8.435 SmartTrax at Sima 2015.

As we opened the Britains review model, we were greeted by a couple of cable ties on the base of the box. This seems to vary between string ties but the former is preferred. A quick snip and the model is released

easily and we noted it slips back securely into the box without really any detriment to the appearance. Good news for collectors.

The model, like the real machine carries notable differences from the predecessor range. A new air breather is present along with a bulkier exhaust. There are also subtle styling changes at the front and throughout the model including some updated decals etc.

One drawback to the original model was the very plastic feel and this is maintained with the T8.345 however carpet farmers should be pleased that the cab is very easily removed on this tractor. It allows access to the cab interior which is modelled excellently. A real highlight on the replica. The

steering axle is very mobile and like all Britains tractors nowadays comes with a sturdy chassis and rear hitch.

It looks good but as with the real machine, the T8 series has not been the most popular tractor on the market. Worth thinking about as it's great value but our John Deere machines this issue may get preference.







## Verdict

|                 |                                   |
|-----------------|-----------------------------------|
| Model           | John Deere 8370R                  |
| The Good        | Great detail and value for money. |
| The Not so Good | Access to cab.                    |
| Price           | Around £20.00                     |
| Model Detail    | 95%                               |
| Model Accuracy  | 95%                               |
| Build Quality   | 95%                               |
| Functionality   | 90%                               |
| Value           | 100%                              |
| Overall         | 95%                               |
| Rating          | ★★★★★                             |

# JOHN DEERE 8370R TRACTOR

BRITAINS 1:32 Scale



John Deere's evolution of its 8R series tractors in 2014 was apparent with its launch of six new wheel and three new track models, all with Tier 4 Final engines ranging from 245 to 370 hp (182 to 276 kW). Beside the new engine and cab improvements, additional new options include LED lights, larger wheels/tires, and increased hydraulic capabilities.

The new 8R Tractors are available

with either 16-speed Power Shift or an IVT transmission. The 8345R, 8370R, and all three track models feature the IVT as standard equipment. In addition, Group 49 rear tyres are available on all wheel models, which improves traction, increases load-carrying capacity, and reduces soil compaction in the field because of a larger tire footprint.

The Britains review model is the range topping 8370R with a max

horsepower of 405. It is in direct competition down on the carpet farm with our New Holland T8.345.

The model is again held in its box by cable ties. 6 this time compared to only 2 on the New Holland. There is a much bulkier feel to the 8370R with a greater amount of diecast on the model.

The styling changes on the range are all apparent with plenty of new features including wheels, steps, interior, rear detail, front weight etc. We were very impressed on first inspection.

Disappointingly, we could not remove the cab, as was the case on the T8.345. This is a shame because the interior on the John Deere is sublime.

Britains have attempted to go the extra mile with detail on the model. We see this with the addition of warning stickers. A real plus that stands the tractors out

from their Siku counterparts.

The turning circle is good and although access to the cab is limited, the system is operated by the wheel in the cab.

Paper decals are used for the front lights, a minor negative, but value for money on this tractor is undoubtedly second to none.

Carpet farmers have a tough decision on whether to add the New Holland or Deere to their fleets. We'd advise on both as you could change back for the two from £40.00. Phenomenal value!





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| Verdict         |                  |
|-----------------|------------------|
| Model           | John Deere 7310R |
| The Good        | Value for money. |
| The Not so Good | Access to cab.   |
| Price           | Around £20.00    |
| Model Detail    | 90%              |
| Model Accuracy  | 95%              |
| Build Quality   | 95%              |
| Functionality   | 90%              |
| Value           | 100%             |
| Overall         | 94%              |
| Rating          | ★★★★             |

## JOHN DEERE 7310R TRACTOR

BRITAINS 1:32 Scale



**A**nounced back in 2013, the new 7R Series from John Deere benefits from more power and a new range-topping machine – the 7310R. Featured in this review. This is the first Deere to have a Stage IV engine and both EGR + SCR technology. The four larger models, the 7250R, 7270R, 7290R and new 7310R models are also powered by the same 9-litre engine that also

features in the 8R Series. Production of the new machines started in the middle of last year. Other differences are inherited from those mentioned in our review of the 8R model.

The Britains 7310R follows on from the 7280R released a few years ago. In line with the real tractor changes, these two models are quite different reflecting the visual and styling revisions applied.

Pleasing to note is Britains have attempted to refresh the model which in previous years may have just been subject to a decal change!

Notable differences to the 7280R include the new exhaust system and new steps up to the cab. The front weight is now replaced with a front linkage and dual beacons are used instead of a single beacon. There are new cab mounted mirrors and the adblue tank is picked out on this replica. As with the 8R model reviewed, Britains have also applied a few extra details to enhance realism of the item.

The interior is very good but unfortunately once again, access to this part is limited.

The rest of the tractor remains the same as its predecessor with the same materials used.

With this range topping machine sharing the same engine as the

8370R, carpet farmers may question the need for two similar Deeres on their farms but as mentioned previously, value for money is so prevalent here that it really makes sense to just buy both. Another excellent release from Britains.

Availability, like other Britains reviewed this issue will be from September.







# DEUTZ-FAHR 9340 TVV TRACTOR

SCHUCO 1:32 Scale



**D**eutz-Fahr launched its new high power 9 Series tractor range at Agritechnica 2013 with a launch demonstration held in UK in 2014. All four tractors in the range are powered by a 7.8 litre Deutz engine with twin turbos compliant with Tier 4 final emission regulations. Rated at 247.1 kW (336 hp) the 9340 is the largest tractor in Deutz-Fahr's 9 Series. They all have TTV continuously variable transmissions.

Schuco has equipped its model



of the 9340 TVV with an authentic three-point front linkage. Its lower links fold when not in use and are supported on twin rams. The rams should be stiff enough to support reasonably sized equipment. Top link length is not adjustable but can be detached. A PTO with yellow guard is detailed as are the external hydraulic connectors.

Front wheels are connected to the steering wheel. They turn far enough to allow the mudguards to touch the engine at full lock but the turning circle is larger than the real tractor suggests. The tyres Schuco has fitted on the model are unbranded.

The bonnet is well finished although the panels are painted black and not transparent. It is fitted with realistic lights and Deutz-Fahr emblem. Like the real tractor Schuco has mounted the model's



bonnet on a parallel linkage. It lifts and moves forward to provide access to the engine. Here the engine block and its detailing are finished in silver. Connected to the engine with black piping the radiator has a silver core and the fan detailed. Oil filters positioned on right-hand side are painted white.

The fuel tank in black and the AdBlue tank in blue are positioned in front of the left-hand side cab access steps. There is also the air cleaner and exhaust with SCR rising up the cab 'A' posts.

For attaching equipment at the rear Schuco has equipped the tractor with its standard two-point linkage. It is supported on twin rams and there is a slide under the rear axle to lock it in the raised position. However on the review model it was difficult to move the slide. The







tractor has also been equipped with a clevis drawbar fitted with a drawbar pin. Unusually the drawbar is mounted on a slide allowing its height to be set in different positions. The rear end is also detailed with a fixed length top link,

a PTO without a guard and banks of external hydraulic connectors. On the mudguards there are the buttons for operating the linkage.

On the cab Schuco has provided folding driving mirrors, GPS receiver and clear roof panel. The roof panel



does not open but the cab interior can be accessed through both doors and the rear window. Inside the interior has been moulded in light grey. Part of the seat covers on both the driver's and passage seats are in dark grey. There is good detailing. The instruments in the panel behind

the steering wheel are visible as is the display on the monitor on the driver's right-hand armrest.

[www.schuco.de](http://www.schuco.de)



| Verdict         |                               |
|-----------------|-------------------------------|
| Model           | Deutz-Fahr 9340 TVV Tractor   |
| The Good        | The bonnet opening mechanism. |
| The Not so Good | Lack of usable drawbar.       |
| Price           | £64.99                        |
| Model Detail    | 80%                           |
| Model Accuracy  | 85%                           |
| Build Quality   | 75%                           |
| Functionality   | 80%                           |
| Value           | 80%                           |
| Overall         | 80%                           |
| Rating          | ★★★★                          |



| Verdict         |                                     |
|-----------------|-------------------------------------|
| Model           | John Deere Model D Tractor          |
| The Good        | Finish and build.                   |
| The Not so Good | Casting line down the transmission. |
| Price           | £10.00 to £30.00                    |
| Model Detail    | 90%                                 |
| Model Accuracy  | 90%                                 |
| Build Quality   | 90%                                 |
| Functionality   | 90%                                 |
| Value           | 80%                                 |
| Overall         | 88%                                 |
| Rating          | ★★★★☆                               |



# JOHN DEERE MODEL D TRACTOR

ERTL 1:32 Scale



With changing collecting tastes it is rare these days for model makers to be able to justify developing tooling for a new vintage tractor. Ertl's John Deere Model D tractor is however newly tooled. It is one of a series of three 1/32 limited edition tractors Ertl has made for the John Deere Tractor & Engine Museum in North America. The other tractors, a Waterloo Boy and a John Deere 4020, used exiting tooling. Each tractor is supplied in special packaging and has a decal on the underside stating 'John Deere Tractor & Engine Museum'.

John Deere introduced the two-cylinder Model D in 1923. Popular with farmers in many countries it remained in production for 30 years. During its production run John Deere made several changes to the tractor and Ertl has based its model on the tractor made between 1923 and 1924. This had a 26 inch spoked flywheel, the steering wheel positioned on the left-hand side and a straight shaft connecting the steering wheel and the front axle.

The model is largely metal with only non-structure parts such as gear levers, seat and engine parts moulded from plastic. The radiator core is painted black, the fuel cap is in red and the driver's platform has a wood finish. Alongside the main decals on either side of the fuel tank there is decal on the tank end. Only the casting line down the centre of the transmission lets the model's appearance down.

Working features include a pivoted front axle with steerable front wheels. The front wheels are also connected to the steering wheel although it cannot be steered from the driver's platform. Both the belt



pulley and flywheel rotate freely. For attaching trailed equipment Ertl has provided the tractor with a realistically scaled drawbar.

Presumably to justify the tooling costs Ertl will release an edition in its consumer catalogue.

[www.ertl.com](http://www.ertl.com)





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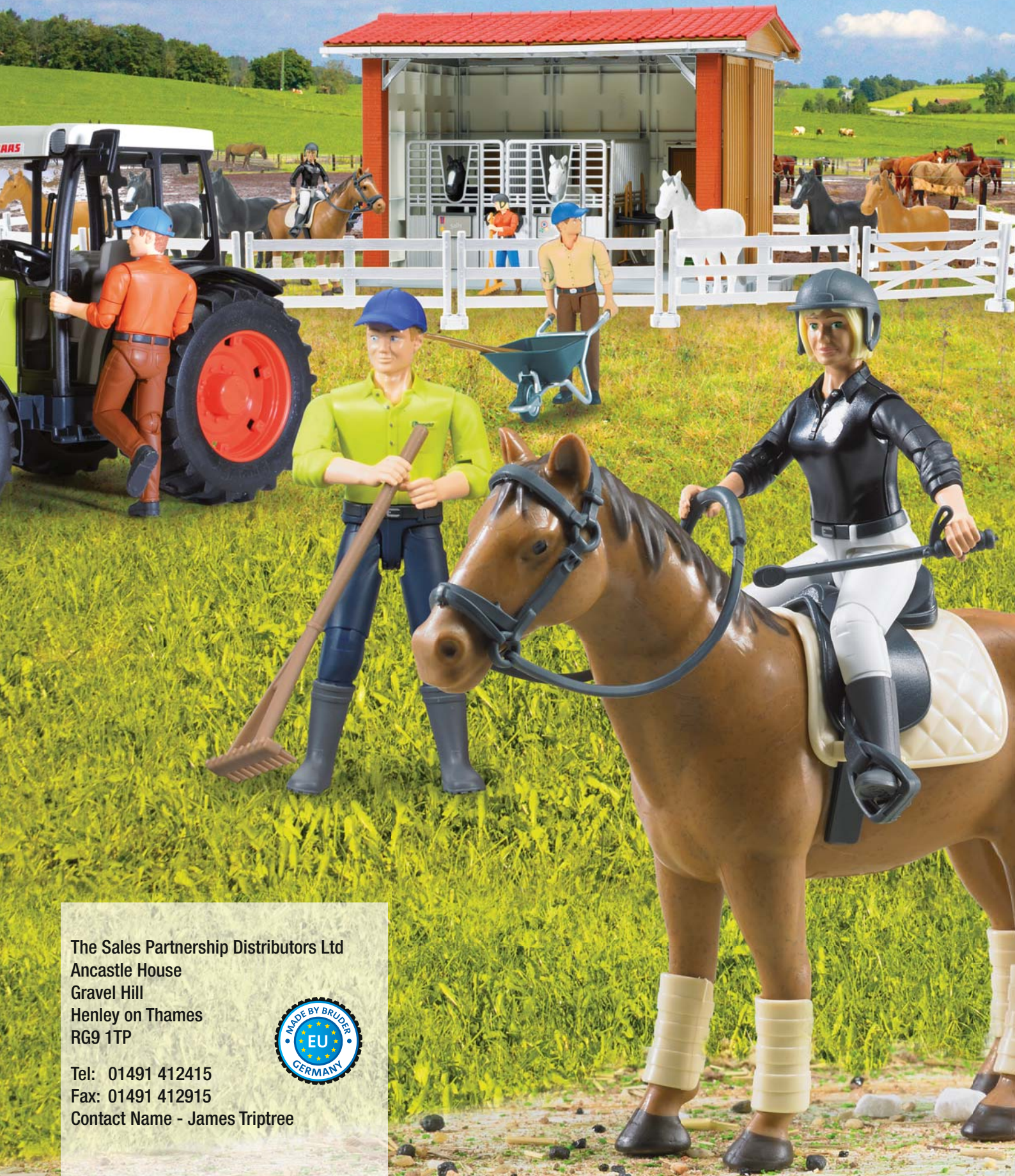
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## DEUTZ-FAHR AGROTRON 6190 C SHIFT TRACTOR

weise-toys 1:32 Scale



The international launch for Deutz-Fahr's new 6 series tractors took place on a farm just outside Berlin in late August 2012. They replaced the previous Agrotron range. At launch, Deutz has since added tractors, the range included two short wheelbase tractors powered by a four-cylinder engine and four with longer wheelbases which were powered by a six-cylinder engine. The tractors offered outputs ranging from 150 to 190 hp. They all had a powershift transmission which had six ranges each with four powershift steps providing 24 ratios. An optional creeper function increases the total ratios to 40. Weise-toys' new model is based on the 135 kW or 184 hp six cylinder 6190 with C-Shift transmission.

The model is good-looking, well-engineered and finished. It has a fully functioning front linkage with PTO guard and external hydraulic connectors detailed. The lower links fold into their transport position and are supported on two stiff rams. Like all weise-toys' tractors the top link length is adjustable. A weight block and weise-toys standard 'A' frame are supplied for the linkage.

Although turning circle for the model is larger than the real tractor spec suggests the steering angle for the front wheels is good. At the maximum steering angle the mudguards touches the frame along the engine side. The front tyres, like those on the rear are branded TRELLEBORG.

Weise-toys has not provided an opening bonnet to give access to the engine. However the engine is visible through the transparent panel at the bonnet front. Also it is visible down both sides below the bonnet. The bonnet sports a raised Deutz-Fahr emblem

and realistic headlight set.

Both the cab outside and inside is well detailed. On the exterior it has folding driving mirrors, correctly size and positioned wind screen wipers, realistic lights and single warning beacon. The beacon can be lowered or raised but on the review model it had to be positioned carefully to get it to stay in position. There are access steps on both sides with the fuel tank positioned in front of right-hand steps. On the left is the Ad-Blue tank which is finished in blue.

Alongside providing opening doors and an opening rear window on the 6190 weise-toys has provided







an opening roof panel. It's the first time weise-toys has offered this feature on its tractors.

The cab interior is finished in light

and dark grey. Behind the steering wheel the instrumental panel is accurately detailed. While the right-hand armrest of the driver's

seat sports PowerComs joystick. Operating buttons are highlighted in different colours. Weise-toys has also fitted the model with the Performance Monitor option.

On the rear the tractor has weise-toys' standard two-point linkage. It is supported on twin rams. There is also a slide under the rear axle to lock the linkage in the raised position. It is strong enough to hold any implement weighing enough to lift the tractor's front end off the ground. There is an adjustable top link and the hydraulic connectors highlighted

in red, yellow and blue. For attaching trailed equipment weise-toys has provided a useable pin just below the PTO. It has also detailed the pickup hitch and European style drawbar. The mudguards have realistic looking tail lights, linkage operating buttons and number-plate. Overall as well as being functional the rear end looks smart.

For fans of Same Deutz-Fahr tractors weise-toys also plans releasing the tractor in Same and Lamborghini styling as the Same Forti 180 and the Lamborghini Spark 180.

[www.weise-toys.de](http://www.weise-toys.de)



#### Verdict

**Model** Deutz-Fahr Agrotor 6190 C Shift

**The Good** Its build quality and detail levels.

**The Not so Good** Nothing to mention.

**Price** Around £43.00

**Model Detail** 100%

**Model Accuracy** 100%

**Build Quality** 98%

**Functionality** 100%

**Value** 100%

**Overall** 99%

**Rating** ★★★★★







## KUBOTA BV5160 BALER

UNIVERSAL HOBBIES 1:32 Scale



After buying the Kverneland Group which included Vicon in 2012 Kubota soon announced plans to offer a full-line of Kubota-branded Kverneland and Vicon equipment. The Kubota BV5160 baler is part of this re-branding

process. It produces 1.2 m wide bales with diameters from 0.6 to 1.65m. The smallest of the BV5000 series balers it is available with Rotor Power Feed (R) or SuperCut (SC). Universal Hobbies' model, although it has not been specified, appears to have the Rotor Power Feed.

It is a good-looking well detailed model. At the front the drawbar has a realistically sized eyelet, a stand with adjusting handle and a yellow PTO shaft. On the pickup the height wheels, roller wind guard and pickup tines are detailed. While behind the pickup the side augers and power feed rotor are visual.

The detailing continues on the bale chamber which has been fitted with five flexible belts. They are visible both on the baler top and underside. On the right-hand side of the rear door there are two wheel blocks in silver and at the

rear the tail lights are detailed.

There is also a bale kick bar

Disappointingly Universal Hobbies has not provided its Kubota baler with any working features. Neither the roller wind guard nor pickup tines rotate. The rear door does not open nor do the side panels. Only the height and main wheels turn.

[www.kubota.co.uk](http://www.kubota.co.uk)

### Verdict

**Model** Kubota BV5160 Round Baler

**The Good** The good detail levels.

**The Not so Good** The lack of working features.

**Price** £35.00

**Model Detail** 100%

**Model Accuracy** 100%

**Build Quality** 95%

**Functionality** 10%

**Value** 80%

**Overall** 77%

**Rating** ★ ★ ★ ★



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## EICHER 3125E TRACTOR



a ZF T3445 HD gearbox with 20 forward and 9 reverse gears.

Build quality and finish on Schuco's new Eicher 3125 E tractor is good. Weighing nearly 350 gms suggests the model is also largely metal.

At the front the tractor has a good-looking working linkage with movable top link. However the support rams are not stiff enough to carry heavy loads.

The propshaft to the front axle is detailed on the tractor's underside and the front wheels are steerable. They are connected to the steering

| Verdict         |                           |
|-----------------|---------------------------|
| Model           | Eicher 3125E Tractor      |
| The Good        | Build quality and finish. |
| The Not so Good | Restricted cab access.    |
| Price           | £64.99                    |
| Model Detail    | 95%                       |
| Model Accuracy  | 95%                       |
| Build Quality   | 95%                       |
| Functionality   | 90%                       |
| Value           | 80%                       |
| Overall         | 91%                       |
| Rating          | ★ ★ ★ ★                   |



# EICHER 3125E TRACTOR

SCHUCO 1:32 Scale



wheel. On the engine Schuco has detailed the fans on one side and the exhaust manifold on the other. The exhaust has a movable cap.

The rear window and both cab doors can be opened. However the amount the doors can be opened is restricted as they foul the mudguards. Inside, the cab has been provided with driver's seat with a dark-green cover, the dials in the instrumentation panel behind the steering wheel, handbrake and gear levers.

For attaching mounted equipment Schuco has equipped the tractor with its standard two-point linkage. A slide under the rear axle locks the links in the raised position. There is a top link. Although its length, like the one on the front linkage, can be changed it will not support the weight of an implement. Also detailed on the rear end is a clevis drawbar whose high is adjustable and external hydraulic connectors.

Overall the model is well finished with glazed lights and and Pirelli TM700 tyres front and rear.

[www.schuco.de](http://www.schuco.de)



Schuco's new 1/32 Eicher 3125 E or Economy series tractor is the small brother to the Eicher 3145T it released in 2010. Eicher introduced the 3125 in 1982 as the replacement for the 3133 tractor. Powered by the six-cylinder six litre air-cooled engine it had an output of 125 hp at 2300 rev/min. It had



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## Verdict

**Model** Claas Liner 450 Swather

**The Good** Build quality and finish.

**The Not so Good** Nothing to mention.

**Price** Around £30.00

**Model Detail** 95%

**Model Accuracy** 95%

**Build Quality** 100%

**Functionality** 95%

**Value** 100%

**Overall** 97%

**Rating** ★★★★★



# CLAAS LINER 450 SWATHER

USK SCALEMODELS 1:32 Scale



engineered, well detailed and finished. It has a realistic looking headstock fitted with both PTO shaft and stand. The headstock is compatible with model tractors with authentic three-point linkages. A black plastic lock secures the top link on the top link pin. For those using model tractors with two-point linkages USK Scalemodels has



**T**he latest model in USK Scalemodels' growing range of Claas models is this Liner 450 swather.

The Liner 450 is the third largest of Claas's single rotor swathers. It has a 4.50 m operating width and is designed for farmers who often work in small fields. Claas offers it as either a trailed machine or as USK Scalemodels' model fully mounted.

As we now expect from USK Scalemodels this model is well

provided an adaptor and a different length PTO shaft. The adaptor fits the headstock using the two screws supplied. Stand height is adjustable but you will need a small screwdriver to adjust it.

The headstock is rigidly attached to the main frame which is detailed with



adjusting handle, wheel

blocks and road signage. It is also fitted with four realistic looking height wheels. Arms supporting the wheels are not pivoted but the wheels rotate freely. The main rotor also rotates freely and is fitted with

12 rakes. On each rake the tines are finished in red while the arms are silver. Unlike the real machine the arms cannot be removed but the guards do fold for transport.

For around £30.00 this model is great value.

[www.uskscalemodels.com](http://www.uskscalemodels.com)







| Verdict         |                                         |
|-----------------|-----------------------------------------|
| Model           | Deutz-Fahr Discmaster 232 Disc Mower    |
| The Good        | The detailing on the bed and headstock. |
| The Not so Good | Nothing to mention.                     |
| Price           | £27.00                                  |
| Model Detail    | 95%                                     |
| Model Accuracy  | 95%                                     |
| Build Quality   | 95%                                     |
| Functionality   | 95%                                     |
| Value           | 100%                                    |
| Overall         | 96%                                     |
| Rating          | ★★★★★                                   |

## DEUTZ-FAHR DISCMASTER 232 DISC MOWER

UNIVERSAL HOBBIES 1:32 Scale



Behind the headstock Universal Hobbies has detailed the bed flotation spring and break back mechanism but neither work. The main ram allows the cutting bed to be positioned below the horizontal and folded into its transport position.

A flexible cover with black shirting covers the cutting bed. The bed is metal and fitted with eight triangular discs. These are finished in green. There is a drum on the outer disc and a disc to deflect the swath. Neither the cutting discs nor the deflecting disc rotate.

Available from your local stockist or if not in-stock from [www.creativemasters.co.uk](http://www.creativemasters.co.uk)

**D**eutz-Fahr offers its Discmaster 200 series of lightweight, simple side mounted mowers in two widths. With a cutting width of 3.2 metres the Discmaster 232 is the largest of these mowers and the one Universal Hobbies has based its model.

It's a smart model. Universal Hobbies has equipped it with a hitch compatible with tractors with two-point linkages. It fitted on the

Universal Hobbies, Britains, Siku and Schuco tractors used to check compatibility but not on the wise-toys or Replicagri tractors tried. Although Universal Hobbies has detailed the three-point hitch it cannot be used as the bracket for attaching to two-point hitches cannot be removed as it can on some of its models. There is the hydraulic pipe with quick release connector to the main ram

and a silver adjustable stand for supporting the headstock when the mower is not fitted on the tractor. Universal Hobbies has not provided a PTO shaft. However for those wanting to add a PTO shaft it should be possible.







# BELARUS 7011 4WD TRACTOR

## SCHUCO 1:32 Scale

[illegible]

Belarus began making tractors at the Minsk Tractor Works, Belarus in the late 1940s. They became a leading tractor producer but never built four-wheel drive articulated tractors. Kirovet built the 7011 at its Kirov Works in St. Petersburg. Powered by a Belarus turbocharged direct-injection water cooled V8 diesel giving it 158 kW (215 hp) at the PTO it was the Kirovet K-700A tractor in Belarus branding. All the different tractor companies in the former USSR used the Belarus branding on any tractor they exported.

Schuco has based its new Belarus 7011 on the tooling used on the Kirovets K-700A tractor it released in 2013. Other than being finished in Belarus red the main difference is Schuco has not fitted the 7011 tractor with the safety frame. Like the K-700A model the 7011 is largely diecast and accurately scaled. It also has the same working features. The bonnet opens to reveal the V-8 engine. Here the radiator and piping are finished in red while the

engine block is in silver. Schuco has also provided a hinged cap on the black exhaust stack.

There is not any play in the main pivot. This allows articulation between the tractor's front and rear axles allowing the tractor to be displayed on uneven surfaces. It also allows the tractor to be steered. However like Schuco's K-700A tractor the steering rams restrict the 7011's turning circle. It is much larger than the minimum turning circle the real tractor can achieve.

Both externally and internally the cab is well finished. The rubber seals holding the windows are detailed in black. It has driving mirrors and realistically sized wind screen wipers. While in the cab, both doors open, there are two seats with dark grey cushions and a detailed central instrumentation panel. The steering wheel is black as are the knobs on the gear and operating levers.

At the rear Schuco has equipped the tractor with a good-looking







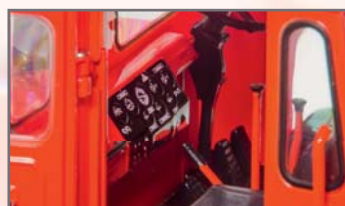
**ABOVE AND BELOW:** Real life versions of the Belarus 7011 are hard to find.

[schuco.de](http://schuco.de)

[www.schuco.de](http://www.schuco.de)

authentic linkage fitted with a black 'A'-frame. The hydraulic piping to the two operating rams is finished in red. Only the slightly oversized check

chains spoil its appearance. Linkage height is adjustable but the 'A'-frame cannot be easily removed. Schuco has not provided a drawbar. [www.schuco.de](http://www.schuco.de)



#### Verdict

**Model** Belarus 7011 Tractor

**The Good** Cab interior detailing.

**The Not so Good** The tractor's poor turning circle.

**Price** £80.99

**Model Detail** 90%

**Model Accuracy** 85%

**Build Quality** 75%

**Functionality** 75%

**Value** 70%

**Overall** 80%

**Rating** ★ ★ ★ ★



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| Verdict         |                                  |
|-----------------|----------------------------------|
| Model           | Joskin Cargo Track               |
| The Good        | Unusual Prototype, chassis build |
| The Not so Good | Unconvincing trailer body        |
| Price           | £50.50                           |
| Model Detail    | 80%                              |
| Model Accuracy  | 80%                              |
| Build Quality   | 90%                              |
| Functionality   | 70%                              |
| Value           | 85%                              |
| Overall         | 81%                              |
| Rating          | ★★★★                             |

# JOSKIN CARGO-TRACK

SIKU 1:32 Scale

All model makers have libraries of past models that they can dip into for re-releases and re-use of components. When Joskin announced their Cargo-Track last year, someone at Siku must have realised that they were half way there already. In the early 2000s Siku produced the triple axled Cargo unloading wagon. It is no longer in production but the body has reappeared on top of this truck chassis. Belgium may not be the biggest country or its farmers the largest landowners, but its engineers produce some seriously large and high spec kit. Think of AVR potato harvesters,

De Zeure trailers and Joskin silage equipment. Even by the standards of specialist equipment aimed at the bio-gas market, the Cargo-Track is unusual. It has eight wheel drive, four wheel steering, a road speed of 80 kph and a 450 hp engine. Mercedes's offering in this area is the long wheel base Zetros and companies such as Paul Nutzfahrzeug offer conversions of MAN trucks into "agro-trucks". I will leave it to readers to decide whether the machine's shape is desirable or disastrous and instead start with a traditional Siku feature, build quality. You would not want to hit the front of the Cargo-Track at 8 kph, let alone 80 kph as it is constructed out of a solid metal block. Ouch!



In fact the whole chassis is metal and the contrasting silver and black paintwork catches the eye. The front two axles steer and are linked to each other. Turning circle is wide and our driver found it difficult to manoeuvre near the clamp. Underneath there is a surprisingly good detail such as the drive shaft between the two rear axles and silver exhaust box. The bonnet tilts forward to uncover a minimally detailed engine. The cab furnishings are all black plastic, wing mirrors move unnecessarily and there is a big air cooler behind the cab. The trailer part is all plastic and does not look too bad compared to other large volume machines from Siku e.g. Bergmann triple axled spreader. The rear flap opens up but does not hold

position and the hinges look rather crude. The rear mudguards are all metal as is the light bar. Intriguingly there is a hook on the back – how about hitching up the previously mentioned Silo-space wagon to create a truly monstrous machine. Siku gets full marks for choosing an original prototype though I suspect this model might divide collectors. With bio-gas plants still being built all around our model farm, we are happy to have the Cargo-Track in our fleet. This type of model is exciting as it stimulates thinking about what else could be possible. Holmer, for example, can equip their Terra-Variants with cereal bunkers so that they become self-propelled chasers.



the up





# PÖTTINGER SYNKRO

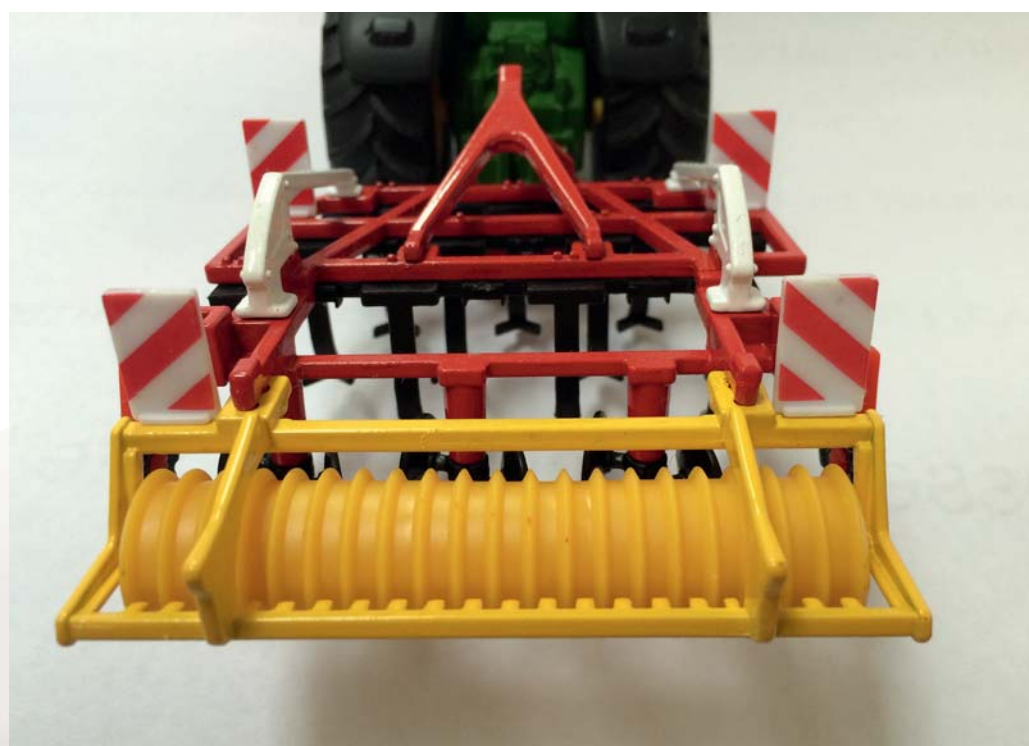
SIKU 1:32 Scale



The Pöttinger Synkro is a stubble cultivator, the sort of bread and butter product that any serious cultivation company needs to offer. It can be specified with two or three rows of legs and in widths from 2.5m to 6.0m, the wider models being trailed. It is also a core type of product for model makers. UH will shortly be releasing their Amazone Cenius 3002, a direct competitor. Ten years ago Siku was offering a nondescript red cultivator without any branding on and sparse detail. Now the Pöttinger has the correct logos, a strong yellow and red paint job, outside discs that fold up and well shaped feet. Still rather crude are the red and white warning squares and the rear packer has that plastic look that would crumble as soon as any post summer clods of earth started hitting it. Nonetheless this is a pleasing model which hitches



on and off easily and stays level to the ground. At £10.50 it is excellent value.



| Verdict         |                        |
|-----------------|------------------------|
| Model           | Pöttinger Synkro       |
| The Good        | Build quality, colour  |
| The Not so Good | Rear packer looks weak |
| Price           | £10.50                 |
| Model Detail    | 70%                    |
| Model Accuracy  | 75%                    |
| Build Quality   | 90%                    |
| Functionality   | 70%                    |
| Value           | 100%                   |
| Overall         | 81%                    |
| Rating          | ★★★★                   |





# CHALLENGER MT555E

UNIVERSAL HOBBIES 1:32 Scale



The US built Challenger 500 series is essentially the same as the MF 77xx series over here. UH are adept at picking up interesting US variants of tractors and this model is definitely one for fans of American heavy metal or who specialise in



Challengers. The first detail that stands out are the slightly fancy shaped rear wheel weights. Although from plastic they look realistic and signals for the heavy weight of the machine, over 550 grams. The dull mustard colour, vertical slatted radiator and narrow front headlights give the tractor a serious mien. To the right of the driver is a frame for carrying all the ISO bus terminals and computers. Cab lights are neatly modelled on curved stalks, the tank takes Ad-Blue and there is a GPS receiver in white on top. The tractor runs smoothly. There is a front weight but a stronger front top link would be welcome. A dual rear wheel version will soon be available.

| Verdict         |                                          |
|-----------------|------------------------------------------|
| Model           | Challenger 555E                          |
| The Good        | Interesting US model, Good build quality |
| The Not so Good | Weak front link                          |
| Price           | £49.99                                   |
| Model Detail    | 85%                                      |
| Model Accuracy  | 80%                                      |
| Build Quality   | 80%                                      |
| Functionality   | 70%                                      |
| Value           | 80%                                      |
| Overall         | 79%                                      |
| Rating          | ★ ★ ★ ★                                  |



## Real Machine Variants

| Model  | Power (HP) |
|--------|------------|
| MT555E | 185        |
| MT565E | 200        |
| MT575E | 215        |
| MT875E | 235        |
| MT975E | 255        |







# CLAAS ARION 540

UNIVERSAL HOBBIES 1:32 Scale



The Arion range is the best-selling from Claas in the UK, including tractor sizes and power outputs that span the average horsepower band within the UK market, the most popular 180hp 640 model historically being the top-selling tractor for the manufacturer.

There are three short-wheelbase 500-series models with 4-cylinder 4.5-litre power units and four long wheelbase 600-series

with 6-cylinder 6.8-litre engines. Overlapping power outputs between the two sizes mean the user can select between the more compact lightweight 540 and 550 and the slightly heavier and longer 620 and 630, with similar power outputs.

While the seven new models in the Arion ranges have been designed to meet the requirements of the latest emissions regulations, the company has taken the opportunity to not only fit updated engines, but

also to improve the overall specification and driver environment making the tractors more comfortable, as well as being easier and more productive to use. With UH you know you will always get a lot of detail and a solid body but its the rest that can be more unpredictable. On this Axion the front top link is much stronger than on other recent tractors, a plus point and the steering is better than on many UH tractors, another plus.

Unlike the Fendt 724 the front axle does not oscillate and bonnet and doors remain closed. Compared to the UH Arion 640 the cab is roomier. Overall it's a strong, chunky tractor.



## Verdict

| Model           | Claas Arion 540              |
|-----------------|------------------------------|
| The Good        | Front link, chassis strength |
| The Not so Good | No opening door              |
| Price           | £32.00                       |
| Model Detail    | 80%                          |
| Model Accuracy  | 80%                          |
| Build Quality   | 80%                          |
| Functionality   | 70%                          |
| Value           | 80%                          |
| Overall         | 78%                          |
| Rating          | ★★★★                         |



# VERSATILE - MODELS & MA

Nick Wigdahl looks at Machinery Maker Versatile. A brand that has been on the borders of UK farming for decades but is now making steady in-roads to become real players in the market. A similar trend is showing now down on the carpet farm. Nick tells us more.

**G**rowing up in the 1970s Versatile was one of those names that had a touch of Transatlantic glamour, not least because of the size of the machines and their loud red, yellow and black colours. Yet they seemed very distant, the tractors were only seen in the

leaflets that I wrote away for. Now however, like Schläter in Germany or County in England, the name has a real following but importantly it is a brand that is still being produced.

Versatile was founded by a Canadian, Peter Pakosh in 1945 and started producing grain augers. It introduced its first tractor in 1966,

the 125hp D-100. The company did well since its keenly priced tractors were quickly bought. Horsepower went up as the D-118, 125 and 145

models came with respectively 135, 165 and 180 hp. During the next twenty years it developed the Series 1, 2 and 3 or "Labour Force" range.

1/64TH VERSATILE 550DT DELTA TRACK





# CHINES

By the mid 70s the 950 model was up to 348 hp although not all tractors were big. The popular 555, produced from 1980 – 84 had just 210 hp, the equivalent of a smaller 7 series John Deere today. Nonetheless Versatile was known for its bigger machines and the table below gives specs for



1/16TH DIECAST VERSATILE 935 ORIGINAL VERSION



turned out a modest horsepower yet incorporated interesting ideas about future tractor design. Scale Models made the 256 version at first in traditional versatile colours and then later in New Holland blue.

The first Versatile model I bought was sourced from a friend who went on a business trip to the USA and was given careful instructions on how to order the model, a Scale Models version of the 936. Objectively it is not a great model. Detailing is minimal but the rivets that hold on the exhaust system are maximal. The plastic mudguards are wonky, the bonnet has a seam down the

|                   | 1150 (1982-85)                                                          | 1156 (1986-87)                        |
|-------------------|-------------------------------------------------------------------------|---------------------------------------|
| Engine            | Cummins KTA 1150-C 6 cylinder in line                                   | Cummins KTA 1150-C 6 cylinder in line |
| Aspiration        | Turbo aftercooled                                                       | Turbo aftercooled                     |
| Engine hp at rpm  | 470 hp 2100 rpm                                                         | 470 hp 2100 rpm                       |
| Transmission      | Versatile designed 8 speed constant mesh, 4 vertical ranges of 2 speeds |                                       |
| Top speed mph     | 16mph                                                                   |                                       |
| Weight tonnes     | 20.75                                                                   |                                       |
| Turning radius ft | 15.2'                                                                   |                                       |



1/32ND VERSATILE 935 WITH DUALS '2011 NFTS SHOW'



1/16TH DIECAST VERSATILE 935 NEW VERSION



1/64TH TOY FARMER VERSATILE 950 4WD BY ERTL



their largest production machines.

In 1976 it built its famous "Big Roy" eight wheel drive articulated machine, a one-off. This had a 625hp engine and required a camera at the back to allow the driver to see what was going on. Today cameras are all over tractors and big machinery but then it was a first and added to the sense of the Big Roy being very special. It had turning circle of 30' which, to put in perspective, is almost twice that of the 1150 shown above. Two limited editions of Big Roy were produced by ToyFarmer and Die Cast Promotions, with slightly

different colour schemes. Both were much more detailed than the Ertl and Scale Models machines.

A year later Versatile produced its bidirectional tractor which

centre which reappears at the rear end where it is given further prominence by the sparsity of detail. The packaging did little to enhance the model. And yet it remains a





**1/32ND INTRODUCTORY EDITION  
VERSATILE 550 4WD WITH DUALS**



**1/32ND INTRODUCTORY VERSION  
LIMITED VERSATILE 310 MFWD  
WITH DUALS**



**1/32ND INTRODUCTORY EDITION  
VERSATILE 550 4WD WITH DUALS -  
CHROME EDITION**



**1/32ND INTRODUCTORY VERSION  
LIMITED VERSATILE 310 MFWD  
WITH DUALS - CHROME EDITION**



favourite model, representing a link to the great world of prairie farming and the first articulated model to appear on the model farm.

The company rather lost its character when it was bought and sold a number of times over. In 1987 Ford New Holland took it over and badged all the tractors blue. Case and New Holland merged and the US department of Justice forced CNH to divest the Versatile business,

judging that it would have too high a market share of large articulated tractors. Buhler carried on making the New Holland Genesis range of tractors and Ertl obligingly offered the blue version in red and black. There are many 1/64 versions of the models which is a favoured North American scale size.

A key moment was when Buhler sold Versatile to the Russian Rostelmash group in 2007 and the

Versatile name was bought back. Since then a range of new products has been launched, the most exciting of which is the Delta -Trac, a direct competitor to the Case Quadtrac. There are three models with 450, 500 and 550 hp. Simplicity, a very spacious cab and a different track design are the key points. There are two rather than three rollers between the drive wheels which, Versatile claim, stops the middle

roller from bearing all the weight on uneven ground. Rostelmash is a huge producer of combines in the USSR and has just ventured over the old East German border, having appointed a dealership in Germany. The Rostelmash and Versatile brands were at Agritechnica in 2013 and we expect a larger presence again this year.

Versatile tractors are being imported into the UK by JPM



**1/16TH SCALE FORD VERSATILE  
1156 W/ DUALS BY SCALE MODELS**



**SCALE MODELS 1/32ND VERSATILE  
1156 DESIGNATION 6 4WD W/  
DUALS - RARE GOLD EDITION**



**1/64TH T.T.T. PRAIRIE MONSTER  
SERIES #2 VERSATILE 1150  
TRACTORS - VERY RARE**



**1/64TH TTT PRAIRIE MONSTER  
SERIES #2 VERSATILE 1150 WITH  
DUALS**



Agriculture and the firm has already sold a number of the articulated machines. Managing director James Hunt and the team had long experience of servicing Quadtracs and saw an opportunity for a machine that is slightly less sophisticated, well built and with a noticeable price difference. It is also reported to be bringing in the fixed frame 300 series which look rather like the John Deere 8 series. A 30' Rostelmash combine is on trial at the moment.

Ertl make models of the articulated 500 and the 300 series but as yet not the Delta-Trac in 1/32. Given that there is a 1/64 model in existence, surely it is only a matter of time before one is released. In fact the 1/64 models offer more choice to the collector since there are versions fitted with front mounted saddle tanks and dozer blades. These models are a big improvement on the ones from the 1980s although still are not up to the standard of Wiking or UH.

There have been odd models of the older machines - Baker Toys for example produced a 1/64 model of the D-145 in 1992. Yet given the strong brand name, any model making company looking for a niche

should consider modelling the large range of classic Versatile tractors, in the same way that wise-toys has targeted classic Fendt and Deutz.



**BLACK PRAIRIE MONSTER SERIES  
2 HIGH DETAIL VERSATILE 1150  
WITH DUALS**



**RED CHROME PRAIRIE MONSTER  
SERIES 2 HIGH DETAIL VERSATILE  
1150 WITH TRIPLES**







## Scratch Built CAT 996 Loader

Warren Kostick, a regular feature in our sister title TMW, provides this wonderful example of scratch built modelling with a 1/24 scale Cat 966 front loader. Based on a KFS Michigan loader, this classic machine has been proven to be a worthy workhorse on farms around the World as well as on construction sites.

**H**eavy equipment of today offers many of the same advances as the car parked in your driveway; from stereos and air conditioning, to intermittent wipers and cup holders, manufacturers add these comforts to make the operator's day easier. And like your car, they are also easier on the environment with the addition of low-emission engines; along the way the sound of the diesel engine has been muffled to the point that all you hear is the rush of air from the exhaust stack.

Now don't get me wrong, I'm all for saving the planet, but I liked the sound of the older Caterpillar equipment. One which had a distinctive sound was the front-end loader. When I get the chance to operate these loaders, I'll often have the doors open. That way, I can listen to the engine work, hear the whistle of the turbo and enjoy that iconic sound barking from the exhaust pipe. So I figured it was time to add one to my collection using a KFS Michigan kit sitting in my closet.

I began with the rear articulating section by removing 1mm from the back of the four locating tabs for the axle cradle assembly. The two crossmembers were then repositioned to butt up against these tabs rather than slide over them. This step was needed to increase the wheelbase for the Cat 966. The remaining area of the Michigan rear section was removed from the back of the last crossmember. I also cut away the side panels that help locate the hood assembly.

The front section would require many more modifications. The first step was to remove 9mm from both sides to allow room for the new side plates and eventually the bucket cylinders. At the articulation point, the front plates are designed to rest atop the rear plates when pinned together. This needed to be altered by lowering the top plate on the front section so that it is located on the underside of the rear top plate. This reduced the gap between the front plates from 36mm to 26mm. It also gives the appearance that the front plates are now sandwiched

between the rear plates.

The steering ram brackets were originally located to corresponding rectangle tabs inside the front section. These brackets would be reshaped and positioned further back on to a new mounting guard. This guard has openings for the propshaft and hydraulic hoses only. I then drilled and slotted two holes for the new boom lift cylinders. The cylinders and rams were constructed

from aluminium tube. To create a pivot point, a hole was drilled through the bottom of each cylinder to coincide with a corresponding hole drilled through the bottom of the front section. A brass rod was slid through the holes before the new side plates were attached.

Mounting brackets for the bucket cylinders were made from layers of strip and then shaped until the correct appearance was achieved.





They were then glued to the side plates and moulded in with spot putty. Returning to the rear section, I removed 3mm from the steering ram cylinders to allow the rams to insert further. This was needed to allow clearance for the reworked front section. A new guard was also installed onto the rear section with the necessary openings. Both drive shafts were altered; the rear shaft was extended for the new wheelbase while the disc brake assembly was removed from the front.

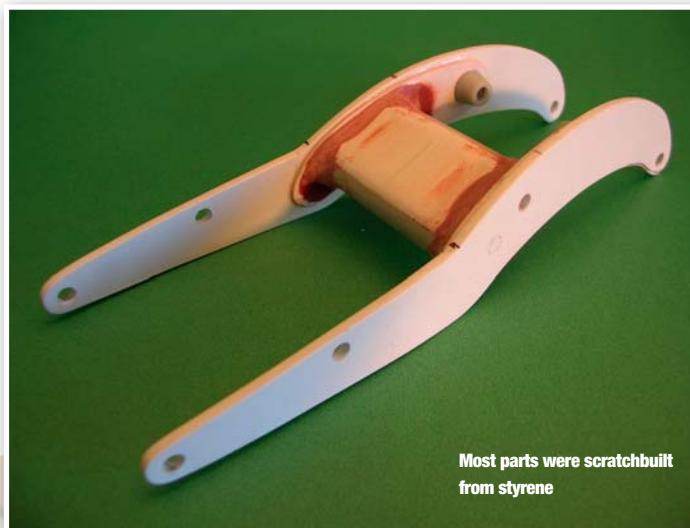
The Michigan's tanks would also need some modifications. Both tanks were cut free from the platforms and 10mm removed from each tank, making them shorter. The right side tank (hydraulic) was inverted in order to relocate the inspection cover to the top. A guard was added to the front of the tank which protects the pipework. Styrene tube and bolt heads were used to simulate the detail behind the plate. All the raised detail was removed from the fuel tank (left) and an air tank added for the braking system. The tank platforms were made deeper by 6mm using strip and the fill spouts removed. A new fill spout and cap were constructed and added to the fuel tank, along with the Michigan step assembly added later in the build.

The angle along the leading edge needed to be changed from 60 to 70degrees to allow clearance for the front body structure. I then added strip to both platforms to increase their thickness from 6 to 8mm. Both platforms were originally notched for step ladders, but the 966 has no notch on the hydraulic tank. So this was plated over with the 8mm strip, and then covered

with the addition of the treadplate.

The tanks were then reattached to the platforms, but positioned 2mm further outward. Both reworked tank/platform assemblies were also moved outward from the body structure by 2.5mm and upward by 10mm using strip. The hydraulic tank also received a pair of steps and more bolt head detail on the bottom edge. A box structure was made to fill the area under the cab floor and between the tank platforms. The elongated hole on the right side is for the air horn which is located inside. Located behind the structure is the engine enclosure assembly.

I used the grille from the D8H to get the rear section started. It needed to be altered to work on the 966, so 6mm was removed from the



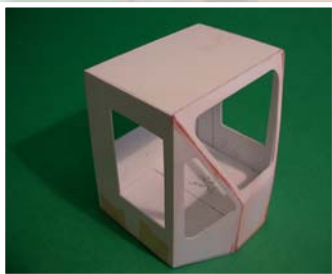
Most parts were scratchbuilt from styrene



A new hood and engine compartment were built to house the D8H engine







**Closed type of cab is typical of machines used in British Columbia.**

bottom and 3mm from the centre. The two halves were then glued back together and the joint reinforced with strip. The raised detail used to locate the grille decal doesn't accurately depict the real machine, so a radiator grille door, complete with hinges was constructed, and the original D8H grille decal was modified to fit into the new space.

A second grille was constructed in the same manner, but had



covers would add some contrast to the new Cat Yellow paint job.

Although it's difficult to see into the engine compartment through the screened covers, an engine was installed. It was pieced together from the D8H engine and modified to fit into the allotted space. The

at the bucket to 33mm at the cab. The reinforcing block between the arms was made using square tubes sandwiched between sheets to create a rectangular shape. The edges were rounded off, while the sides were tapered to fit between the arms. Once glued fast, the block was moulded into the arms using spot putty. The boom lift cylinders are joined to the arms by cone-shaped mounting blocks. These were also modified from my parts box and are joined to the arms just above the reinforcing block.

Early model Caterpillar loaders used a double fulcrum system to operate the bucket. Because the boom arms taper, the fulcrums directly behind the bucket straddle the arms, while the second set is mounted to the outside. This keeps everything from the cylinder to the bucket in alignment. The fulcrums work in conjunction with connecting rods, which join everything together. These rods were constructed by modifying the radius rods from the Payhauler 350. The bucket cylinders were assembled from

**Cab interior is fully detailed too**

41mm removed from the bottom to fit into the area behind the cab. A new hood was assembled and shaped until it matched up to the reworked grilles. Side plates were cut from sheet, reinforced with strip and fitted between the grilles to create the engine compartment. Recessed holes were made in the top of the hood for the radiator cap, air cleaner and exhaust stack.

Whilst researching the 966, I discovered that the side covers for the engine compartment varied from nonexistent, to partial or fully enclosed. I preferred the look of fully enclosed, so most of this area was filled with two separate solid covers on each side. The opening that remained at the top would be filled with a screened cover. Once painted flat black, these

pipe work atop the engine was made to coincide with the holes previously drilled into the hood. The counterweight was constructed as a single unit, and then cut into three sections. These sections were then glued together with a slight spacing for the desired effect. Holes were drilled for the mounting bolts and plated from behind to create a countersunk effect, to which a 2mm bolt head would be inserted. A belly pan with a tow pin finishes off the rear section.

The braking system on the 966 consists of brake pots (air chambers) mounted to the axles at each wheel. These also came from my parts box and were modified (along with the Michigan) to fit into the space. The new boom arms were cut from 2mm sheet. They taper from 46mm



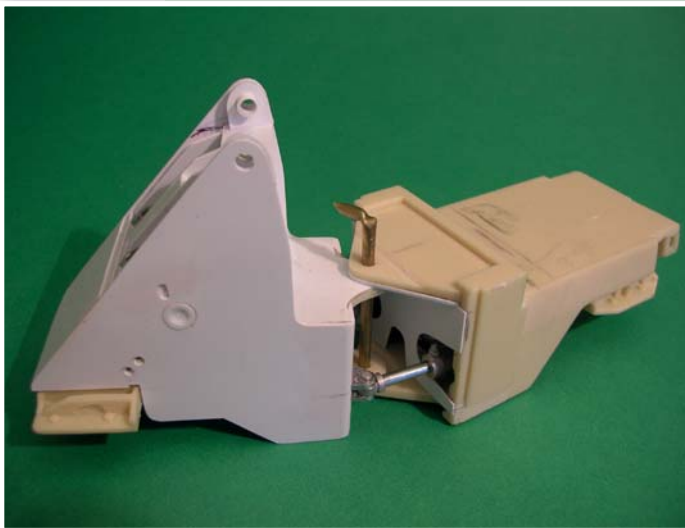
brass, aluminium and styrene.

Like the engine side covers, several variations exist when it comes to the cab structure. The first decision was to have either an open or closed cab design. I liked the appearance of the closed cab, which is also more common for our four seasons here in British Columbia. Many of these loaders operate with just a stock cab, but again I liked the appearance of the roof extensions (or window visors), so they too were added. The cab panels were first cut from construction paper which made mistakes less costly before committing to plastic. Once the correct look was achieved, the panels were cut from 0.5 to 2mm sheet depending on the application. I used various sizes of strip to reinforce the inside cab structure and simulate the ROPS canopy. A secondary roof panel was made to fit over the top of the cab and supply the roof extensions.

Although this was my third







Michigan kit, I had yet to use the general-purpose (or clean-up) bucket on one of my builds. The bucket closely resembles that of the 966, but would still need a few changes to make it correct. The spill guard (located on top) has six support gussets, while the 966 only requires four. So the two outer gussets were removed along with the two lower supports between the bucket sides and the guard. I then angled the top corners of the spill guard before replacing the leading edge with strip. Reinforcing wear plates were added to the bucket sides, and bolt heads made their way along the cutting edges to complete the transformation.

The rear fenders for the 966 came from the front fenders of the Payhauler 350. They had the correct curvature, but needed to be reduced

in size and filed to the correct shape. Then mounting brackets and reinforcing strips were added to the underside, while steps were mounted to the top. I preferred the appearance of no front fenders, so they were left off. The parts were now sent to the paint room, while I worked on other areas of the loader.

As I said before, the older Caterpillar loaders had a rather plain interior. However, I tried to add as much detail as possible while still remaining true to the original. The seat, dash panel, pedals and steering wheel are all from truck kits. The treadplate on the interior floor is from Plastruct (#91687) and was also used on the tank platforms and the fender steps. A heater was assembled and mounted to the floor (beside operator), then coated wire was used to simulate the coolant

hoses. Truck kits also provided me with the control levers and the electric fan, which was considered the a/c unit back then. Access to the transmission dipstick is via the

inspection covers, decals and a few bolt heads for a little extra detail to finish off the interior.

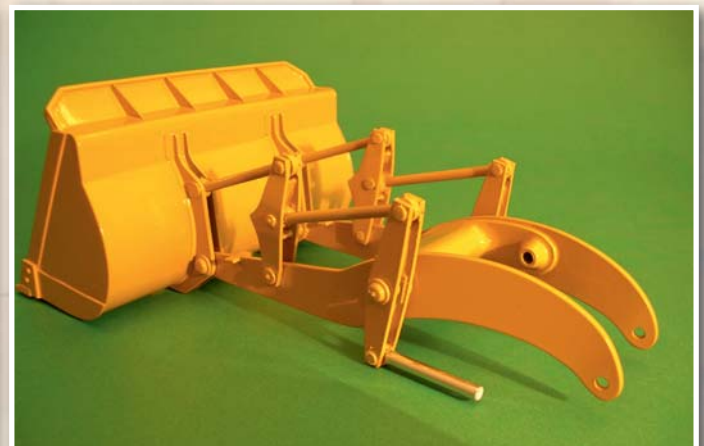
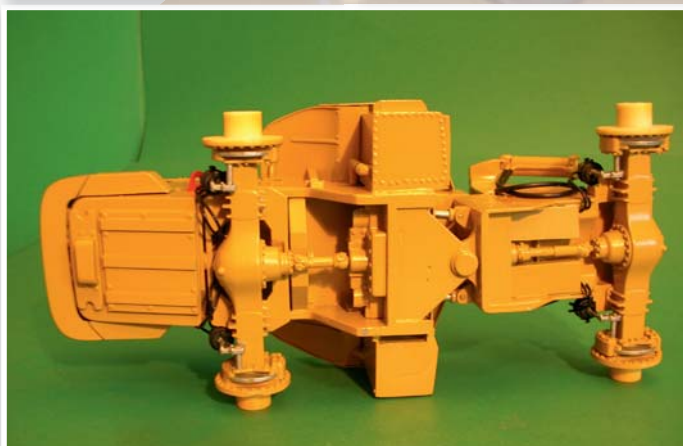
The cab handrails were made from brass rod, while the work lights



square inspection cover located on the floor in front of the operator. I also added a wiper motor above the dash, a steering knob, and an air horn button (next to brake pedal). I then installed a fire extinguisher,

**Although some KFS Michigan parts are used, others are scratchbuilt. Almost 400 nuts and bolts were used!**

came from various truck kits. My build is based upon a loader I found in a mall parking lot. It had many work lights added to aid the operator in ploughing snow at night. I liked this appearance, so most of these lights were added. The air cleaner top is from the D8H, the debris screen was made from K&S screen and the neck







is aluminium tube. I found several variations in the exhaust stack, but choose a slightly newer version for my build. The pressure release cap for the radiator is from my parts box and the neck is also aluminium tube.

I used brass strip, bent around a home-made jig, to create the taillight housing; 2mm styrene rod served as the cross pipe, while the taillight pots and lenses are from KFS. The pots come with a flat backside which would need to be changed to resemble the actual loader, so the back was built up with spot putty, and then rounded off to create more depth to the light.

With the parts now dry, the axles, drive shafts, brake pots and airlines were attached to the front and rear sections. Although the brake pots and slack adjusters don't match up to the Michigan's braking system, they do supply the correct appearance for these areas. The bucket cylinders were added next along with the hydraulic hoses plumbed to each. Then the steering rams, centre driveshaft, air lines and hydraulic hoses were all brought together as the front and rear sections were mated. I decided to assemble more

of the machine before adding the tyres because they would add a lot of weight and mass to the model.

Flat black, steel and rust paints were used to pick out more detail on the engine. It was then glued into the engine bay and the assembly was added to the rear section. The next components added were the rear belly pan, three-piece counterweight, and the box structure between the tank platforms. The return line for the hydraulic oil was attached to the backside of the tank, while a pair of lifting eyes (flat red) was positioned ahead of the counterweight. I started to pin the fulcrums and connecting rods to the arm assembly, but was only able to complete one side. I had somehow missed a defect in the lower fulcrum, so it needed to be repaired and sent back to the paint room.

While waiting for the fulcrum to be repainted, I shifted my attention to the cab shell. I had already masked off and sprayed the necessary areas with flat black, so the next step was to paint the inside walls and roof flat tan to match the interior assembly. The roof extension panel which supplies the window visors was also

given a couple coats of flat black before being added to the cab.

The window rubbers were highlighted using a chisel-tip marker, and the glazing installed with Humbrol ClearFix. The cab doors were added next, followed by the electric fan, wiper motor and inside door handles. The interior was inserted into the cab shell, and more details added such as light brackets, outer door handles, door catches and a wiper. The cab was then glued to the box structure before and the handrails added.

The tyres were then attached to the axles and lifting eyes located to the front of the machine. With the repaired fulcrum now dry, I could finish assembly on the arms and pin everything to the bucket. Then the bucket rams were fed into the corresponding cylinders and the arms pinned to the machine. The arm lift cylinders were fed into the casings (under slotted cover), then they were pinned to the arms. The air cleaner, radiator cap and exhaust pipe were all glued into the recessed holes on the top of the hood. To the sides of the enclosure, I added the taillights and release

handles for the side panels.

A total of 378 nut and bolt heads was added throughout construction and helped supply the necessary detail to all areas of the loader. The three machine identification decals were made at the graphics shop, while the others came from the D8H kit and KFS. The work lights were the final pieces to make their way onto the model. The 966 is my ninth Caterpillar build in as many years. Combined with the previous eight, they represent more than 2000 hours of build time. Although I've enjoyed doing these build, I often feel guilty for neglecting the increasing number of truck kits I've accumulated.

So will this be the last construction model for a while? You might think so, but each time I complete one of these projects, I get a real sense of satisfaction that seems to reinvigorate me to do another –so maybe I should stop buying truck kits - and stock up on more styrene!





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# RC Model Making

Over the next few issues, Oisín O'Conchubhair a.k.a the RC Tractor Guy on YouTube will show you how to add radio control to a 1:32 scale Siku John Deere 9560R. This issue covers the controller assembly and the parts required to make this RC machine.

**W**hen it comes to 1:32 scale RC farm and plant machinery there is really only one option, the Siku Control 32 series. Although these are great models, they do have a few constraints.

- Siku models have very dim LEDs which is clearly an effort to increase battery life.
- The control signals for accessories are not open source so you are limited to Siku accessories. This means if Siku don't make the RC accessory you want then you must buy the closest Siku accessory and use it for parts.

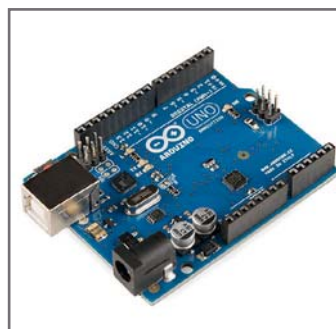
With a few screw drivers, a rotary tool and a soldering iron you can build your own RC tractors and accessories using some basic electronics. This series will show you how to get started with a basic build which adds drive and steering to a static model.

## Arduino Based RC Controller

We'll start things off with a basic RC controller which requires nothing more than plugging the parts together and uploading the code. We're going to use cheap hobbyist electronics which can easily be found on ebay, links to sellers I use can be found on my website [www.rctractorguy.com](http://www.rctractorguy.com).



[rctractorguy.com](http://rctractorguy.com). The parts you need are an Arduino Uno, a Joystick Shield and an NRF24L01 radio module.



**LEFT:** An Arduino Uno is a prototyping platform which was designed to be used by students with no background in electronics or programming which makes it ideal for us. They are based on Atmega microcontrollers (MCUs) and use a derivative of C/C++ called the Arduino language.

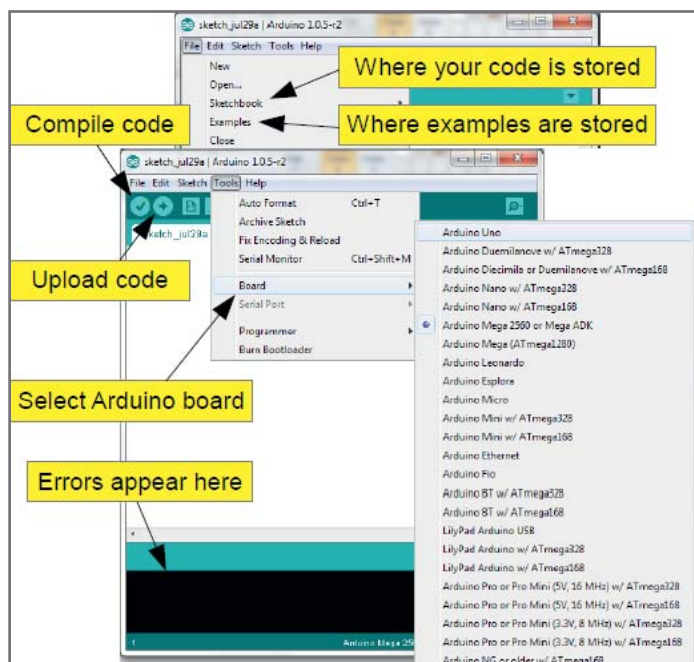




**ABOVE:** Arduino boards have a standard pin arrangement allowing daughter boards to be easily added increasing the functionality of the Arduino. The joystick shield has a joystick, some push buttons and takes care of the wiring for the radio module.



**ABOVE:** The NRF24L01 radio module is one of the cheapest available but I find it to be quite reliable. Don't surround the radio with metal or the signal won't propagate. Try not to locate the antenna near plastics or rubbers as it may shift the resonant frequency of the antenna.



If you're new to Arduino you might want to buy your Arduino as part of a kit with some buttons, resistors and LEDs, that way you can try some of the example code. The first thing you need to do once you have your Arduino is to install the Arduino Integrated Development Environment (IDE). All the instructions you need to do this can be found at [www.arduino.cc/en/Guide/HomePage](http://www.arduino.cc/en/Guide/HomePage). The software may seem daunting at first but with a little practice you'll get the hang of it, plus the Arduino platform is extremely popular so you should have no problem finding solutions to any problems you run into.

Once you open some example code or write your own, you can use the compile button to check that there are no mistakes. If there are any problems they will appear in the black box at the bottom of the Arduino IDE.

If your code has compiled properly then you can upload it to your Arduino using the upload button. Make sure the correct Arduino board is selected in the tools menu or the programming will fail.

Now that you know how to upload code to your Arduino, we need to add a library to the Arduino IDE which will allow us to talk to the NRF24L01 radio module. We are going to install the RF24 library found at [github.com/maniacbug/RF24](https://github.com/maniacbug/RF24). On the right hand side of the page select download zip and save the file in the libraries folder which is inside the Arduino folder on your computer. Then unpack the zip folder, open the Arduino IDE and you should now be able to see some

sample code under RF24master in the examples. Open an RF24 example and compile it to make sure the library has installed properly.

Now that the IDE is ready, you need the RC controller code which you can find at [www.rctractor.org.uk/controllers/basic-rc-controller](http://www.rctractor.org.uk/controllers/basic-rc-controller). Select the code on this page, copy it and paste it into your Arduino IDE and hit the compile button to make sure it's working. If there are no problems then hook your Arduino up to your computer and upload the code to the Arduino.

When the code has uploaded successfully you simply have to plug the joystick shield into the Arduino and the NRF24L01 into the joystick shield. That is the RC controller finished and ready to control an RC tractor. Make sure to check the code page occasionally as new features may get added to the code over time.

Those parts cost me €17.78 and the result is a controller that can control your entire fleet of RC creations.

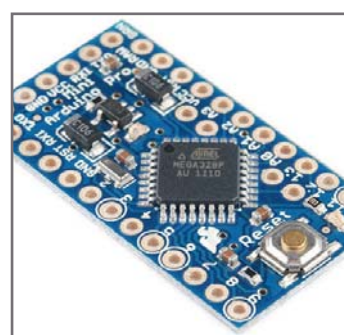
| PART            | COST           |
|-----------------|----------------|
| Arduino Uno     | € 10.34        |
| Joystick Shield | € 5.87         |
| NRF24L01        | € 1.57         |
| <b>Total</b>    | <b>€ 17.78</b> |

### RC Tractor Components

To keep things simple for this first build the finished tractor will be capable of drive and steering only. However if you want, you can add as many additional functions as you like and the code we use



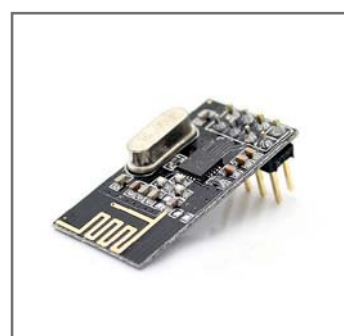
**You need a 1:32 scale model tractor, I always advise starting with the John Deere 9560R model because it is a large model with plenty of space for the electronics.**



**Next you need an Arduino which is the brain of the tractor, controlling the motors, servos and any other features you add. An Arduino Pro Mini is a miniaturised version of the Uno which will fit inside the tractor. Uno which will fit inside the tractor model.**



**To program the Arduino Pro Mini you need an FTDI cable or similar USB to serial interface. This is just used to program the Arduino, you won't install this in the model.**



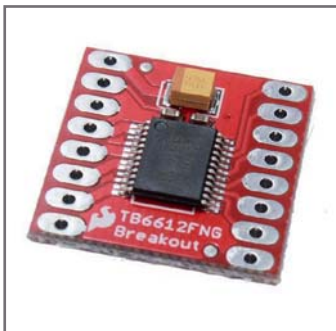
**I use an NRF24L01 radio module because they are quite compact, reliable and cheap. If you are working with a very small model you can also use the SMD version of the radio module which is a lot smaller but about three times the price.**

for the tractor will have many additional features built in. LED lights are a simple feature to add but very time consuming as there is a lot of wiring. Lifting arm servos

are a bit trickier as it is hard to find the space to squeeze a powerful servo into the small tractor.

Here is the list of items you are going to need to build the RC Tractor.





To control your motors you are going to need a motor driver module. I have found the TB6612FNG to be the ideal module for the job as it has a very low voltage drop from battery to output which gives you better control of your motor.



I'm going to use a Tamiya 70189 drive motor because it is a reasonably cheap motor which is easily bought on ebay. You can use Siku drive motors if you like but they are harder to find and usually much more expensive.



I'm going to use a metal gear servo for the steering of the model as plastic gears tend to break too easily. We'll be removing the electronics from the servo and controlling it directly from the Arduino so a cheap servo will do.



We're going to run this model off a 3.7 V single cell LiPo battery with a JST connector. One between 200 mAh and 500 mAh should be fine as you can add larger batteries in your trailers. Make sure you buy one that will fit inside the bonnet which is 20 mm wide at the rear and 32 mm wide at the front.



If you don't already have one you can buy the LiPo battery charger with the battery. I have a few USB LiPo chargers which work well so I suggest getting one of those with a JST connector to match the battery.



You're going to need some wire and 1m of multi-coloured ribbon cable will make life a little easier for you. Anyone who has watched my Massey 8680 build will know wiring can get very complicated very quickly so plenty of colours will help.



If you got a battery with a JST connector then you can simply buy a power switch also with a JST connector. If not then you'll need to solder up a switch with a connector to suit your battery.



You'll need some prototyping PCB to make your wiring a little simpler and also to make it a little tidier. It can be called perfboard or veroboard also

I spent 83.75 euros on parts for the tractor however, the FTDI cable is not part of the tractor as it is only used to program the Arduino. It is also unlikely that all of the ribbon cable will be used so the cost of the tractor is probably closer to €75. This is cheaper than a Siku control model but it will take you a while to build and doesn't have control of the rear coupling or LEDs although another €10 and another few hours of work would easily add those features.

The key difference is that we will have a wire at the rear of our tractor which will be connected to the Arduino UART transmit pin. That means we can send any serial data we like from the tractor to a trailer or accessory we build. To give you an example, today I finished a John Deere 990 round baler which can raise and lower the pickup reel and can also drop two bales individually. That would

be very difficult to achieve using parts from a Siku accessory.

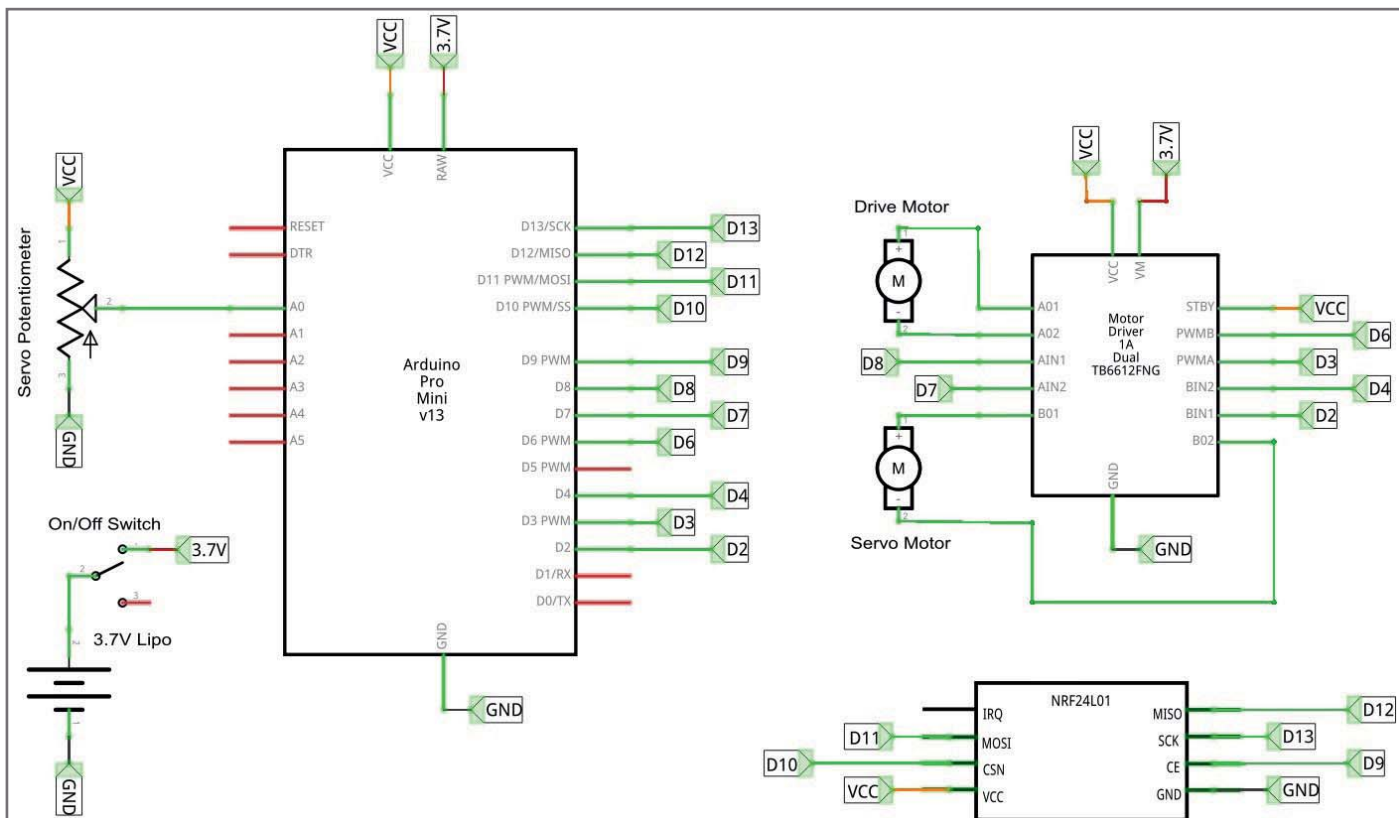
Also if your controller doesn't have enough buttons for the accessory you've built then all you need to do is add more push buttons which cost about €1 for 100. Even when you run out of Arduino pins there are tricks to better utilise what you have.

### RC Tractor Circuit Diagram

Here is the circuit diagram for the RC tractor we're going to build. It's fairly straight forward so I'll leave you to study it and we'll begin modifying the tractor in the next issue.

| PART                               | COST           |
|------------------------------------|----------------|
| Siku John Deere 9560R              | € 39.99        |
| 3.3V Arduino Pro Mini              | € 2.08         |
| FTDI Cable                         | € 4.76         |
| NRF24L01 Radio Module              | € 1.57         |
| TB6612FNG Motor Driver             | € 5.58         |
| Drive Motor                        | € 12.10        |
| Metal Gear Servo                   | € 4.92         |
| Ribbon Cable                       | € 6.58         |
| Battery + Charger                  | € 2.49         |
| JST Battery Socket + On/Off Switch | € 2.77         |
| Prototype PCB                      | € 0.91         |
| <b>Total</b>                       | <b>€ 83.75</b> |





Don't worry if you can't fully understand the circuit diagram, we'll cover it much more detail next week taking you through step by step. During the build, if you have any queries, you can contact me via my YOUTUBE channel or email [rctractorguy@gmail.com](mailto:rctractorguy@gmail.com)

<https://www.youtube.com/user/magicalmachines>



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## Backhoe Backstory

Growing up in California, my brother and I didn't call tractors with front loaders and rear diggers 'backhoes' when we were kids. Our dad first identified the rear attachment as a trencher, so to us they were 'trencher-tractors'. Though my favourite tractors were front loaders without the rear appendage, since the trencher-tractor was far and away one of the most common vehicles in almost

any construction setting imaginable, I of course wanted to emulate what I was seeing in the real tractor world with my diecast models.

This I never accomplished until much later. The only toy tractor with a loader and trencher I ever had as a kid was the tracked Tonka No 534 (later No 2534) Trencher. This toy was made to perhaps 1/16 scale in sturdy pressed steel. The loader and trencher were both lever-operated, and fully functional. It was a great



**ABOVE:** The Tonka No 534 Trencher. Photo courtesy memories\_past1.

toy, with baked yellow enamel paintwork over most of it, and a radiator grille and other details which added some realism. This Tonka also had an intriguing exoticism, because I had never seen a treaded loader and backhoe combination in the world of full-sized tractors.

### Corgi Toys

Though the big Tonka vehicles were fun in the sandbox, my ideal scale was the roughly 1/43 of most

of my Corgi and Dinky models. Corgi brought tractor perfection to this scale with its Massey Ferguson MF 165 Tractor with Shovel, model No 69. Here was a front loader with full one-handed operation, adding realism to play with its two-finger control of raising and lowering the loader and tipping the scoop. It surely remains one of Corgi's greatest models. But at this scale, where were the combination

**BELOW:** The Corgi Ford 5000 Super Major Tractor with Rear Mounted Trenching Bucket, No 72. This example realised £90 at auction. Photo by Vectis Auctions, Ltd



**BELOW:** The Corgi Ford 5000 Super Major Tractor with Hydraulic Scoop, No. 74. This model fetched £320 at auction. Photo via Vectis Auctions, Ltd







**ABOVE:** This Dinky Muir Hill Loader and Trencher, No. 967, sold for £25. Photo by Vectis Auctions, Ltd.

**BELOW:** Britains' Volvo BM 2654 Tractor with Front Loader and Rear Digger, No 9603. This example closed for £70. Photo by Vectis Auctions, Ltd.



cleaning out drainage ditches. (Though, perhaps Corgi should have fitted the model with a counterweight and/or a widened track in order to compensate for the weight of the digger.)

These were captivating models, but none of the nearby toy stores carried the Corgi No 74 or 72. (Heaven knows what the local toy importers and buyers were thinking!) However, I was lucky enough to obtain the Ford 5000 Super Major Tractor on its own with no attachments, Corgi No 67. It was a gorgeous model, with its Ford blue paintjob and chromed pieces, jewelled headlamps, beautifully working steering, rubber tyres, and functioning rear lift.

#### Dinky Toys

When I first obtained an early 1970s Dinky catalogue I discovered therein the Muir-Hill 2/WL Loader,

Ford 5000, I couldn't find these Dinky Muir-Hill tractors at either of our neighbourhood toy shops. Dream how I might, these models remained only pictures in the catalogue for me. A combination front loader and backhoe at 1/43 or similar scale was never to enter my childhood fleet of diecast tractors.

#### Siku Toys

In the Seattle region in the 1980s, I began a project of amassing what Matchbox and Britains models I could find. I was lucky in several instances to discover examples from the 1970s still on the shelves or in the glass display cases. By exploring both the byways and downtown areas I found a few shops and larger stores which had both new and leftover older models. It was during this time that I was introduced to Majorette (a brand I never saw during childhood), and came across some

**BELOW:** The Siku Loader and Trencher, No 2818 at work. Photo courtesy of Leif Rohwedder



loader-backhoe models? Where were the trencher-tractors?

Being a devotee of Corgi catalogues, I was fascinated with the Ford 5000 Super Major Tractor with Rear Mounted Trenching Bucket, model No 72, which I saw

pictured. The detail on this model even included the hydraulic lines on the digger arms. Also portrayed was No 74, the Ford 5000 Super Major Tractor with Hydraulic Scoop. This model had a side-mounted digger, an ideal arrangement for

**BELOW:** Martyn Henley's scratch-built 1/25 scale 1968 JCB 3C Mk II, the same tractor which the Siku 2818 is modelled after. Photo courtesy of Martyn Henley.



No 437, which I liked immediately. And then, there it was shown on the page: The Muir-Hill Loader and Trencher, No 967. At last, here was a true front loader and backhoe made to my ideal scale.

It was another great looking model, but as with the more unusual Corgi versions of the

of the then-current Siku models.

My connection to Siku was tenuous, as my brother and I each had had only one Siku model in our early days. But the long frustration in being unable to find the Dinky Muir-Hill Loader and Trencher—or any other diecast tractor with a backhoe—was eased that day when







**ABOVE:** The Britains Autoway Rear Digger, No 9838. Photo via Vectis Auctions, Ltd.



**ABOVE:** A lovely example of the Dinky Muir-Hill 2/WL Loader, No 437, which sold for £30. Photo by Vectis Auctions, Ltd.

I came across the Siku Loader and Trencher, model No 2818.

This multicoloured tractor, nestled in its box with its rear digger extended, was a 1/55 scale charmer. The toothed scoop and trenching bucket were unpainted (reminding me of how Corgi took this approach with its Massey Ferguson MF 65 and MF 165 loaders), allowing child operators to put their tractors to work without paint loss.

The body of the tractor was red, and the loader arms and backhoe were orange-yellow. The cab roof was yellow and in plastic, and the cab window glazing was amber. Siku made the model in a few variations of these colours, such as with the body in a deep metallic red, or with clear window glazing.

Siku had even included adjustable stabilisers on the No 2818, an impressive feature at this scale. Another remarkable facet of the model was a backhoe assembly adjustment capability. Replicating JCB's Powerslide system, this enabled the rear digger to slide sideways, either direction from the centre, so that it could be operated

in an offset position. On the real tractor, this would allow working in cramped situations such as next to walls and buildings, and also enable the widening of a trench without moving the entire machine.

This Siku Loader with Trencher must have sold well, considering it was manufactured from 1977 to 1985. Bearing in mind the timeframe in which I bought the model, it must have been one of the last ones made.

I was impressed with its build quality, and by how much function Siku had packed into such a small model. A feature which perhaps detracted from its overall appearance was the somewhat sporty looking plastic wheels. If they had fitted the tractor with metal hubs and rubber tyres, its appeal would have been even greater, but it was a super addition to my collection.

Despite the plastic wheels and the generic paint scheme, the Siku 2818 was based on a JCB tractor. According to scratch-build modeller and JCB aficionado Martyn Henley of Kent Vintage Digger Models, the Siku represents a 1968 JCB 3C Mk



**ABOVE:** The superb Corgi Massey Ferguson MF 165 Tractor with Shovel. This example fell under the hammer for £100. Photo by Vectis Auctions, Ltd

II. Mr Henley has modelled just such a JCB to 1/25 scale. On the question of the Siku's paintjob, Mr Henley had some interesting information to impart: To the best of his recollection, Siku created their No. 2818 tractor without first working out an agreement with JCB. Siku skirted the copyright issues by avoiding the use of the JCB logo or the distinctive JCB paint scheme. In essence, the Siku 2818 was intentionally disguised.

#### Britains Ltd

While collecting Britains models during this time, it was fantastic to find that they had manufactured both front loader systems and rear diggers which could be attached to various Britains tractors. I bought the Britains Twose Rear Digger, No 9536, as soon as I could find it. Likewise I was lucky to pick up the Volvo BM 2654 Tractor with Front Loader and Rear Digger, No 9603. The backhoe portion of this model differed from the separately marketed Twose Digger in that the stabilisers were vertical, rather than the folding type. Neither digger had adjustable stabilisers, but with the rear hitch lowered, the stabiliser feet could rest on the ground. This was a pretty good system, considering the backhoe could be quickly connected to or removed from virtually any Britains

vehicle with a three-point hitch.

I rounded out my Britains backhoe collection with the Autoway version of the Rear Digger, No 9838. Otherwise the same as the Twose, the Autoway digger was in that series' yellow-orange and black colour scheme, and included an operator figure for the backhoe plus another workman figure.

#### The Siku No 2818 in the marketplace

If you wish to add the Siku No. 2818 to your collection, eBay Germany should be your first stop. At the time of writing, the most recent values realised for MIB examples show a range of less than £10, to over £25. Only one listing had a model with clear window glass, a variation which appears to be scarce. Just remember to incorporate German websites (including those other than eBay Germany) into your searches as you scout around for this unusual little JCB gem.

**BELOW:** A JCB 3C Mk II at Northampton Lamport Railway. Photo by Ben Coulson.





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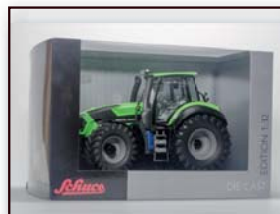
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# Britains Farm Gift Sets

## John Deere Models



Bill Cruickshank continues this issue taking us through the Britains and Ertl John Deere Farm Gift Sets.



**SET NO 15309 JOHN DEERE 7720 WITH SPRAYER**  
ISSUED IN 2005 ONLY



**Guide Price**  
**Mint Boxed**  
**Example**  
**£40 - £70**

This set contains the following.

John Deere 7720 – The 7720 did not appear in the yearly catalogue and was never issued as an individual tractor. This was the fourth model release based on the John Deere 7920 No 15525 which was issued from 2004 to 2008.

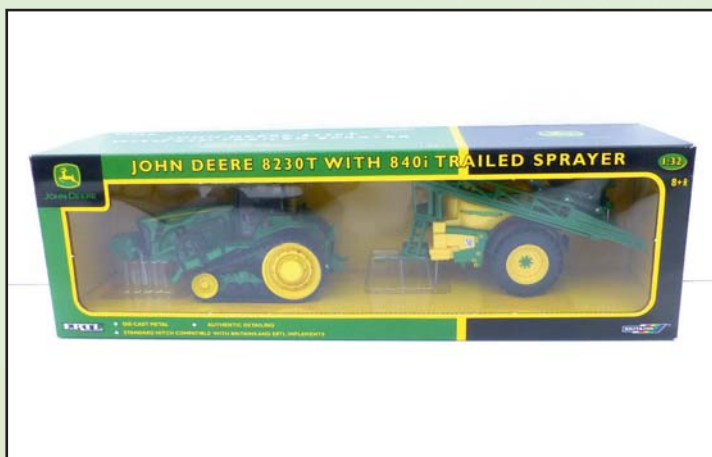
This tractor has

- Fully clear glazed John Deere 7920 cab with interior detail • Front wheels – plastic rim on metal sub axle - rear wheels – plastic rim on steel axle
- Tyres – traction type front and rear
- Ackermann steering with internal link to

steering wheel • Plastic bonnet and roof panel • GPS receiver • Cab mounted lights •

- Green plastic two-point linkage with pick-up hitch and ERTL - style drawbar • Central lift lever operating through drop arms • No driver
- Slow moving vehicle identification emblem

A trailing sprayer in green and yellow which was based on No 9567 the yellow Chaffin two wheeled wide-boom crop sprayer which was issued from 1980 to 1982. The sprayer was reissued in orange as No 9537 the Super Spray from 1989 to 1992.



**SET NO 15877 JOHN DEERE 8230T WITH 840i TRAILED SPRAYER**  
This set was issued in 2007.



**Guide Price**  
**Mint Boxed**  
**Example**  
**£30 - £60**

This set contains the following.

No 15308 John Deere 8230T – A North American edition issued 2005 to 2008.

This tractor has

- Fully clear glazed John Deere 8330T cab

with interior detail

- Two solid metal wheels with three fixed support rollers
- Tracks – traction type

• GPS receiver

- Extremity warning lights

- Slow moving vehicle identification emblem
- Green plastic two-point linkage with pick-up hitch and ERTL - style drawbar

- Central lift lever operating through drop arms
- No driver

No 42208 – John Deere 840i trailed sprayer which was issued from 2007 to 2013. In addition a US edition of the John Deere 840i trailed sprayer was issued in 2010 as No 45216.





**SET NO 16174A JOHN DEERE 8640 TRACTOR SET**  
**ISSUED IN 2008**



**Guide Price**  
**Mint Boxed**  
**Example**  
**£30 - £60**

This set contains the following.

John Deere 8640 tractor – in the scale of 1/32nd  
This tractor has

- Fully clear glazed John Deere 8640 cab

with interior detail

- Equal size dual wheels all round with solid metal rims on steel axles
- Tyres – traction type all round
- Centre-pivot articulated steering not connected to steering wheel
- Driving mirrors

- Plastic three point linkage with quick attachment frame and clevis drawbar
- Slow moving vehicle identification emblem

- No driver

John Deere 8640 tractor – in the scale of 1/64nd scale

This tractor is similar to the 1/32nd scale one but lacks detail including sidelights, rear cab ploughing lights, drivers mirrors and hand rail at top of cab steps. In addition the wheel rims and centres are plastic.



**SET NO 16180A JOHN DEERE 8010 WITH PLOUGH**  
**This set was issued in 2009**



**Guide Price**  
**Mint Boxed**  
**Example**  
**£30 - £60**

This set contains the following.

ERTL 1959 John Deere 8010 tractor  
This tractor has

- No cab or driver

- Equal size front and rear wheels with metal centre and rims

- Tyres – traction type front and rear
- Centre-pivot articulated steering not

connected to steering wheel

- Front lights on front wheel mudguards
- Metal three point linkage with quick attachment frame and clevis drawbar

An ERTL eight furrow lift plough with three wheels is also included and can be attached to the tractor three point linkage.



**Set No 45067 – 1963 4020 AND PICK UP SET**  
**Issued in 2009**



**Guide Price**  
**Mint Boxed**  
**Example**  
**£20 - £40**

An ERTL John Deere 4020 similar to No 15840 – issued from 2006 to 2008 but the model in this set excludes the Hiniker cab.

This tractor has

- No cab

- Front wheel rim – solid plastic disc on metal sub axle
- rear wheel rim – solid plastic disc on steel axle

- Tyres – traction type front and rear

- Ackermann steering with internal link to steering wheel

- Green plastic two-point linkage with pick-up hitch and ERTL - style drawbar

- Central lift lever operating

through drop arms

- No driver

ERTL badged John Deere crew cab pick-up truck in white with four doors, sun roof and tow hitch.

ERTL twin axle flat-bed transport trailer with a rear door acting as a loading ramp.





**SET NO 45234 JOHN DEERE 8320R WITH ANHYDROUS AMMONIA SET**  
The set was issued for one year in 2010

**Guide Price**  
**Mint Boxed**  
**Example**  
**£30 - £60**

This set contains the following.

John Deere 8320R tractor  
This tractor has

- Fully clear glazed John Deere with interior detail
- Front wheels – plastic rim on metal sub axle - rear wheels –

- plastic rim on steel axle
- Tyres – traction type all round
- Ackermann steering with internal link to steering wheel
- GPS receiver
- Green plastic two-point linkage with pick-up hitch and ERTL - style drawbar

- Central lift lever operating through drop arms
- Slow moving vehicle identification emblem
- No driver

In addition the set contains

ERTL trailed ammonia applicator with cultivator tines with green body and black tines.

ERTL four wheeled ammonia tanker with green chassis, white tank and yellow wheel centres. The tanker

has a "dolly" type front steering axle with a slow moving vehicle identification emblem on the rear.



**SET NO 45384A WATERLOO WORKS FACTORY EDITION REPLICA 6210R WITH 535 MO CO**  
**ISSUED IN 2012**

**Guide Price**  
**Mint Boxed**  
**Example**  
**£40 - £60**

This set contains the following.

No 45351 - John Deere 6210R issued by ERTL in 2012 in the PRESTIGE COLLECTION but with a "John Deere Waterloo Works Factory Edition" transfer on top of the cab roof panel.  
This tractor has

- Fully clear glazed John Deere cab with interior detail
- Front wheels – plastic rim on metal sub axle - rear wheels – plastic rim on steel axle
- Tyres – traction type front and rear
- Ackermann steering with internal link to steering wheel

- Single cab-mounted warning beacon
- GPS receiver
- Driving mirrors
- Green metal two-point linkage with pick-up hitch
- Slow moving vehicle identification emblem
- No driver

A John Deere 535 Mo Co very similar to No 42118 a John Deere 535 mower conditioner issued by Britain's from 2006 to 2013. The model used in the set has a Mo Co transfer and also a slow moving vehicle identification emblem.



**SET NO 42914 JOHN DEERE 7280R TRACTOR & 840I TRAILED SPRAYER**  
**Issued in 2013**

**Guide Price**  
**Mint Boxed**  
**Example**  
**£30 - £60**

This set contains the following.

No 42713 – John Deere 7280R – issued from 2012 to 2013. In addition No 45284 a John Deere 7280R with rear dual wheels was issued in the Prestige Collection also in 2012.

This tractor has  
• Fully clear glazed John Deere cab with interior detail  
• Front wheels – plastic rim on metal sub axle - rear wheels –

- plastic rim on steel axle
- Tyres – traction type front and rear
- Steering but not connected to the steering wheel
- Die-cast bonnet and roof panel
- Single cab-mounted warning beacon
- GPS receiver
- Driving mirrors
- Green plastic two-point linkage with pick-up hitch and ERTL - style drawbar
- Central lift lever operating through drop arms
- No driver







**SET NO 42923  
PICK UP TRUCK &  
LIVESTOCK TRAILER  
SET**  
Issued in 2013

**Guide Price  
Mint Boxed  
Example  
£20 - £40**

• ERTL badged John Deere crew cab pick-up truck in green with four doors, sun roof and tow hitch.

Honda TRX 4 x 4 all-terrain vehicle which was issued from 1993 to 2003.

(excluding the Ifor Williams decals) by Britain's and was first issued in 2003 and is still in the 2014 yearly catalogue.

• ERTL badged John Deere quad bike similar to Britain's No 9401 the red

• ERTL twin axle livestock trailer which is almost identical to the Britain's No 40710 the Ifor Williams livestock trailer

• Three black and white cows very similar to the Friesian ones produced



**SET NO 42924 PICK  
UP TRUCK & HORSE  
TRAILER SET**  
ISSUED IN 2013

**Guide Price  
Mint Boxed  
Example  
£20 - £40**

• ERTL badged John Deere crew cab pick-up truck in buff with four doors, sun roof and tow hitch.

1995 as No 5742 and looks identical to Britain's No 40555 the John Deere 455 garden tractor. Model No 40555 was never included in the yearly Britain's catalogue but the model was issued from 2002 to 2004 and included a rotary tiller attachment as well as the mower

attachment.

• ERTL twin axle horse box trailer which is almost identical to the Britain's No 42338 the Ifor Williams double horse box in maroon and silver (excluding the Ifor

Williams decals) and was issued from 2007 to 2013.

• One horse and two ponies very similar to the ones produced by Britain's



**SET NO 43029 LIMITED  
EDITION "THEN AND  
NOW" JOHN DEERE  
4020 / 7280R**  
ISSUED IN 2014

**Guide Price  
Mint Boxed  
Example  
£80 - £120**

A gold coloured John Deere 4020 based on Britain's model No 40923. The original model was the second model issued by Britain's from 2004 to 2009 and was the European edition. The original issue of the tractor had

• No cab or driver • Front wheels – solid plastic disc on steel sub axle • rear wheels – solid plastic disc on steel axle • Tyres – front Tri-rib and traction rear • Ackermann steering connected to the steering wheel • Green plastic two-point pick up hitch and ERTL style drawbar

• Central lift lever operating through drop arms • Round mudguards • Front sidelights • Rear number plate • Rear ploughing light

A gold coloured John Deere 7280R based on Britain's model No 42713 – John Deere 7280R – issued from 2012 to 2013. In addition No 45284 a John Deere 7280R with rear dual wheels was issued in the Prestige Collection also in 2012.





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# M&M Auctions August Sale

**S**aturday 1st August saw M&M Auctions hold their eagerly awaited and delayed (30th May) Farm Toy and Model Auction.

At the new venue of the Anglia Motel, just outside Holbeach in Lincolnshire, the event attracted just under 30 room bidders and over 250 viewing the sale online in the comfort of their own homes!

The auction began with a collection of mainly Britains based model conversions. Highlights including a nice JCB Fastrac with demount Knight Sprayer and a lot of three Ford Conversions. For anyone interested in resale potential, some multiple item lots featuring

3 - 4 boxed items were making reasonable amounts, especially more recent Universal Hobbies items.

There was a section of very collectable DBP Models including the scarce County 1184 TW and Gold 1174, amongst others. Unsurprisingly they gathered plenty of interest both in the room and online. Complementing these highly specialist items were a couple of Gold Agritechnica Britains issues. Both again attracting brisk bidding eventually selling to North America.

A highly interesting section of Siku Limited Editions was also included which consisted of many variations of the Manfred Weise series of special releases. Perhaps the most anticipated

lot was that of the original Siku Fendt 936 Black Beauty. It realised £130 including buyer's premium.

Some of the lots attracting the most interest were a series of custom built Zetor tractor models. Produced by Rinz Bos of the Netherlands, they all sold well above their estimates.

Finally, Brian Norman models have fluctuated over the years with recent times seeing quite a dip in potential values but this sale saw some high prices for a few issues. The Nuffield Universal in particular sold extremely well realising over £200 with buyer's premium.

The next M&M Auctions Sale is on Saturday 26th September, at the Anglia Motel, Holbeach.







### Auction Results

1. A Fine & Scarce Model of a Britains JCB 3185 Tractor with Scratchbuilt Knight Demount Sprayer - £105
2. 1/32 Scale Zetor Crystal 8045 4WD Tractor - £130
3. Rare Centy Toys (India) 1/25 Scale Eicher 242 Tractor - £26
4. Brian Norman Nuffield Universal Tractor - £210
5. 1/32 Scale of A Fordson Power Major County Crawler - £142
6. Britains John Deere 8345R Tractor. Gold Agritechnica 2009 Edition - £430
7. Rare Britains Valmet 805 Kommunal Tractor. 1 of Only 30 Made - £350
8. Universal Hobbies Tractor Dealer Issues including New Holland T7.210 - £53
9. Lincoln International Major Models Massey Harris Tractor. Missing Exhaust - £70
10. DBP 1/32 Scale County 1184 TW Tractor in Yellow - £260
11. Universal Hobbies 1/32 Scale Massey Ferguson 50th Anniversary White Edition - £130



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The David Brown 995 has been produced in the 1972 livery with dark brown chassis and red detailing, while the Case David Brown 996 features an orange chassis and black detailing from the 1974 model.

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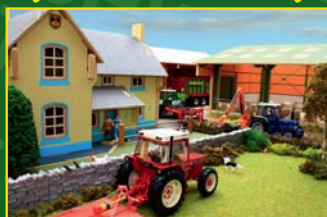
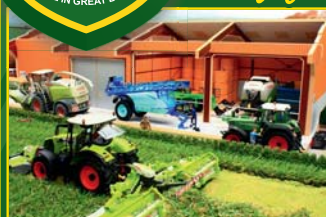
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# Real Machinery

## Late Summer 2015 Work

Cereals has become the premier technical event in the UK for arable farmers. It is held in early June and is the last time for them to mull over new equipment purchases before the mayhem of harvest. Nick Wigdahl explains.

Quivogne UK had a strategically placed stand at the entrance to the event and made full use of it, presenting this massive Perard chaser bin [Pic 1]. It is claimed to be the biggest in Europe on tracks and can swallow 46 m<sup>3</sup> or around 36 tonnes of grain. Two months later we were lucky enough to see it working on the Bartlow Estate where it has replaced two single axled Horschs. It was being hauled by a Fendt 939 [Pics 2 and 2a] [Wiking] servicing two Lexion 770s [Siku,

Wiking]. Universal Hobbies did a limited edition tracked version in black of the smaller 30m<sup>3</sup> model.

Robert Crawford, a dealership long associated with Caterpillar and Marshall crawlers, is testing the market with this SCAIP steel tracked model [3]. Some Lincolnshire growers are finding that late harvested beet and maize for biogas are leaving fields in such a state that rubber shod crawlers slip too much. There is no model of the Warrior yet but it is worth noting that ROS produce a 1/50 scale SCAIP "Superior" pipe-layer







[reviewed in Model Farmer's sister magazine Plant Machinery No.7].

In the world of power harrows Alpego is a name not as well known as Maschio but they are

making serious inroads in the UK, particularly at the larger end of the market. They teamed up with JMR, importers of the Versatile range to produce a spectacular





10



combination [Pic 4]. On the other end of the crawler scale is this Kubota with rear tracks aimed at fruit and vine growers [Pic 5]. Slot drills, which are designed only to till the area immediately in front of the seed, are getting larger with both Mzuri [Pic 6] and Claydon [Pic 7] showing 8m versions. These type of drills, together with straw rakes [Pic 8] have yet to find favour with the model makers.

Mega sized combines grab the headlines but medium sized machines are required for farms in the 200 ha range. This Claas

650 is shared between two farms [Pic 9] one of whom provides the Valtra T213 [Pic 10]. Although this has been superseded by the new T range, it is still a very good looking machine [Siku, UH]. This John Deere T560i was contract harvesting for a smaller farmer whose Massey 3099 [UH] and old Weeks trailer combination were referred to as "the wheelbarrow" [Pic 11]. Siku's T670i was a good model but is no longer available. Moving up in size this 30' MF Delta [Pic 12] was a short-lived model from Schuco which went out of the

11



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catalogue a couple of years ago.

Summer is a time for ice cream and combines and the latter, like the former, come in small, medium and large. This sizing is represented by an older Case 2388 [Pic 13], a mid sized 7230 [Pic 14] and the big 9230 [Pic 15]. The fact that the 9230 is on tracks is the equivalent of a flake choc bar on the top of your cone. Case have been upgrading almost every two years and Britain's excellent 9120 is a few years out of date. Case have bought a few of their gigantic 9240s into the country, one of which has a 45' cut. This John Deere forage harvester 7400 is just showing its age with the slightly boxy lines compared to the more curvaceous new generation [Pic 16].

The New Holland 2290



16

demonstrates that balers have been growing in size and their styling is doing its best to keep any hint of portliness away. UH produce a big single axled BB9090

to keep up with combines [Pic 17]. Even bale accumulators are getting bigger. This ParkLand model, from Denmark, can hold up to 5 big bales which can be

deposited at the headland [Pic 18]. This saves tractors and trailers running all over the field which practitioners of controlled traffic farming particularly appreciate.



17



18



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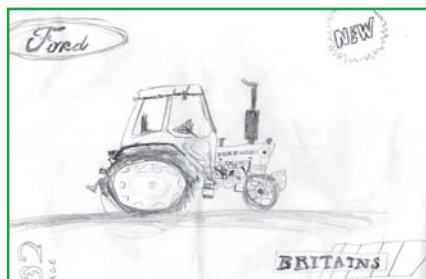
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# Calling All Younger Readers! Reviews Wanted!

From our next issue of Model Farmer, we want all younger readers to send in their reviews of farm toys and models they have recently bought and played with. With help from mum, dad, grandad, grandma, brother, sister, auntie or uncle, we want to know what you think of the tractors and implements you are buying and playing with down on your carpet farms. It could be Britains, Siku, Bruder or anything relating to Model Farming. A few words and a picture or two (maybe of you playing with the toy) would be great!

Send your reviews to us at the address listed above. Any review we publish will receive a goodie bag! Thanks in advance.

## Children's Pictures



Dear Editor  
Please find enclosed my picture for inclusion in Model Farmer.

Andrew Nelson, Age 10 from Ballyclare

Thank you Andrew, we enclose your great picture. A Copy of the magazine is on its way.



## Star Picture

Dear Editor  
Please find enclosed my picture for inclusion in Model Farmer.

Toby Savage, Age 9, Queensland Australia

Thank you Toby, we enclose your great picture. We'll send you a Britains model in the post.

*Each issue we feature what you have been drawing for us. Every picture published will receive a copy of the magazine and our Star Picture will even receive a Brand New Britains Model. Keep those pictures coming in!*



Dear Editor  
Please find enclosed my picture for inclusion in Model Farmer.

Oliver Conway-Johnson, Age 12 from Staffordshire

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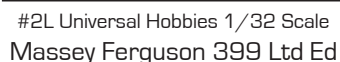
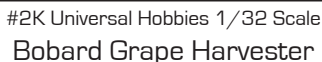
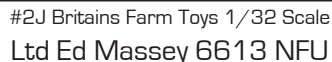
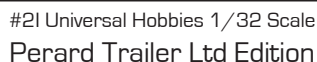
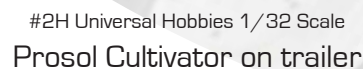
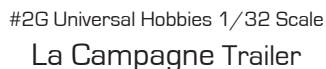
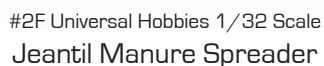
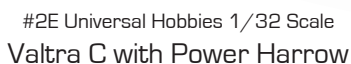
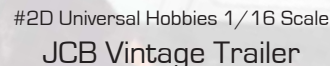
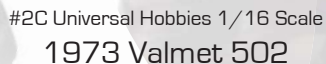
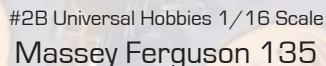
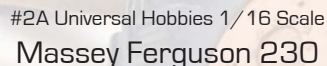


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