

THE
No.1
BEST SELLER

Tractor Trader

FREE CLASSIFIED ADS

August 2021 £4.30

Classic Tractor

FORCE POWER!

**1000HP IN
ACTION!**



**40 YEARS OF
GOLD LEYLANDS**
FULL SET HITS THE FIELD



**MID-RANGE
MODEL BUYING**
**FIVE GREAT 75-90HP
OPTIONS TO CONSIDER**

FINEST CRYSTAL
ZETOR 12011 IS MADE MINT!



11-strong Deere fleet



£30,000 paid for 390T



Life story of a JD 4020



FORD STUDY!

Seven Series 10 owners visited





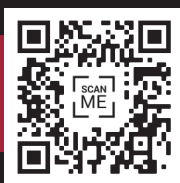
MASSEY FERGUSON

WIN THE **ULTIMATE** **REFURB** OF YOUR #MF TRACTOR WITH #VINTOWIN



Pictured here is Tom Lamb, with his trusty MF 3065. He says, "This tractor has been my right hand for years now, it would be great to see it restored to its original condition".

Register here:
<http://agcoparts.info/pdm01uk>



The team at MF are offering one lucky winner a money-can't-buy refurbishment of their MF tractor, back to factory condition.

Three runners-up will each win a fully loaded MF workshop trolley with 412 tools worth €3,200 each.

This is all part of MF's Vin to Win campaign where MF owners can also win branded overalls and model tractors worth over €70 each instantly.



Terms and Conditions apply. • The winner of the Big Prize Draw will need to agree to be photographed and filmed by AGCO with their MF machine and throughout the refurbishment process, for promotional and marketing purposes. • The main prize for the Big Prize Draw is a full manufacturer refurbishment of one MF machine belonging to the winner, up to a maximum value of €30,000 retail cost in respect of parts and services used. • The refurb is only available for the models listed in the terms and conditions document linked to the Vin to Win landing page. • There will be one main prize for the Big Prize Draw. • There will be a total of 3 MF branded trolleys available to win as runner up prizes for the Big Prize Draw.



© AGCO 2021. AGCO Parts provides worldwide genuine support to all AGCO machinery brands.

August 2021 Number 244

CLASSIC TRACTOR

is published by: Sundial Magazines Ltd, Sundial House,
17 Wickham Road, Beckenham, Kent BR3 5JS.
Telephone 020 8639 4400 Fax 020 8639 4411
E-mail info@ClassicTractorMagazine.co.uk

Editor Rory Day

Assistant Editor Sandy Cox

Publishing Director Paul Cosgrove

Sales & Marketing Manager Richard Cosgrove

Sales Executive Chris Avent

EDITORIAL ADDRESS

The Editor, CLASSIC TRACTOR, Wildrose Cottage,
Reston Road, Legbourne, Louth, LN11 8LS.
E-mail editor@classictractormagazine.co.uk

SUBSCRIPTIONS

Address for subscriptions only:

CLASSIC TRACTOR Subscriptions,
Trinity House, Sculpins Lane, Wethersfield,
Essex, CM7 4AY, England.
Tel: 01371 853 631 (UK only)
+44 1371 853 631 (Outside UK)
E-mail: classictractor@escosubs.co.uk

AUSTRALIAN AGENT

Greg McNiece, Rally Badges, PO Box 9
Tatura, Victoria 3616, AUSTRALIA.

NEWSTRADE

If you have any difficulty obtaining CLASSIC TRACTOR
from your newsagent please contact our distributor:
Seymour Distribution, 2 East Poultry Avenue, London
EC1A 9PT. Tel: 020 7429 4000.

DESIGN & REPRO

Design & Printing Solutions Ltd, First Floor, Unit 45C,
Joseph Wilson Industrial Estate, Whitstable CT5 3PS.

PRINTING

Precision Colour Printing, Haldane, Halesfield 1,
Telford, Shropshire TF7 4QQ.

COPYRIGHT

Sundial Magazines Ltd 2021, all rights reserved.
Reproduction in whole or in part is forbidden except
with the written permission of the publishers.

ADVERTISEMENTS

All advertisements are accepted subject to the publisher's
standard conditions of insertion.

For a copy of Advertising Terms & Conditions,
please write to Paul Cosgrove at Sundial Magazines Ltd,
Sundial House, 17 Wickham Road, Beckenham,
Kent BR3 5JS.

ISSN 1472-9695

SUNDIAL MAGAZINES LTD.

Registered in England No 4134490.

CLASSIC TRACTOR is published on the last Friday
of each month. The next issue is September 2021,
published on the 30 July.



AUCTION RESULTS

Pages 120-124

“The big question is, will second-hand values remain at the current high levels once the world has settled down?”



MY PC MAKES A PING, as it does many times throughout the day, to notify me

that a new e-mail has arrived in my Inbox. The e-mail is from a reader asking for a valuation on a tractor. My heart momentarily sinks, not because I don't want to help, but because the task of providing accurate valuations has become so much harder over recent months.

Quite simply, the booming second-hand market, fuelled by long delivery times for new machines, a general shortage of stock and enthusiasts with pandemic savings in their pockets, has pushed prices to hitherto unseen levels.

It's part of my job to follow market trends like these, but I don't mind admitting I've been struggling to keep up. For example, a few months ago I signed off an article that valued a 1999 Case-IH Maxxum MX135 with average hours at £18,500, this price being based on an 8000-hour example that was being advertised online at the time. The owner of a special edition Extra version of the MX135 rebuked me for under-valuing the Maxxums, and it turns out he was right, as a tidy 1999 model with 7100 hours clocked has just been sold for almost £28,000 at a farm sale in Nottinghamshire.

Then I got caught out again after being asked to value a local collection of mainly vintage machines, before they went to auction. I got some of them bang-on, but when an Allis-Chalmers ED-40 in fairly average shape makes almost £2000 than you estimated (which was a conservative £1200 by the way), you know you've got some serious work to do on your valuation skills.

Not that I'm making excuses for my wayward valuing, but these are unprecedented times and several factors are artificially stoking the market. The big question is, will second-hand values remain at the current high level once the world has settled down and normal service resumes, or will they drop back to where they were pre-pandemic? There may be a cooling down period, but I can't see anything from the 1990s and 2000s dropping back too far, especially not while the prices of new tractors are so eye-wateringly high. One of my farming contacts tells me he's been quoted £170,000 on-farm for the latest version of the Fendt 724 Vario (237hp). You can buy a lot of modern classics for that sort of money.



Rory Day

Editor: editor@classictractormagazine.co.uk Website: Classictractormagazine.co.uk



DON'T MISS AN ISSUE!

Subscribe to **CLASSIC TRACTOR**, the No.1 best seller, at
www.classictractormagazine.co.uk and get two issues FREE*.

*UK only by direct debit



Front cover: Jon Haynes leads the way with his 1993 John Deere 4955 and 8m Lely Roterra during the Suffolk Bunch's 1980s and 90s-themed large scale drilling day in late April. Photo: Chris Lockwood.

Main picture: Forty years of the Leyland Harvest Gold range was celebrated in style by Graeme Morrow, owner of a full set of the eight different models, at a special commemorative working event at Carland in Co. Tyrone. Photo: Daniel Gillespie.

34 Letters

Share your views on farm tractors and machinery – from the past and present.

75 Farm Favourites

Your opportunity to tell us about your favourites and give them some praise.

79 Farm View

Topical farming and tractor talk from our regular team of farm contributors.

100 Running Reports

Owner impressions of a Ford 7610 and an IH 956XL that was bought on eBay.

106 Forecourt Find

This 3500-hour 1989 Zetor 6211 must be one of the finest examples available.

109 Collectors Corner

A prolific collector selects his favourite custom and scratch-built tractor models.

page
14

DRILLING SPECTACLE



page
8



page
22



PRACTICAL

83 Tips, Advice & News

Advice, top tips, readers' modifications and a review of the latest tractor parts.

85 Pick-up Hitch Repair

A Ford 7740 with a loose pick-up hitch gets repaired and receives a useful mod.

89 Radiator Refurb

A classic era tractor radiator is sent to a professional for dismantling and repair.

95 Ask the Experts

Our panel of tractor experts are ready to help solve your technical problems.



113 Subscribe Now!

Take out a subscription to Britain's best tractor magazine and get two issues free.

114 Tractorfile

The section that features classic items of interest from our archives and yours.

117 Next Month

A preview of what we have planned for our next issue, in the shops on 30 July.

128 Classified Adverts

Tractors, equipment, parts and events: find them in our Tractor Trader section.

146 Machinery Mishaps

Our regular look at amusing blunders involving all types of farm machinery.

AUCTION CENTRE

120 Machinery Sales

The selling prices achieved at two farm machinery sales in Notts and Northants.



FORD 7610

50070
Water Pump
£74.99



8366
Engine Overhaul Kit
(With Valve Train Kit)
£325.00



20301
Turbocharger
£339.00



2248
Wheel Rim
8.00 X 16
£51.93



7658
Short Motor
(BSD444T)
£1,799.00



8704
Decal Set
£34.99



7109
Idle Pulley Assembly
£119.50



20007
Grille (With Light Holes)
£41.67



54008
Front Combination Lamps
(Pair)
£29.00

NEW HOLLAND 6640

5332
Radiator
£347.83



6318
Water Pump
£108.00



6317
Oil Pump
£92.00



8222
Fuel Pump Primer
£45.00



8791
Track Rod and
Ball Joint Kit - LH
£86.00



92015
Clutch Kit
(with Bearings)
£219.00



5497
Brake Master Cylinder
£74.99



8388
Drop Arm Assembly
(Left Hand)
£87.50



74314
Receiver Drier
£34.99

NEW HOLLAND TL90

9036
Fan Belt
£4.04



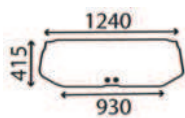
50601
Starter Motor
£134.29



50347
Fuel Filter
£8.50



2739
Front Grille
£311.12



12217
Cab Glass - Lower
Rear Window (Clear)
£42.04



15060
Gas Stay - Door
£8.49



15032
Cab Handle -
Outer RH & LH Lockable
£23.90



15034
Cab Handle - Inner LH
£50.36



8481
Mechanical Suspension Seat
(with Back Extension)
£215.00

MF390

5291
Radiator
£202.17



1300
Water Pump and Pulley
£44.99



7339
Cylinder Head
£215.00



8700
Oil Pump
£40.00



3225
Silencer
£68.00



54003
Rear Combination Lamp,
Long (Pair)
£35.00



1915
Clutch Control Cable -
434mm / 692mm
£44.00



2110
Front Grille - Short version
(650mm)
£45.12



2493
LH Door Frame
£260.00

MF590

5327
Radiator
£152.17



6270
Water Pump
£34.99



55030
Thermostat Housing
£29.90



7376
Short Motor A4.248
(Lip Seal)
£1,199.00



6684
Orbital Steering Unit
£174.99



7339
Cylinder Head
£215.00



4360
Hydraulic Pump - Auxiliary
£205.00



80264
Cab Mount Bush
£14.99



8580
12V Air Seat Compressor
£109.00

MF3080

5706
Radiator
£425.00



FFK001
Filter Service Full Kit
£191.94



53192
Head Gasket Set
£45.28



74298
LED Head Light
£49.99



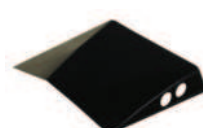
92000
Clutch Kit with Bearing
£265.00



2180
Fender Set
£249.00



2631
Door Frame (LH)
£380.00



74185
Rear Lamp Cover (LH)
£75.00



74186
Rear Lamp Cover (RH)
£75.00

WWW.AGRILINEPRODUCTS.COM

PRICES LISTED DOES NOT INCLUDE VAT. PRICES CORRECT AT TIME OF PRINT AND ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT PRIOR NOTICE.
THE ORIGINAL EQUIPMENT MANUFACTURER'S NAME, PART NUMBER AND DESCRIPTION ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INDICATE OR SUGGEST THAT AGRILINE PARTS ARE MADE BY THE OEM.

MF4270

6118
Water Pump Assembly
(Gear Driven)
£115.00



53185
Head Gasket Set
£34.99



1350
Oil Pump
£62.00



Generic image, check website for details

FFK070
Filter Service Full Kit
£186.72



50277
Fuel Pump
£25.00



3224
Silencer Pipe
£16.97



9139
Rubber Boot Gear Lever
£3.90



1965
Hitch Pick Up Cable
£48.60



2741
Nose Cone
£149.50

CASE IH 956XL

8706
Water Pump
£55.00



8714
Engine Overhaul Kit
(D358 Engine)
£330.00



8705
Oil Pump
£145.00



8713
Exhaust Manifold
£90.00



8708
Exhaust Elbow
£55.00



92086
Clutch Kit with Bearings
£549.00



72049
Blower Motor Assembly
£174.99



74173
Levelling Box
£149.00



74172
Drop Arm
£139.00

CASE IH MX135

6392
Radiator
£375.00



53208
Top Gasket Set
£74.99



6459
Starter Motor
£146.97



54063
Rear Combination Light
(LH / RH)
£15.00



81137
Electro Valve Solenoid
£99.00



6895
PTO Switch
£49.99



1981
Levelling Box Assembly
£140.00



1846
Lower Link Hook Repair Kit
(Cat.2)
£34.99



1365
Lower Link Quick Release
Weld On Hook End
£98.00

JOHN DEERE 3050

1416
Water Pump
£210.00



1455
Head Gasket Set
£30.00



1510
Fuel Injector
£30.00



50526
Steering Joint (LH / RH)
£28.00



50452
Alternator (Less Pulley)
14V, 70 Amps
£104.24



81130
Starter Motor 12V, 3.1Kw
£199.50



54013
Head Light (Pair)
£54.99



633112910
Clutch Kit with Bearings
£568.15



5382
Brake Disc
£49.99

NEW ITEMS

92247
Door Frame (RH) for
MF600 Series
£264.00



92248
Door Frame (LH) for
MF600 Series
£299.00



92313
Rear Window Frame
Suitable for Ford 40 & 60 Series, New Holland
T5000, TL, TLA TM & TS Series, Fiat M Series
£109.99



15208
Window Frame and
Glass for Super Q Cab
£254.00



92314
Rear Window Frame (Upper Glass Frame)
for MF300 Series Silver Cab
£89.00



92084
Rear Window Hinge
for Super Q Cab
£89.00

SEE OUR FULL RANGE ONLINE • OVER 20,000 LINE ITEMS IN STOCK



Agriline Products Ltd
Unit 15
Harris Business Park
Stoke Prior
Bromsgrove
Worcestershire
B60 4DJ



Agriline are proud distributors of:



T: 01527 579 111
E: sales@agrilineproducts.com
F: 01527 579 919

WWW.AGRILINEPRODUCTS.COM

- 12 month warranty on all products
- FREE SHIPPING to UK MAINLAND on orders over £150 placed online (excluding palletised goods)
- FREE SHIPPING to UK MAINLAND on orders over £170 via telephone (excluding palletised goods)

PRICES LISTED DOES NOT INCLUDE VAT. PRICES CORRECT AT TIME OF PRINT AND ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT PRIOR NOTICE.
THE ORIGINAL EQUIPMENT MANUFACTURER'S NAME, PART NUMBER AND DESCRIPTION ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INDICATE OR SUGGEST THAT AGRILINE PARTS ARE MADE BY THE OEM.

GREEN & PLEASANT LAND



The Hibbert family from Quarndon in Derbyshire have been using John Deere tractors since 1977. Today, their impressive fleet encompasses 11 green tractors ranging in age from a 5020 from the 1960s through to a two-year old 6195R. Simon Henley has been finding out more about the family's long-standing allegiance to the leaping Deere and the sea of green-and-yellow machines, a mix of classic and modern models, that dominate their current fleet.

THE FIRST green-and-yellow machine to land on the Hibbert family's farm in the beautiful rolling hills of south Derbyshire wasn't actually a tractor, but a combine harvester. Douglas Hibbert's purchase of a John Deere 965 combine in the mid-1970s sowed the seed for a relationship with John Deere equipment which has endured to this day.

Douglas started farming at Quarndon in 1965. Today, the 1012-acre (410ha) farm is managed by his sons, Charles and Julian, along with grandson George. Douglas, who is a fit and active 90-year old, still works on the farm during the busier seasons of the year, and regularly enjoys a round of golf.

The John Deere 965 combine has long since departed, but the family still gather their arable crops the John Deere way using one of the company's modern T670 combines. Back when Douglas purchased his first John Deere combine,

the farm relied on a mix of Nuffield and Ford tractors, including a Ford 5000 and a Nuffield DM4 that had been re-powered with a Perkins P6 six-cylinder engine. All this changed in 1977, the year that Her Majesty Queen Elizabeth II celebrated her Silver Jubilee.

The Hibberts' first John Deere tractor was a brand new six-cylinder 3130 (92hp) equipped with a Sekura OPU cab. The 3130, introduced in late 1974, was the first John Deere tractor to be fitted with the OPU (Operator Protection Unit) cab built by Sekura of Denmark. At the time, the 3130 was the largest tractor built at the Mannheim factory in Germany, while the Sekura unit was the first factory-fitted Q-cab offered by John Deere on its European-built tractors.

The Hibberts' original John Deere 3130 no longer resides on the farm, but they do own another 3130 which we will talk about a little later. The main point



Main picture: The Hibbert fleet, from left: John Deere 3130, 5020, 2140, 3640, 4455, 4955, 7710, 7730, 6210R and 6195R. The farm also owns a John Deere 2120, which was not present during our visit, and a 2002 JCB Fastrac 2135.

Above: Douglas Hibbert, left, with his son Julian, grandson George and son Charles. Two further members of the family, Charles' sons Jack and Ted, were not around at the time of our visit.

to consider here is that in comparison to the Fords and Nuffields that were in use on the farm at the time, the John Deere 3130 offered a huge step up in performance and comfort. It was a combination that soon had Douglas reaching for the farm's cheque book to buy another green and yellow machine.

The next John Deere to arrive at Quarndon was a brand new 2140 (82hp). This tractor, first registered



5020
DIESEL

3130

3640

4455

4955

7730



Above: This John Deere 3130, an early model from 1974, was purchased as a non-runner from an eBay seller in France. During the tractor's refurbishment its dilapidated Fritzmeier cab was removed in favour of an open-station spec.

in 1980, is still on the farm today, having clocked 16,000 hours and achieved a virtually unblemished record of service. What makes this two-wheel drive tractor slightly unusual is that it is also with the Sekura OPU cab previously used on the John Deere 30 Series tractors from Mannheim.

The fitment of this type of cab identifies this particular 2140 as an early production example of what was at the time John Deere's first turbocharged four-cylinder model. In 1981, the Sekura OPU would be replaced by the popular SoundGard SG2 cab, which would remain a key feature

and selling point of John Deere tractors until 1994.

The Hibberts' John Deere 2140 Power Synchron model is equipped with a two-speed Hi-Lo splitter that doubles the number of gears from 8F/2R to 16F/4R. Having previously handled all the spraying and fertiliser spreading on the farm, the hard-working 2140 is now retired, save for some occasional outings with a transport box.

The largest 40 Series utility-sized tractor produced by John Deere at Mannheim was the 3640. This 112hp six-cylinder model was a late-comer to the 40 Series and didn't make its debut until 1984. The 3640, naturally fitted with the SG2 cab, was one of the quietest models on the market, with an interior noise rating of just 79.5dB(A).

The Hibbert family bought their John Deere 3640 brand new in 1985. Thirty-six years later and this well-maintained machine now has over 12,500

hours on the clock, most of which were accrued while working with a five-furrow plough and pulling a 3m Vaderstad drill. Today, the 3640 has been demoted to a mainly static role, that of powering the farm's grain dryer.

"We have actually had a lot more John Deere tractors over the years than we own today," explains Julian's son, George. "Over the years my Dad and uncle Charles have bought and sold several John Deeres, some of which with hindsight they probably should have kept. For example, they bought a John Deere 3050 in 1989 which we then sold to a neighbour 10 years ago. There was also a John Deere 2850 which came here in 1990 and left nine years later.

"The one tractor we should have held on to was a 1984 John Deere 4240S," he continues. "They bought this tractor in 1995 and it remained on the farm until 2009. Dad and uncle Charles regarded it



Left: Purchased new by the Hibbert family in 1980, this very clean John Deere 2140 is equipped with the Sekura OPU cab that was a feature of the early 40 Series tractors, circa 1979-1981. It has clocked 16,000 hours.



Top: This 228hp John Deere 4955 was 16 years old when it joined the Hibberts in 2006. It is Charles' tractor of choice for ploughing or pulling a set of Simba discs.

Above: George Hibbert driving the John Deere 7710 that is a favourite of his grandfather Douglas. This immaculate example, new on the farm in 1999 and now showing 6600 hours on the clock, is mainly used for trailer work or power harrowing.

as a superb tractor and one they really should never have sold. They swapped it for the 7730 that my Dad drives today."

The 4240S was introduced to UK farmers at the Royal Smithfield Show in December 1981. Assembled in Mannheim using mostly imported US-built components, the 4240S was equipped with a new mechanical four-wheel drive system developed in conjunction with ZF and a 7.6-litre John Deere six-cylinder engine de-rated to 132hp.

The 4240S is not the only John Deere prime mover to spend some time on this farm. In 2002, the Hibbert family bought a 1993 John Deere 4455 (160hp). This tractor, showing just 2900 hours on the clock at the time of its arrival, was purchased as a contingency in the event that the farm's nearly new JCB Fastrac 2135, which had suffered from numerous reliability issues during its first six months on the farm, was out of action. Ironically, since then the Fastrac hasn't given the family any trouble whatsoever.

The big Deere handled most of the farm's ploughing, triple pressing and power harrowing for several seasons. Today, this very fine example of what has become a sought-after model has become surplus to requirements and is now up for sale (see 'Selling a 55 Series' panel).

Ask Charles to name his favourite tractor and he has no hesitation in selecting the 1990 John Deere 4955 that the family bought back in 2006. The impressive 4955 model was John Deere's first 200hp row-crop model and also the company's most powerful conventional rigid-chassis tractor at the time of its launch in 1989.

Built at the Waterloo facility in Iowa, USA, this 228hp former range-topper had a 7.6-litre turbocharged six-cylinder engine, a 15F/4R full-

Top: This 1985 John Deere 3640 is another tractor that has been with the Hibberts from new, clocking 12,000 hours in the process. It is still in regular use on their Derbyshire farm.

Above: Charles Hibbert driving the 1967 John Deere 5020 that was imported into the UK 15 years ago by an employee of John Deere Limited at Langar. Charles has treated it to a cosmetic refurb.

powershift transmission, mechanical front-wheel drive and the highly acclaimed SoundGard cab. It had the power to comfortably cope with a six- or seven-furrow furrow plough or a 6m power harrow.

The Hibberts' formidable John Deere 4955, now with 8200 hours under its belt, is still used for ploughing and heavy cultivation work, one of its tasks being to pull a set of heavy-duty Simba discs. In 2013, Charles decided to brighten up his favourite tractor's appearance by treating it to a repaint. Looking at it today as it stands gleaming in the sunshine, it's hard to believe this big Deere is more than 30 years old.

As our multi-generational march through John Deere's timeline continues, the next tractor on our list is the Hibbert family's John Deere 7710. This one-owner machine, purchased new in 1999, is affectionately known to all family members as 'Dad's tractor', as it's still driven by Douglas on a regular basis.

The 7710 was one of the three John Deere 7010 Series models that replaced the 7000 Series in 1996. Built at Waterloo in Iowa, the 7010 Series consisted of the 7610, 7710 and 7810, these basically being improved versions of the full-frame 7600, 7700 and 7800 models introduced in 1992.

Whilst the new 7010 Series models looked very

The Hibbert fleet

Model	Year	Hours
John Deere 5020	1967	n/a
John Deere 2120	1972	n/a
John Deere 3130	1974	n/a
John Deere 2140	1980	16,000
John Deere 3640	1985	12,500
John Deere 4955	1990	8200
John Deere 4455	1993	6100
John Deere 7710	1999	6600
JCB Fastrac 2135	2002	n/a
John Deere 7730	2009	2900
John Deere 6210R	2013	2900
John Deere 6195R	2019	4000



similar to their predecessors on the surface, with the exception of some subtle changes and new bonnet decals, the big news under the bonnet was the introduction of a new 8.1-litre (494cu. in.) six-cylinder turbocharged John Deere 6081 engine as a replacement for the 7.6-litre unit used in the previous 7000 Series.

The John Deere 7710 (155hp) is basically a de-tuned version of the John 7810 (175hp). Equipped as standard with 38in wheels (the 7810 was mounted on 42in wheels), the 7710 was otherwise virtually identical to its more powerful sibling.

"Our John Deere 7710 is mostly now used for power harrowing and hauling a grain trailer," reports George. "It is a PowrQuad version with a four-speed semi-powershift gearbox and a right-hand forward-reverse shuttle. Unfortunately, it doesn't have the optional front axle suspension (TLS).

"One of the things we've noticed in recent years is that the brakes always had a short delay when you pressed the brake pedal," he adds. "After several attempts at trying to resolve this, we finally discovered the brake proportioning valve required a new spring. Now the brakes work perfectly."

Talking to the Hibberts about their tractor history, it turns out that one of the most notable machines to have tilled the ground at Quarndon in the past 20 years was not actually one of their beloved green machines, but a bright white equal-wheel 1980 Case 4690,

"We acquired this tractor in 2000," says Charles.

Right: The Hibberts are not afraid to move with the times. Their main modern tractors, a John Deere 6210R (2013) and a 6195R (2019), have done 2900 and 4000 hours respectively.

"We then used it for about seven years to pull a subsoiler. It was like driving a tank, but it pulled like a train. We eventually sold it, and even made a profit."

Getting back to business, the 7710 is not the only John Deere on the farm with the fabled '77' nomenclature. The Hibberts also own a John Deere 7730 (190hp). Arriving on the farm in 2009 as the replacement for a John Deere 4240S, this mint 2900-hour machine does the drilling with a 4m Vaderstad Rapid. It is equipped with the AutoPowr CVT transmission.

"The 7730 is my Dad's tractor," says George. "It's not actually what it says on the bonnet – in standard form it was underpowered, so we had it uprated to 7930 (220hp) specification by a diesel engine specialist."

Above: The Hibbert family's 2009 John Deere 7730 has been upgraded to 7930 spec (220hp). It is primarily used by Julian Hibbert on the farm's 4m Vaderstad drill. The 2009 minter has done a modest 2900 hours.

We started this look at the Hibbert fleet by talking about their first John Deere tractor. As previously mentioned, the 3130 they purchased in 1977 is now long gone, but it has since been replaced by an early example of this model which Charles sourced from France, via eBay, several years ago.

When it arrived at Quarndon the lowly 3130 had a dishevelled Fritzmeier cab and a non-running engine. The latter was subsequently rebuilt, along with the Hi-Lo splitter, while the PTO also received a repair. The 1974-built tractor was then restored to open-station specification using US-spec flat-top





Selling a 55 Series



AFTER MUCH DELIBERATION, the Hibbert family have decided to sell their 1993 John Deere 4455. In recent years, apart from some rolling, this tractor has done very little work and consequently it has become surplus to requirements.

Cognisant of the fact that the unused tractor will deteriorate, the family have also decided that their John Deere 4455 will be better off with a new owner, someone who will hopefully be able to give it some work to help keep its internals well-lubricated. The tractor, registration number K245 OVL, is believed to have been supplied new by Brian Parker (Agriculture) Ltd, possibly from its Market Rasen depot in Lincolnshire. Certainly, this was one of the nearest dealers to the DVLA office at Lincoln that issued its registration number in August 1992.

The 4455 model is powered by a John Deere 6466T (7.6-litre) six-cylinder engine with a rated output of 160hp at 2200rpm and a maximum torque figure of 690Nm at a leisurely 1200rpm. The power is taken out by a full powershift 15F/4R transmission with a top speed of 30kph. Inside the SG2 cab, the OEM seat and cab cladding are in very good condition, and the only item that's missing is the rear window pad behind the seat.

This tractor, like all 55 Series models, has a digital dashboard, which in this case is functioning perfectly. Externally, this tractor is in exceptional condition. It is currently equipped with 42in wheels from a John Deere 7000 Series, but the original OEM wheels will come with the tractor, as will the OEM front weights. During its 19-year/3300-hour stay with the Hibberts, aside from scheduled servicing, all this tractor has required has been a new water pump and a service for its air-conditioning system.

The 7.6-litre engine fires up instantly and as you push the powershift lever through the gate, everything feels exactly as you would expect from one these American Deeres. It is all just so reassuringly tight for its hours, which at 6100 are well-below average for this tractor's age.

This John Deere 4455 is truly a gem and one of the finest examples **CLASSIC TRACTOR** has encountered for some time. If you have been looking for a very original US-built John Deere 55 Series model in exceptional condition, then this one is definitely worth a close look. If you are interested, give George Hibbert a call on 07854 125375.

Factsheet

Model	John Deere 4455
Year	1993
Power	160hp
Hours	6100
Price	£30,000



Left: The end of an era. The sight of two John Deere 55 Series models from the early 1990s, parked side-by-side in a British farmyard, is not seen too often these days.



Above: This 1993 John Deere 4455 was originally purchased as a cultivations tractor in 2002. It is now surplus to requirements and is being offered for sale.

fenders sourced through Nick Young Tractor Parts of Market Rasen, Lincs.

While some of the more pedantic John Deere aficionados among us might wonder why Charles chose to ditch the 3130's period Fritzmeier cab, it doesn't detract from what is undoubtedly a fine example of this popular model, one that looks and drives as well as it would have done back when it was new, almost 50 years ago.

Another gem that Charles has restored is a 1967 John Deere 5020. This tractor was reportedly imported 15 years ago by an employee of John Deere Limited at Langar. When Charles purchased his 5020 it had a damaged bonnet. Keen to rectify this issue, he stripped the tractor down, repainted it and returned it to as-new condition.

Charles also owns a 1972 John Deere 2120, which was not present at the time of our visit. This tractor spends most of the summer on a grass topper, tidying-up paddocks and verges.

The Hibbert fleet contains two modern John Deere 6R Series tractors, both of which fall into the 'main workhorse' category. The older of the pair, a 6210R from 2013, is gradually taking over the 4955's role as the farm's primary cultivation tractor, allowing the modern classic to take life a little easier. The youngest Deere on the farm, a 2019-registered 6195R with an AutoPowr CVT transmission, replaced a 2017 John Deere 7430 that had clocked 8100 hours.

The opportunity to visit the Hibbert family and admire their impressive collection of tractors for several hours was a much-needed tonic after the recent lockdown. To see such a fine selection of working tractors which have been serviced and maintained to such a high standard is always a treat.

The Hibbert family's impressive fleet not only reflects their allegiance to John Deere and the pride in what they do, it is also a very good investment. It is becoming increasingly common to see depreciation-busting modern classics being used alongside younger models. And if that means we get to see more fleets like this, then that can only be a good thing.



A LONG WAY TOGETHER



V-FLEXA

No matter how challenging your needs, V-FLEXA is your best ally for agricultural trailers, tankers and spreaders. This latest-generation product features VF technology, which enables the transport of heavy loads both in the fields and on the road at lower inflation pressure. V-FLEXA is a steel-belted tyre with a reinforced bead that provides durability, excellent self-cleaning properties and low rolling resistance even at high speeds.

V-FLEXA is BKT's response for field and road transport with very heavy loads avoiding soil compaction.



IMPORTER FOR THE UK



Tel: +44 0151 728 4171

bkt_enquiries@kirkbytyres.co.uk

www.kirkbytyres.co.uk



GROWING TOGETHER



bkt-tires.com

CREATING A SPECTACLE

When members of the Suffolk Bunch, our group of East Anglian-based modern classic machinery enthusiasts, came together to prepare and drill a field of spring linseed back in late April, the result was nothing short of spectacular. Group member Chris Lockwood was on hand to capture the action.

THE SIGHT AND SOUND of six classics working together in the same field with some of the largest period implements of the time has to be one of the Suffolk Bunch's highlights of this year. It wasn't just the classics themselves that were impressive, it was also the period implements behind them, namely four huge power harrows, a massive 12m drill and a wide set of rolls, that made this event very special.

The result of this get-together was the establishment of a 90-acre (36ha) field of spring linseed in little more than an afternoon. The completion of the field was to be the final act in host farmer Angus Hamilton's spring drilling campaign.

Even the 'concept' for this working day was a blast from the past. Thanks to increased efficiency and a reduction in labour, especially on cereal-growing units, the sight of multiple tractors working together in the same field is now a relatively unusual phenomenon.

Four Lely power harrows were being used to create the seedbed. There were three 6m versions working behind Angus Hamilton's John Deere 4755



Above: Suffolk Bunch members and their helpers, from left, Jon Haynes, Angus Hamilton, Jonathan Tunmore, Freddie Steward, Rory Poacher and Dave Williams.

and 4955 and a Ford TW-35 Force II kindly loaned by Matthew Haylock, along with a huge 8m version hitched to Jon Haynes' John Deere 4955. Jonathan Tunmore's Mercedes-Benz MB-trac 1100 and 800 undertook drilling and rolling duties respectively using a gigantic 12m-wide Horsch PD12 drill and a set of Opico He-Va rolls.

The plan was to recreate a scene which would have plausibly taken place in the mid-1990s, with much of the machinery present dating from the preceding decade. Obviously, it would have been unusual to see four super-wide power harrows working together and although it's possible that some of the largest estates may have been able to field a similar set-up we couldn't help but wonder if this was the first time a combined 26m of Lely power harrow capacity had been unleashed.

"We asked ourselves how we could follow the articulated tractor ploughing day that took place

back in 2019," explains Angus. "We had planned to do something like this, but two prolonged wet autumns meant we never had a chance. As it happened, this gave us more time to get the pieces of equipment together and prepare them properly, and the pieces of the jigsaw then fell into place. I already had a 6m Lely power harrow, and by the time we were ready Jon had a 6m one as well as an 8m. We were also able to borrow another 6m Lely, and I would like to thank Nick Saunders for kindly allowing us to use his machine.

"Drilling the spring linseed seemed like the perfect time to attempt our recreation of a large-scale drilling scene, as we hoped we might have some decent weather and the drill's Suffolk coulters wouldn't have to place the seed to a great depth," he continues.

The dust flies as the Suffolk Bunch get to work cultivating, drilling and rolling a crop of spring linseed. The armada comprised a pair of John Deere 4955s, a John Deere 4755, a Ford TW-35 Force II and an MB-trac 1100 and 800.



Below: Thorough preparations were carried out during the preceding days to ensure all the machinery was ready to go. Here, host farmer Angus Hamilton and Jon Haynes prepare one of the 6m Lely Roterra power harrows.



With a plan in place and the weather forecast favourable, Suffolk Bunch members came together to prepare the implements in readiness for what promised to be a memorable spectacle.

"We went through all of the machines and checked everything beforehand," says Angus. "We put quite a bit of thought into what tractors went on which machines to try and create something that was in-keeping with the mid-1990s. This even applied to the little things. For example, just before we got started we removed a modern weight block from the John Deere 4755 and fitted individual wafers which were more in-keeping."

With tractors with a combined 1000hp in attendance, it was always going to be an impressive sight when the action got underway. With an average forward speed of around 7.5kph and quick sweeping headland turns, the four power harrows were completing a round of the 750 metre-long field every 12 minutes and covering 31 acres/hour (12.5ha/hour). With something like this unlikely to happen again in a hurry it was important to capture the action for posterity and so it was filmed for a future DVD production by Anglian Agri Media.

"It all went very well," comments Angus. "The weather conditions for the day were absolutely perfect,



A staggering 26m of classic Lely Roterra power harrow capacity was brought to bear for the Suffolk Bunch spectacle. There were three 6m machines and a single 8m.

with sun and just a little breeze. We had springtined the field back when the beans were drilled in the hope of creating a flush of weeds, but unfortunately due to the dry spring this didn't happen. It did make it easier work for the power harrows, which made a very nice seedbed to drill into, and the drill did a fantastic job really. The work rate was phenomenal; it was quite a cost-effective way to cover a lot of ground in a hurry!"

Group member Jonathan Tunmore was impressed by the performance of the borrowed Ford TW-35 Force II. "The TW was something different," he notes. "We were very lucky to have it on loan from Matthew Haylock, and we appreciate that he allowed us to use it during the day. We did the basics like changing the oil and filters, blowing out the rads and air cleaners, and checking over as much as we could, and it went straight to work without any issues, which considering it was an unknown tractor to both him and us was good going.

"Despite not being a Ford person, I was quite taken by the TW; it was really quite nice and made a very satisfying whistle from the intercooler."

After all of the preparation, Angus said it was nice to see everything finally working in the field together.

"The sight of all of the Lely Roterras running together was something I'll remember for a very long time," he says. "I think having the tramlines marked out helped, so you could see where to run. I thought the headland turns with all of the power harrows were going to be an absolute nightmare and that we would need a training session, but it wasn't at all.

We all quickly got the hang of it and it seemed to work.

"It was also nice to see the two MB-tracs together," adds Angus. "When we stopped halfway across the field and got out to take some photos it was really something looking back at all the machinery. We had previously set Jonathan the challenge of keeping up with the power harrows with the drill, but I don't think he got caught up all day! It was a very enjoyable day and a good team effort. I would like to especially thank Freddie Steward and Rory Poacher for coming along and helping us, and I think they both enjoyed themselves."



With four tractors working in close proximity there was a concern that headland turns would be awkward, but they went off very smoothly, with each operator taking a wide curve into the next pass up the field.

Ready for the off. The six classics participating in the Suffolk Bunch's recreation of a large-scale drilling scene from the mid-1990s mustered over 1000hp between them.



John Deere 4755

SUFFOLK BUNCH MEMBER Dave Williams was driving Angus Hamilton's John Deere 4755 with a Lely Roterra 600-45H. This tractor may be familiar to a few people as it starred in Anglian Agri Media's Project 55 DVD back in 2017 (**CLASSIC TRACTOR** January 2018). This DVD followed the fortunes of a full set of John Deere 55 Series models.

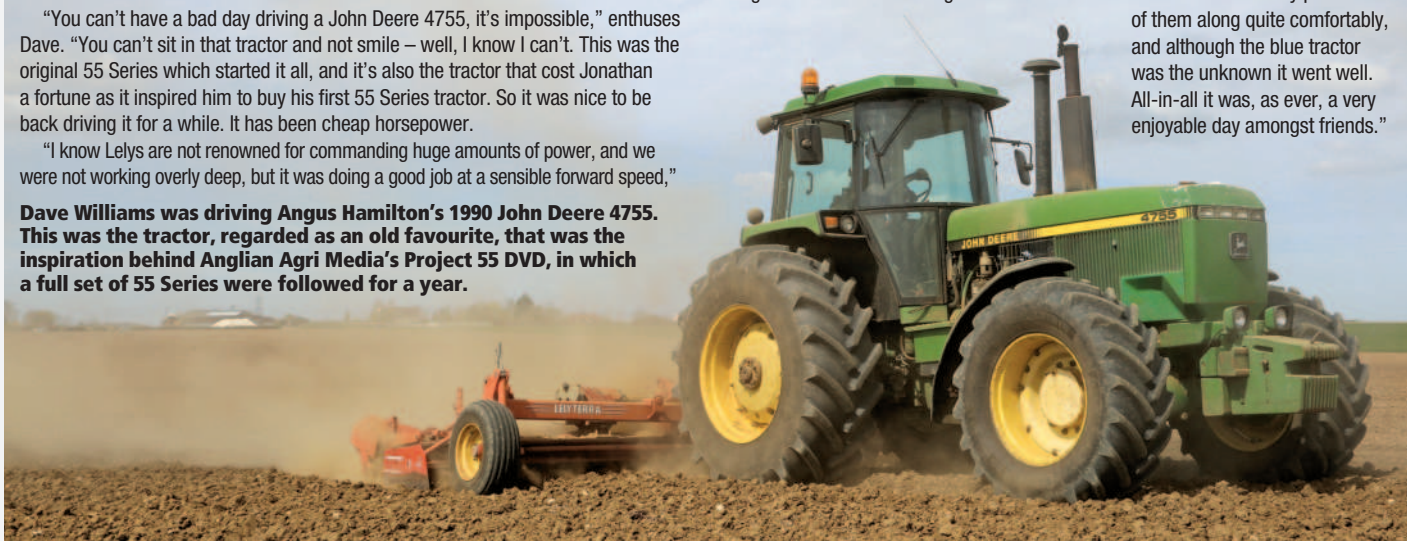
"You can't have a bad day driving a John Deere 4755, it's impossible," enthuses Dave. "You can't sit in that tractor and not smile – well, I know I can't. This was the original 55 Series which started it all, and it's also the tractor that cost Jonathan a fortune as it inspired him to buy his first 55 Series tractor. So it was nice to be back driving it for a while. It has been cheap horsepower."

"I know Lelys are not renowned for commanding huge amounts of power, and we were not working overly deep, but it was doing a good job at a sensible forward speed,"

Dave Williams was driving Angus Hamilton's 1990 John Deere 4755. This was the tractor, regarded as an old favourite, that was the inspiration behind Anglian Agri Media's Project 55 DVD, in which a full set of 55 Series were followed for a year.

he notes. "Because this was a staged day, it was always going to be impressive: you just can't put four power harrows in a big field and not be blown away."

"Jon's 4955 on the 8m Lely and the Ford TW-35 with the 6m Lely were setting the pace," adds Dave. "I do think the power harrow on the TW-35 had a faster set of gears in as it was making more dust than the others. I could certainly push both of them along quite comfortably, and although the blue tractor was the unknown it went well. All-in-all it was, as ever, a very enjoyable day amongst friends."



John Deere 4955

ANGUS HAMILTON'S JOHN DEERE 4955 was being driven on the day by Freddie Steward and it was being used with Jon Haynes's 6m Lely Roterra 600-55H power harrow.

"I thought the 4955 performed well," says Angus. "Obviously it still needs a gasket replacing on the intercooler, which I've got, but still need to do, so she's currently a little down on power. Taking this into account, the 4955 still performed equally as well as the TW-35 and 4755. It handled the power harrow well and looked very smart on its dual wheels."

Although Lely had been producing a 6m Roterra power harrow since the mid-1970s, all three of the machines used by Suffolk Bunch members during their working day were 5 Series machines dating from the mid-1990s. These featured

Host farmer Angus Hamilton's 1991 John Deere 4955, fitted with dual rear wheels as usual, was being driven during the day by Freddie Steward.

several improvements, including the 'tough trough' to house the gear drive system and uprated gearboxes. But the basic concept remained the same, with two 3m Lely Roterras each suspended by a pivot linkage onto a heavy-duty frame, with a support wheel at each side to aid depth control. The whole assembly conveniently folds hydraulically for transport.



It is very rare to see this many 6m and 8m Lely Roterra power harrows in one place. The four machines consisted of a rare end-tow 8m Roterra 800-52 and three hydraulically-folding 6m Roterra 600-45H and 600-55Hs models.



Ford TW-35 Force II

ANGUS OWNS A COUPLE of John Deeres, but he's a blue Ford man at heart. It was fitting, therefore, that he was piloting a 1987 Ford TW-35 Force II for the day. This ex-Lincolnshire area tractor, kindly loaned by used machinery dealer S. R. Haylock of Castle Camps, Cambridgeshire, was fitted with Stocks rear dual wheels and matched to a 6m Lely Roterra 600-45H. The big blue Ford is currently for sale and comes with a Ransomes front linkage.

"It was very kind of Matthew Haylock to find me a lovely classic Ford for the day," says Angus. "It was good of him to loan it to us, and it was nice to be able to compare the Ford against the John Deeres, especially as some other members of the group are very much Deere enthusiasts. It was good to break up the sea of green and it was pleasing to see the big Ford matching the performance of the Deeres. I enjoyed looking down that long blue bonnet and the blast of black smoke you got out of the exhaust when you open the throttle was also nice!

"I have fond memories of my good friend and neighbour James Forrest using a B-registered TW-35 back in the

day as his main ploughing tractor," he continues. "We never had a TW ourselves, mainly because the Forests had trouble with theirs, so it was good to be able to spend some time on one. Power-wise it seemed to perform well, although obviously an 8830 would have been a more like-for-like comparison against the powershift John Deeres. The sheer styling and look of a TW is really good; I would even go as far as to say it's epic."

The presence of a 1987 Ford TW-35 Force II, kindly loaned by machinery dealer S. R. Haylock and driven by Angus Hamilton during the day, ensured the three big Deeres didn't have it all their own way.



John Deere 4955

JON HAYNES fielded the largest power harrow of the day, matching his huge 8m wide Lely Roterra 800-52 with his John Deere 4955. The tractor, another former star of Anglian Agri Media's Project 55 DVD, dates from September 1993, making it the youngest of the four prime movers taking part in the working day.

"This was my first opportunity to try out the Lely," explains Jon. "I bought it a couple of years ago and had to do some work on it to get it going, namely replacing some gears in one of the troughs. I did try it on about an acre of game cover last year but this was the first time I had used it in anger and for any length of time, and it went really well. I'm really pleased with how it went. I just need to replace a couple of tyres on the transport kit which are perished, but as they are the original Pneumants made in East Germany you could say they've done well."

Lely Import of St. Neots introduced the 8m version of the Lely Roterra power harrow in the UK in 1984. This mega cultivator consists of two 4m units independently mounted on a heavy-duty support frame, together with a central drive point and separate

gearboxes. Unlike the 6m versions of the Roterra, the 8m doesn't fold for transport and is fitted with an end-tow kit as standard. Jon's example, which dates from the early 1990s, is fitted with an aftermarket Flexi-Coil roller.

"My John Deere 4955 handled the big Roterra very well," he says. "It's a lovely tractor, but I was slightly worried about horsepower, as putting 228hp on an 8m power harrow is quite an ask. The harrow wasn't in very deep and if you go back a number of years it was perfectly normal to use 75hp tractor to drive a 3m power harrow, so it's proportional. She managed to keep up with the others and both the tractor and power harrow behaved themselves, so that was a relief."

Jon Haynes' 1993 John Deere 4955 was running on dual wheels on all four corners. At 228hp, it was the most powerful tractor in attendance, and also the youngest.





WORLD CLASS EQUIPMENT

DESERVES WORLD CLASS LUBRICATION



Centralisation systems

GROENEVELD LUBRICATION SOLUTIONS

In addition to its well-known automatic lubrication systems, Groeneveld supplies centralisation systems for the most diverse applications, for ex-factory assembly as well as for the aftermarket. Groeneveld's centralisation systems are characterised by unique corrosion resistant distribution blocks, sturdy secondary lines, professional assembly and a seamless integration into the application.



- ▶ Major time-saving compared to manual per point grease application
- ▶ Correct amount of grease delivery per grease point
- ▶ Improves operator safety by removing need to climb on or work in machine danger zones

Centralisation from £65 per point

Optional

The Groeneveld centralisation systems can easily be expanded with a pump, giving you a fully automated lubrication system.

- ▶ Closed system, insensitive to moisture, sand and dust
- ▶ Grease dosing and lubrication interval can be programmed accurately
- ▶ The grease is applied whilst the machine is in motion, this distributes the grease more effectively



Drilling and rolling

GERMAN CULTIVATOR AND DRILL manufacturer Horsch is a real powerhouse on the European farm machinery stage, but it was only a fledgling concern when it developed its impressive 12m PD12 pneumatic drill way back in 1982.

Company founder Michael Horsch originally started out producing machinery for his family's own farming business, trying out new ideas and practices often based on his experiences of visiting the USA in 1980. His first product, a precision drill for sowing maize under plastic, appeared in 1981, closely followed in 1982 by the Seed-Exactor, a rotavator-based one-pass drill for working straight into stubble. The PD12, using the same seed cart as the Seed-Exactor, appeared a few months later.

The drill was introduced to the UK market in May 1983 by Ferranti Engineering (Agricultural) Ltd of Great Sankey in Cheshire, which had already been successfully importing Accord products from Germany for a number of years. Marketed as the Horsch drill system, the PD12 was offered alongside smaller versions with 6m, 8m and 9m working widths. At the time, a 12m Horsch 96-coulter drill had a list price of £18,750.

The PD12 used a modular design consisting of a trailed 3200-litre seed cart with a PTO-driven fan blowing air to twin Accord DS-series metering and

Above and left: Jonathan's 110hp Mercedes-Benz MB-trac 1100 handled the huge 12m Horsch PD12 drill supremely well, romping along at 12kph with no bother.



distribution units. The Accord-type Suffolk coulters on a PD12 are mounted on a separate toolbar which is hitched to the trailed hopper using an Accord A-frame quick-hitch, allowing the seed cart to be used with other tools. The toolbar is raised and lowered into and out of work using the central linkage and a depth wheel mounted on each wing. For transport, the wings fold backwards hydraulically and the wheels are swivelled through 90 degrees.

The Horsch PD12, which could cover more than 50 acres between seed refills, found homes on some of the largest and most progressive farms in the country. However, the need for a clean, level and

well-prepared seedbed was to be its downfall as farming practices changed. Horsch UK estimate that over 20 of these drills were sold in the UK, quite an accomplishment for such a large implement at a time when 6m drills were still considered wide. The last Horsch PD model was supplied to a farm in Lincolnshire in 1997.

Suffolk Bunch group member Jonathan Tunmore purchased his Horsch PD12 drill from Thriplow Farms



With a perfect seedbed ready and waiting, Jonathan Tunmore pressed on with the task of drilling Angus Hamilton's spring linseed the 1980s way using his 1989 MB-trac 1100 and a huge 1984 12m Horsch PD12 drill.



Suffolk Bunch helper Rory Poacher was following the Horsch PD12 drill with Jonathan's MB-trac 800 and Angus's 12m Opico Vari-Flex rolls, the latter providing a good load for the little Merc.

of Cambridgeshire in September 2019 – see 'Original home of huge Horsch' panel. Considering that it must have covered tens of thousands of acres and hadn't been used for nearly 20 years it is testament to its previous owner's excellent maintenance that it was in generally good mechanical condition.

"Chris Lockwood saw the drill being advertised by David Walston of Thriplow Farms, and I decided it would be nice to save it," says Jonathan. "It was too long to fit on a low loader, so we split it and I collected the coulters frame on a Fendt 828 Vario, kindly loaned by Ben Larter, while Angus picked up the hopper using a low loader as we were worried about the metering system getting smashed to bits. It had been stored in an open-fronted shed and a lot of the pipework had degraded due to being exposed to sunlight, and pieces were various different colours which made it look a bit of a mis-mash. I just decided to re-pipe the whole thing, which obviously wasn't a cheap exercise, but it wasn't in horrendous condition and most of the coulters were fairly straight.

"We also fitted a new PTO shaft," he adds. "To

make it work correctly when unfolding/folding, you have to remember the position of the numerous hydraulic taps. I'm still looking for an operator's manual.

"Angus had come up with the good idea of using the Horsch to drill his linseed," explains Jonathan. "We had previously planned to use it on my John Deere 4455, partly in an attempt to recreate a scene that would have taken place when Thriplow Farms used it with their own 4255, but by the time we were actually able to use it this spring I had sold that tractor. It went on the back of my MB-trac 1100 instead, which actually went really well.

"It wasn't as though we had 2t of wheat in the hopper, and it was quite dry so there was very little soil resistance and it wasn't taxing for the 1100, which sounded absolutely immense working with the drill," he says.

"For such a massive drill the Horsch handles really well, and because the main axle is fairly central it behaves in much the same way as a Chafer Tramliner sprayer, wiggling its bum into line. We

were mindful that the Suffolk coulters need a well-prepared seedbed, but they penetrated the ground surprisingly well. One coulters is permanently blocked off for tramlining so you can't get out of sequence as long as you keep working up and down. We were running at 12kph and covering 12m with each pass, so you're obviously going to be boshing out some big areas. It was a bit of an epic moment and how could it not be enjoyable?"

To retain what little moisture there was remaining in the soil at the time, the Horsch outfit was being closely followed behind by helper Rory Poacher using Jonathan's MB-trac 800 and Angus's 12.2m Opico Vari-Flex rolls.

"It was lovely to see and hear the MB-trac 800 rolling up behind," notes Jonathan. "The pre-emerge marks left by the drill gave a good guide for Rory to follow, making it a straightforward job. I would like to say thank you again to Richard Abbott of Landquip sprayers for the use of the wide wheels (700mm Nokias) on the MB-trac 800. It really travelled a treat on them."



Original home of huge Horsch

THE HORSCH PD12 drill that now belongs to Suffolk Bunch group member Jonathan Tunmore was originally bought new in 1984 by Oliver Walston of Thriplow Farms Ltd in Cambridgeshire, who was farming over 2500 acres at the time. Arriving at Thriplow Farms in the autumn of 1984, the Horsch drill was used for the first time on 29 September to establish a crop of Brimstone winter wheat. It was initially pulled by the farm's year-old 115hp John Deere 4040S.

This was also the first time Thriplow Farms had handled seed in bulk. Drill filling was carried out by a Brimont trailer with a rear-mounted auger, pulled behind a ubiquitous Ford 6600.

The Horsch PD12 served as Thriplow Farms' main drill for the next 16 years. During the late 1980s it was usually used with a 132hp John Deere 4240S and was even yoked behind a 165hp Schlüter Super

E7800TV at least once. During the 1990s it was used with an H-registered 144hp John Deere 4255, usually fitted with Opico rear dual wheels and more latterly all-round duals. It was replaced in autumn 2000 with a new Simba Horsch C06 tine drill with band-seeding coulters, which was itself replaced by an 8m version the following year, pulled by a 270hp Claas Challenger 55 crawler. The new machinery was purchased as part of a shift from a plough-based cultivations system towards minimal tillage which was quite typical of the changes taking place on large arable farms at the time.

ACKNOWLEDGEMENTS

With thanks to David Walston of Thriplow Farms for providing background information and archive photos on his family's former Horsch PD12 drill.



Jonathan's Horsch PD12 drill was bought new by Oliver Walston of Thriplow Farms in Cambridgeshire in 1984. Here it is drilling its first field on 29 September of that year. Photo: The Walston family.



The Horsch PD12 drilling Mercia winter wheat around 1990, now with a slightly larger John Deere 4240S providing the motive power. Photo: The Walston family.



Drilling peas in March 1988, with a rare Schlüter Super E7800TV on the Horsch PD12. Photo: The Walston family.



Thriplow Farms used its Horsch PD12 drill until the year 2000, by which time it was being drawn by this 1990 John Deere 4255. Photo: The Walston family.

Little or No Electronics

ArmaTrac, 'best value for money tractor in the market today!' Back to basics with little or no electronics – with a tried and tested driveline.

What you see is what you get – no hidden extras!

- 113 HP Deutz engine
- ZF Axles
- ZF transmission
- Hydraulic trailer brakes and Air
- 4 speed PTO
- Cab Suspension
- Hydraulic top link
- Full set of weights
- Air condition and radio

Immediate delivery available – all ArmaTrac come with a 2 year bumper to bumper warranty – giving you that peace of mind! Why buy second hand?

ARMATRAC UK & IRELAND DISTRIBUTOR

Units 2, Poplars Farm, Forshaw Heath Road,
Earlswood, Solihull, B94 5JX - Tel: 0121 740 0194
Email: info@armatrac-uk.com - www.armatrac-uk.com

[f](#) /ArmaTrac [t](#) /ArmaTrac [in](#) /company/armatrac



ArmaTrac®

CLASSY CRYSTAL

After spending 1300 hours returning his 1976 Zetor Crystal 12011 to showroom condition, Mark Tynan could have been forgiven for wrapping it in cotton wool. That was never part of his plan, as Eoghan Daly discovered when he went to see the Crystal and its proud owner recreating a silage-making scene from the 1970s.

BORN INTO A FAMILY that has been involved with Zetors since 1978, it's not surprising that Mark Tynan is such an avid fan of the Czech brand. Mark, from Monard in Co. Tipperary, grew up with Zetors and worked on them at the family machinery dealership established by his grandfather.

His appreciation of these rugged workhorses has steadily grown over the years and in 2020 it culminated in him starting and completing the rebuild of a two-wheel drive 1976 Zetor Crystal 12011, one of the less-commonly seen models from the range.

Mark has had several Zetors through his hands over the years and he's owned his current Crystal 12011 since 2008. However, it was the Covid-19 lockdown of 2020 that provided him with the catalyst and opportunity to crack on with his long-planned overhaul of his Crystal.

Despite being very common in Ireland at one time, the number of Zetor Crystals has declined in recent years due to the brisk export trade for these models. The increasing scarcity of Crystals was another of the factors that encouraged Mark to spend the time and money on returning his 12011 to its former glory.

"I have owned several Zetors over the years, and even though they were all great tractors in their own right, I just didn't have the desire to restore something like a Crystal 8011, since it was one of the more common models and you tend to see quite a few that have been refurbished," he

explains. "I wanted something different, and that was a Zetor Crystal 12011. There was a small difference in price between the four-wheel drive 12045 version and the two-wheel drive 12011, which makes the 12011 much rarer in Ireland, and therefore more appealing to me from a restoration point of view."

The Crystal 12011 that Mark now owns is one of the few examples remaining in Ireland, and if he had not stepped in and saved it from export in 2008, it too would be long-gone.

"When I got my 12011 it was still in reasonable condition, so I gave it some light use for a while, as well as doing a few charity road runs, before parking it up awaiting restoration," he says. "Once the Covid lockdown began in spring 2020, I thought it was now or never so I decided to start a full nut-and-bolt refurbishment of the tractor. From then on, any spare time was spent on the restoration. With help from my father, Seamus, and good friend Martin Ryan, we put in 1300 hours of work over nine months."

While awaiting restoration, Mark's tractor did deteriorate a little, not that you would ever know now, such has been the meticulous approach to its rebuild, with no shortcuts taken or compromises on quality and authenticity. Mark's own bank of knowledge of Zetor tractors was supplemented by his

Left: The main men involved with the rebuild, from right: Mark Tynan, the third generation of his family to be involved with Zetors; family friend Martin Ryan, who fabricated the distinctive single steps, and Mark's father Seamus, who helped with the project.



Above: Mark Tynan's newly-refurbished Zetor Crystal 12011 working with his Taarup double-chop forager and rebuilt Abbey silage trailer in Co. Tipperary. It is moments like these that made the tractor's 1300-hour rebuild worthwhile, says Mark.

uncle, Noel Hayes, of Hayes Agri, the farm machinery business started by Mark's grandfather, James Hayes. It was always the aim to use original parts where possible, which often led to difficulties in sourcing certain replacement items to keep the big Crystal as close to original specification as possible.

"Once I started to restore the 12011, it was always my intention to do a complete job on it, and not just give it a lick of paint," notes Mark. "I was also determined to keep everything original, or as near to it as possible, although a few small things proved difficult to source, forcing me to accept alternatives, as otherwise the process would have dragged on forever."

The attention to detail was set at a high level and the fact that everything was conducted in-house added to the enormity of the task. However, the standard of the finish achieved, both mechanically and cosmetically, is a credit to the skills of those involved in the overhaul.

This Crystal 12011 was built in 1976, as confirmed by the presence of '6 76' numbers on the engine, and after initially working near Tralee, it then joined a contractor in Co. Kerry. Part of its work for this contractor involved forage harvesting as well as a considerable amount of lime spreading, the latter task causing detrimental corrosion to the cab. Fortunately, when Mark purchased the tractor in 2008, a replacement cab from a Crystal 8045 was included in the deal, giving him something structurally sound to work with once the original unit had been removed.

Priority was given to the engine, gearbox, back end, and rear and front axles. Fortunately, all the parts that were needed for these areas were sourced from the existing stock held by the family's Hayes Agri dealership.

Before the work began, the engine was thought to be in relatively good condition, but this turned out not to be the case, as it was soon found that the

Right: Power in the Zetor Crystal 12011 comes from a 120hp 6.8-litre six-cylinder Zetor engine. This one had to be rebuilt after a liner became dislodged, allowing coolant into the oil. The engine is stamped '6-76', inset, confirming 1976 as the year of manufacture. New bonnet decals came from Zetor specialist Barlows Agri.

Right: A replacement bonnet and mudguards were sourced from Ted White at Whites Garage, Co. Limerick. The front headlight mountings initially proved difficult to source, and 3D printing was considered before originals were finally found.

Below right: Back in the mid-1970s, the Crystal cab offered a very respectable and particularly spacious level of accommodation, much better than many rivals.

Below: A first generation Zetor Crystal 12011, circa 1974-1978, on display at a machinery show in East Europe in the mid-1970s.



First generation 12011



THE ZETOR CRYSTAL 12011 was introduced in 1974. Tractors like Mark's first-generation 1976-built example differs in a number of ways to the later upgraded 12011 models that followed in 1978. In addition to replacing the early single step with a double step unit, the upgraded tractors also had different filtration. The early models had only one spin-on filter, with all the rest being washable filters, even for the engine oil. Following the upgrade, replacement filters were adopted for other areas, such as the hydraulics.

Past Zetor agency



Above: Mark Tynan's refurbished 1985 Peugeot 305 service van is just like the one that was once used by his family's machinery dealership.

MARK'S FAMILY first became involved with Zetor when his grandfather, James Hayes, a dealer from Ballagh, near Cashel, Co. Tipperary, took on the agency in 1978. Over the next nine years, James, trading as James Hayes Machinery, succeeded in turning the area into something of a stronghold for the Czech brand.

The business had previously been a Universal dealer, and the two East European brands were sold in tandem for a number of years, with the affordability, availability and simplicity of Zetor helping James Hayes Machinery to achieve some respectable sales volumes. Popular models from the Zetor range initially included the 6911 (65hp), although this was overtaken by the 7011 (70hp) following its subsequent introduction. Models from the Crystal range ranked next in sales volume for the Co. Tipperary-based dealership.

Zetor had a big presence in Ireland at the time. In 1983 the brand had 38 dealers in 32 counties, including five in Co. Tipperary. The value for money of the Zetor range was part of its appeal, but it was this same affordability and relative simplicity that was to prove detrimental to the brand's fortunes in the longer term, as the manufacturer failed to keep pace with developments in the industry. Even Zetor's most long-term customers began to look at other options.

This trend was recognised by James Hayes Machinery, which realised it needed to move on to another tractor brand, this decision also being influenced by the over-saturation of Zetor dealerships and often unrealistic sales targets set by the importer at the time. Consequently, the dealership took on the Same agency in 1987. Changes in management also occurred with founder James Hayes' three sons taking on the running of the operation. The business, now trading as Hayes Agri, is currently managed by James' son Noel. It remains a Same dealership and also represents a range of other manufacturers, including Krone, Major and Amazone.

There was to be a brief reunion with Zetor in 2003, when the Czech range was offered alongside Same. Although a number of new Zetors were sold, the narrowing of the price difference between the Czech models and those from Same resulted in most customers opting for the Italian machines. Hayes Agri, while no longer selling new Zetors, continues to provide parts and service for the many units that continue to serve the farming community in the local area.

In homage to his family's dealership, Mark has refurbished a 1985 Peugeot 305 service van. This vehicle is now sign-written with the original name of his family's dealership, James Hayes Machinery. Even though it is not an original vehicle from his grandfather's dealership, a similar one was used for aftersales support for some time, which inspired the refurbishment of this particular van.



Crystal's prolonged period of inactivity had been detrimental to its health. When the tractor was reawakened from its parking place in the corner of Mark's yard, ready to move to the workshop, things did not go well.

"When I had previously used my Zetor, the engine seemed perfect, and it was only while working on the front axle that I pulled out the dipstick and discovered that the oil had turned grey, indicating the presence of coolant," recalls Mark. "I think that on restarting the tractor, it may have been a little tight on a liner and pulled the seal, dumping all the coolant into the oil. This meant I now had to add a full engine rebuild to all the other jobs."

Making the grim discovery occurred at one of the more challenging times of the rebuild, while working on the front axle. Releasing the axle pivot pin was proving an unrelenting process, despite the use of a dedicated pulling tool designed for use on Zetors.

Above: The front axle was completely rebuilt, with the removal of the centre pin proving particularly awkward.

This left Mark with no alternative but to remove the tombstone and chassis rails in order to remove the difficult pin by more forceful means. The front axle received thrust bearings, steering arms and track rod ends as part of its overhaul, before attention turned to the engine. The 120hp six-pot at the heart of the 12011 received everything it needed to make it as-new again.

Then it was on to the clutch, which received a new release bearing and finger bolts before Mark set about eradicating an elusive oil leak from the rear of the tractor. A number of possible causes were investigated before the problem was finally

Below: Once back in full working order, the 1976 Zetor Crystal 12011 was put to work earlier in 2021 with a Taarup double-chop forage harvester and Abbey trailer.





Above: Cab access on first generation Zetor Crystal 12011s was via a single step. The original steps on Mark's Crystal had been replaced with a later two-step design, so he got his friend Michael Ryan to fabricate some new period-correct steps.

Above right: All the dashboard gauges were removed, cleaned, checked and re-fitted. The attention to detail is evident here.

Below: The current pristine condition of Mark's 1976 Zetor Crystal 12011 is a far cry from how it looked in early 2020. The period Abbey trailer has been fitted with new wooden silage slats so that Mark can participate in working events, once they are permitted again.

traced to the PTO speed selector, which allows the changes between 540rpm and 1000rpm operating speeds. To replace the seal, the PTO gears had to be removed, but access to do this job presented no difficulties.

"Although I had my tractor completely stripped

down, even in normal circumstances the Crystals are really easy to work on," notes Mark. "It's as if they were designed for ease of repair, as the PTO is so simple to work on. The hydraulic and steering pumps are easily accessed and can be quickly changed if there is a problem too."

With the mechanical side of the big Crystal completed, attention could now turn to the body panels, cab and electrics. Even though replacement parts for these areas were far more difficult to source, contacts with past links to Zetor produced some good results. Even parts said to be impossible to find were sourced after an intensive search, and the time spent obtaining the genuine parts was well worth it. The replacement items included mudguards and a bonnet from Ted White at Whites Garage, Tournafulla, Co. Limerick, while Mangan's Garage of Mount Melleray, Co. Waterford came up with a range of cab parts, a heater tap, seat cushions and other difficult-to-source items.

Above left: When acquired by Mark, this tractor had straight mudguard lights, but mounting holes in the mudguards indicated it had previously been fitted with the distinctive angled lights of a pre-1978 Crystal 12011. Mark sourced these hard-to-find originals from a private seller online. They have 'Made in Czechoslovakia' on the lens, indicating they were made prior to 1990.

Above right: All the lights, including the courtesy unit inside the cab, have been refurbished and are fully operational. They are controlled via this central module.

Below: The level of finish inside the cab is impressive. Replacement seat cushions and other cab parts were sourced from Mangan's Garage in Co. Waterford.

Despite Mark's dedication to keeping his tractor as original as possible, a few compromises had to be made to complete the work in the time available. These included the rear lights. The originals would have had a round profile but rectangular units had to be used instead.



Mark, right, and his friend Martin Ryan reflect on the Zetor Crystal 12011's performance during its first working outing since its 1300-hour rebuild. With Mark's 1985 Peugeot 305 van also in attendance, it's like the 1980s all over again.



Recreating the past

AFTER SPENDING SO MUCH TIME returning his Zetor Crystal 12011 to showroom condition, Mark Tynan could have been forgiven for wrapping it in cotton wool. But that was never part of the plan. After running-in the newly rebuilt engine on a dynamometer, the next outing for his reinvigorated Crystal was on a recently-acquired Taarup double-chop forage harvester.

The period perfect combination was put to work on a local zero-grazing dairy farm. The Crystal 12011, harvesting grass using both the side- and front-filling trailer methods, worked extremely well.

The scene was completed with a period Irish-made silage trailer. The trailer used for the 1970s re-enactment started life as a standard Abbey tipping model, to which has recently been added some slatted wooden silage sides, commensurate with the age of the tractor and forager. The trailer's steel work was finished in the same red colour as the Zetor.

A further period touch was the presence of Mark's distinctive burgundy-coloured 1985 Peugeot 305 service van. On the day it proved its practical worth by carrying tools to the field for adjustments to the forager.

The donor cab had been in storage since Mark purchased his Crystal 12011 back in 2008, and it had already been primed and painted to preserve its condition. Once the 12011 reached a state where it was ready for the cab, it was retrieved from storage and once a few issues had been resolved, it was fitted in place.

"There was a hole in the floor, through which loader controls had been fed when the cab was fitted to a Crystal 8045," says Mark. "New air vents at the knee windows also had to be made and, even though the cab had been primed and painted before storage, I decided to give it another complete respray for colour matching."

Mark's tractor didn't have its original steps

when he purchased it, and he felt it was important to have the period distinctive single-step type, in keeping with the early generation of Crystals to which this tractor belongs. Replacements seem to be impossible to purchase, so Mark's friend Michael Ryan fabricated some new ones, recreating the distinctive profile of the originals.

The tractor's electrics also needed attention, so Mark removed the entire wiring loom and dashboard assembly and laid it out on the workshop floor. He then went through it in detail to identify any problems. The loom was in poor condition and needed to be fully re-wrapped. In addition, the decision was taken to replace the original 24-volt starter and give the tractor and entirely 12-volt system.



Useful contacts

Engine, axle, clutch & brake parts:

Hayes Agri, Ballagh, Clonoulty, Co. Tipperary.

Tel: 00353 (0)504 42259.

Web: www.hayesagrimachinery.com

Cab parts, heater tap, seat cushions:

Mangan's Garage, Mount Melleray, Cappoquin, Co Waterford.

Tel: 00353 (0)58 54215.

Mudguards & bonnet:

Whites Garage, Tournafulla, Newcastle West, Co. Limerick.

Tel: 00353 (0)69 81101. Web: www.whitesgarage.ie

Fabrication (steps):

Martin Ryan Engineering, Co. Tipperary. Tel: 00353 (0)87 2273564.

Cab decals:

Machinery Decals, Adbaston, Staffs, ST20

ORD. Tel: 07966 394019. www.machinerydecals.co.uk

Authentic bonnet decals:

Barlows Agri Ltd, Yew Tree Works, Marton, Macclesfield, Cheshire, SK11 9HN.

Tel: 01625 422489. Web: www.barlowsagri.co.uk





CRYSTAL



CLEAR PERFORMANCE



 facebook.com/ZetorUK

 www.zetor.co.uk

 Zetor UK Ltd, Unit B5, Paragon Way, Coventry, CV7 9QS

 0800 6771414

 sales@zetor.co.uk



PRIMO
15-20HP



COMPAX
25-40HP



UTILIX
40-50HP



HORTUS
60-70HP



MAJOR
70-80HP



PROXIMA
80-120HP



FORTERRA
100-150HP



CRYSTAL
150-170HP

Tractor is Zetor. Since 1946.

Starling Agriculture Ltd

07960 588 948 • email george@starlingagriculture.com • Market Rasen, Lincolnshire

DUE TO COVID19 AND TO TRY AND KEEP EVERYONE SAFE ALL MACHINERY VIEWINGS ARE BY APPOINTMENT ONLY, WITH MACHINES BEING LEFT OUTSIDE YARD IN CARPARK AT THE ARRANGED TIME.



She's no Cheetah but she sure is a big CAT!
75E. '00. 8,250hrs. 340 hp (proper big horses!)
Linkage. PTO. Tracks are down but sound. **£24,750**



Hell of a Harvester! MF 665. A Reg. 12ft Header. No Straw Chopper.
Very original. **£10,000**



All dressed up and ready to go! NH T7040. '08.
8300hrs. 40kph. No Guidance. Manual Spools.
2 owners. **£28,750**



Mighty Fine Fergie! 6465. '06. 4780hrs. Dyna
6. Cab but no Axle Susp. **DUE IN**



IH 885XL. A Reg. 4470hrs. T/A only works in
Low. **plus VAT**



Only ever been used to collect dust and grain! Bailey 12T. '10. Air
Brakes. Sprung Draw. **£12,850**



Chieftain Low Loader. Air & Hyd
Brakes. Sprung Axles. Fixed
Drawbar. **£6,750**



Keltec Round Bale Chaser. '15.
Collects 10 of 4ft Round Bales
DUE IN



Want to be part of the Team? 12m
Team Sprayer with Honda driven
PTO. **£1,250**



Smart old Cart! Ideal for Shepherds
Hut. **£1750**

***** All offers in excess of asking prices considered *****



Claas little cutter! Disco 3050. '04.
3.05m Disc Mower. No Conditioner
£3,450



John Deere 331. '13. 3.1m Mower
Conditioner. Runs up well. **£5,950**



Get it mown with a Krone! R320CV
Easy Cut. '18. 3.2m Mower Conditioner.
Paint still on hats! **£10,950**



Samaz 1.65m drum Mower. Would
be ideal for an IH 885 if you can find
one for sale anywhere! **£750**



KV Taarup 2428 Disc Mower. '06.
2.8m. **£2,950**



Express yourself with this Simba
one pass! ST - Bar. '09. 3m.
Tidy. **£9,950**



Exceptionally Tidy - too good to
use! Maschio DMR4000. '12. Quick
Fit Tines. 35mm Packer. **£7,750**



Are you sitting comfortably? Then I'll
begin... Simba Solo 4.5m OSR drill.
'02. Leading discs 9 LD legs, DD rings,
twin disc opener coulters. **£12,500**



How about a Horsch? Terrano FG.
6m. Tidy. **£8,350**



When Ryan said he wanted to sell
his Rolls - I thought he ment his
car! Flexicoil 8m Rolls. 20" Plain
Rings. **£4,750**



Won't be the first time I've had a
Bandit in the Yard! Year 2003
£19,750



BB (Big Boys) 9090. '90.
47,700bales. Makes 120cm x 127cm
6 String Bale. **£27,950**



Choice of colour - so long as it's grey
and yellow! ELHO TR300
'Wufflers. Will deal with large swathes of
straw. Can be angled. **£7,350**



Want to tie the knot? This
machine knows how to do it!
MF 2160. '08. 86,000bales. Makes a
6 string 120 x 70 bale. Tidy. **£29,500**



Let's go round again! Vicon
RV4220. '11. Only 19,500bales.
Rotor Feed but not cutter. Variable
bale size up to 6'6". **£11,950**

For more fantastic machines please visit www.starlingagriculture.com

FORD ITEMS ARE REQUIRED

Ford fans are being asked to sort out their unwanted tractor spares and memorabilia for an online charity auction to be held in September to raise funds for research into two rare diseases. It is being organised by former Silsoe and McCormick test engineer James Bacon, pictured foreground, who was diagnosed with Motor Neurone Disease (MND) in 2018, his father, Alastair, seated on tractor, who is a well-known dealer and collector from Somerset, and a small team of friends.

The impetus for fund raising came when the four-year-old son of a friend of the family was diagnosed with Duchenne muscular dystrophy.

"I felt I needed to help raise awareness of these relatively unknown diseases," explains James, "and I also want to raise money for research so they can be better understood by doctors. MND, in

particular, seems to be becoming more prevalent in younger people, yet still very little is known about the disease."

After considering a number of tractor-related fund-raising ideas, James and his friends decided on a charity online tractor parts auction. Auctioneer Greenslade Taylor Hunt partner Tom Mellor said the idea is feasible and the firm is supporting the venture, as is **CLASSIC TRACTOR** columnist and Big Ford 6 Cylinder Tractor Register organiser Andrew Collier.

James and his father have initiated the 'Everyone has a PART to play - Charity Tractor PARTS Auction' by donating an original Ford 7810 Silver Jubilee brochure, a TW drawbar, Super-Q seat headrest, Q-cab rear spotlight assembly, 7000 exhaust, 7.50 x 16 front wheel rim and other Ford parts.

CLASSIC TRACTOR editor Rory Day, who is fully supportive of the fund-raising project, has donated a 1/16-scale model of a Ford 7000 by Universal Hobbies.

Parts that are being donated don't have to be sent to James or the auctioneer. Once the auction has ended, they can either be sent direct to the winning bidder by the person that has donated them or collection can be arranged.

You can keep up-to-date on the event's Facebook group page at <https://tinyurl.com/partsauction> or donate via: www.justgiving.com/fundraising/Part2play The contact e-mail is: part2play@hotmail.com



IH 3788 OWNER IS APPEALING FOR INFO

The new owner of an IH 3788 'Snoopy' that was originally imported to the UK by IHGB Ltd in the early 1980s, before heading out to The Netherlands, where it remained until recently being 'repatriated', is appealing for information about its past history in East Anglia, writes Sandy Cox.

The 200hp pivot-steer IH was recently acquired by Matthew Haylock, a machinery dealer and keen collector from Castle Camps on the Cambridgeshire/Essex border. It is one of only a handful of IH 3788 models sold new in the UK.

"We had a 'Snoopy' that we sold years ago and we've been looking for another one for a long time," explains Matthew. "When I saw a photo of this one on an auction site I spotted that it had UK-market indicators, while other

photographs showed it with the British registration of FVX 461Y, which is a local one from Essex."

Matthew's bid, based on the auctioneer's online video and photographs, won the day, and when the IH 3788 arrived in the UK its condition was better than expected.

"It is original and straight, and it starts and drives," notes Matthew. "It also still has the original 'Western' cab interior. The registration is still live on the DVLA system."

This tractor was first registered in August 1982, but it wasn't re-taxed the following year.

He is planning to lend the 'Snoopy' to **CLASSIC TRACTOR'S** Suffolk Bunch to see how it goes. In the meantime, if anyone has any information on this tractor and its past history, please contact the editor.

News briefs...



Big turnout on run

■ As Covid restrictions are eased, local events, including multiple tractor runs, are beginning to take place again. One of the biggest runs was in mid-Powys on 16 May, where 100 tractor owners turned out in support of Dolau school, which is facing closure by the local council. The number attending and taking part in the 28-mile run was more than organiser Benji Hardwick was expecting. The tractors ranged in age from vintage machines to modern 250hp units. Along the route, the tractors lined-up on a hilltop overlooking the scenic countryside for a drone photograph by Charlie Criddle. Raymond Rees's County 1174 won the prize for the tractor the judge, Welsh rugby star and farmer Dan Lydiate, pictured, would most like to take home.



Roadless 118 sold

■ There can't be many Roadless 118 models that have spent their entire lives on the same farm, but that's what Meredith Davies, an agricultural engineer from Llansawel in Carmarthenshire, has just managed to buy. He first caught sight of this highly original four-wheel drive machine, one of only 91 made by Roadless Traction, while attending to an electrical problem on an excavator on a Welsh farm. "I spotted the Roadless in the corner of a barn, covered in dust," he explains. "At first, I didn't realise what it was, but the owners, who had bought it new in 1977, explained what a rare tractor it was. When I returned to the farm a few days later to finish he repair, they offered to sell it to me." Meredith did a deal and on getting the barn-stored Roadless home he was delighted to discover that everything was running well.

News briefs...



Massey made mint

■ After spending 10 years parked in a barn, a 1984 Massey Ferguson 698 that has just undergone a full refurbishment has made a long-awaited and successful return to action, reports Sandy Cox. Thanks to the skills of owner Neil McCullough, a street furniture fabricator from Ballymena in Co. Antrim, this four-wheel drive MF is now one of the finest examples you could ever hope to see. This MF 698 was sold new by local MF dealer John McElderry, traded-in and then sold to the father of one of Neil's friends. It left quite an impression on Neil, who drove it as a teenager, and many years later, in 2019, he was able to buy the tractor. After getting it running, he used it during the 2020 silage season and on a slurry pump to bed in the mechanicals. It was refurbished over the past winter with help from David Stewart and Winston McConaghie.

THOMAS HAS A NEW HOME

It's the dream of every classic and vintage enthusiast to pull a rare tractor out of a shed where it has stood for 20 years, fit a battery, fire up the engine, have an offer accepted and take the tractor home.

That's a dream that has just come true for Northamptonshire farmer Andrew Hawtin, with his purchase in early June of a J. J. Thomas Ninety-Five-100, one of only 100 or so two-wheel drive six-cylinder Ford conversions built by John J. Thomas in the late 1970s and early 80s.

"I had always known of the existence of this tractor on a farm about 10 miles away from me, and I had asked the owner about it a few times some years ago, but he didn't want to sell it then," says Andrew. "I know other people asked about it too.

"I recently went back to the farm to buy some other items that were for sale, and thought I would just ask the question again," he continues. "To my surprise, the owner

agreed to sell the tractor. I think it has been on the farm from new and may even have been the owner's own Ford 5000 that was converted. It's unusual because it has a Dual Power transmission and a 'bubble' Q-cab.

"I know the cab was fitted to the tractor around 30 years ago, but don't know what was on it before that," adds Andrew. "It came off a Ford 600 Series model that was sold for export.

Apart from the missing radiator grille,

this tractor appears to be complete. Andrew's first task will be to wash off 20 years' accumulation of dirt. Providing everything is working, he intends to fit a front grille and then use the tractor in its current condition on his farm.

WE CUT HEDGES
NOT CORNERS!Strong Reliable
Machines - Strong
Reliable Support

NEW 800 SERIES

3 TELE MODELS:

HD860T: 6m REACH
HD870T: 7m REACH
HD880T: 8m REACH

2 VFRT MODELS:

HD865VFRT:
6.5m REACH
HD875VFRT:
7.5m REACH



400 Series - 5.0 to 5.7m



600 Series - 5.6 to 6.0m



700 Series - 6.0 to 6.2m

Shelbourne
REYNOLDS

SHELBOURNE.COM

T: 01359 250415

FORDS WITH SAME BIRTHDAYS MEET UP

By an amazing coincidence, a pair of Ford 6810s built at the Basildon factory on the same day in 1989 and with consecutive engine numbers, have come together again 33 years later in a dealer's yard in Devon, after spending their working lives in different countries.

While checking the serial numbers of the two-wheel drive and four-wheel drive 6810s in preparation for applying for UK registration plates, Steve Cowle of Rodney Cowle Machinery Ltd of Winkleigh was stunned by the date codes and engine numbers.

"The two-wheel drive 6810 was bought in Denmark and the four-wheel drive one was originally a UK-supplied tractor or cancelled order that ended up in Holland," he says. "It's amazing that they should both come here at the same time."

The unit code of 9H22B shows that both tractors came off the Basildon line on 22 August 1989 in the day shift. Both engines, with successive engine numbers of 205120 and 205121, were built the previous day. The rear axles were built on 16 August and the hydraulic lifts on 21 August. As the DVLA registration

application for both of them is being made at the same time, they are likely to have consecutive age-related H-registrations.

The 6000-hour two-wheel drive 6810 has been sold to a customer in Northern Ireland. The four-wheel drive tractor, with just under 7500 hours on the clock, is still on the market, so the duo will be separated again soon.



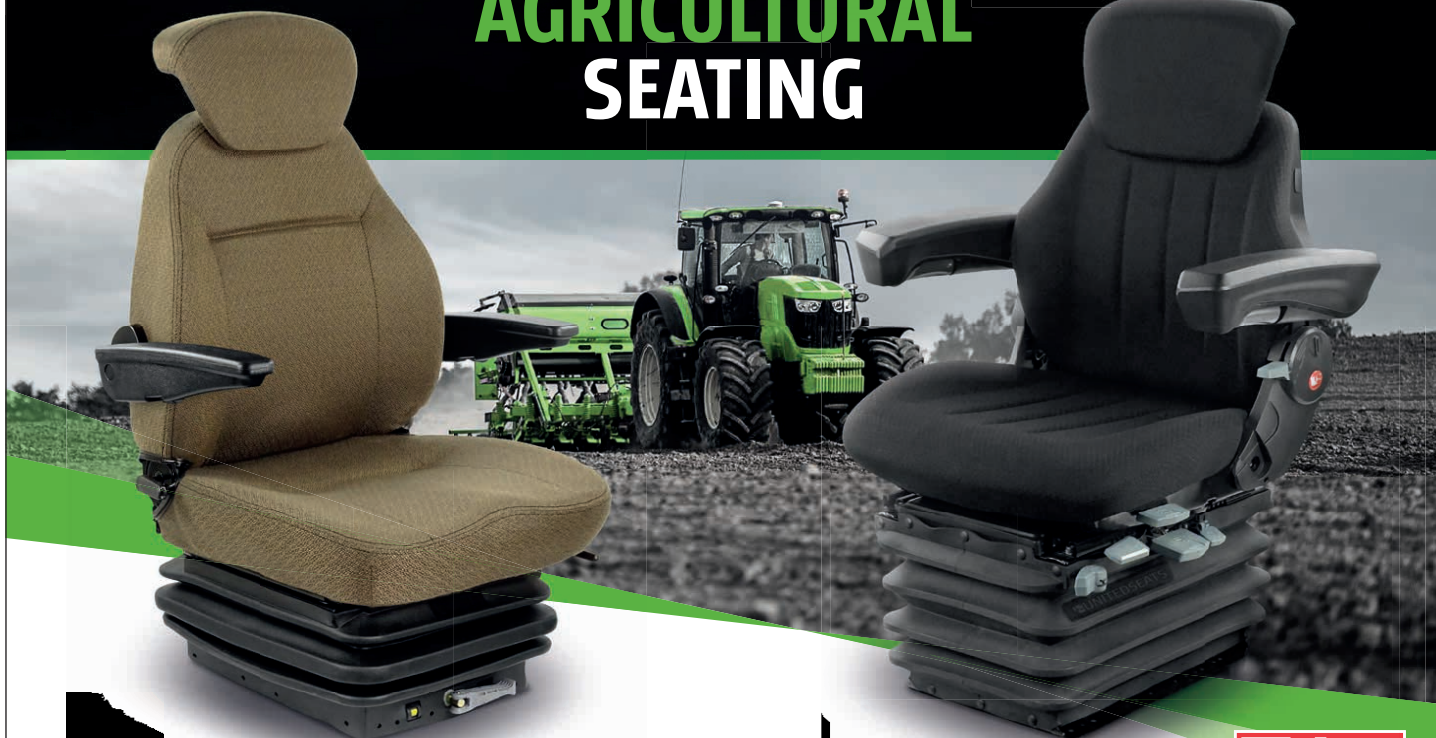
News briefs...



Change at Cheffins

■ Prominent farm machinery auctioneer Bill Pepper, who joined Cheffins' sales team in 1995 and later became a partner and head of the firm's machinery department, is leaving at the end of June to pursue other projects. Bill spent a year at Cheffins in 1987, prior to attending The Royal Agricultural College, and joined the company full time in August 1990 as an assistant chartered surveyor, before moving to the machinery department five years later. "I have had the most fantastic career at Cheffins, however, after being at the firm for my entire working life I have decided that now is the time for a new challenge," he says. The Cheffins monthly machinery sale will now be overseen by chairman Bill King and director Oliver Godfrey.

AGRICULTURAL SEATING



TREAT YOURSELF TO A NEW SEAT!

UnitedSeats have the answer for all makes of classic or modern tractor or telescopic handler

UNITEDSEATS.COM

Off road seating manufacturer



info@unitedseats.com or 01604 - 300014



SWINNERTON
MACHINERY LTD

Find o

01

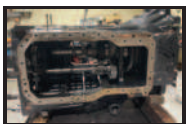
Worl

REPAIRING

JOHN DEERE TRANSMISSIONS

Auto-Power
Power-Quad
IVT
Direct-Drive
Full Power-Shift

NOW STOCKING
OVERHAULED TRANSMISSIONS



CNH T7/Puma Long Wheel Base
Auto-Command/CVX
Transmission Unit



Fendt Vario/Massey Dyna
VT ML200 Unit



Manitou PS6 Loadall
Transmission



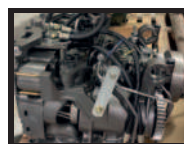
CNH T7/Puma Long Wheel Base
Power-Command/Full Power Shift



CNH T7/Puma Long Wheel
Base Auto-Command/CVX
Hydro Unit



Fendt Vario/Massey
Dyna VT ML 90 Unit



Fendt Vario/JCB
4000 series ML 180
Unit

Find out more information & speak with the Swinnerton team today:
01827 897711  www.swinnertonmachinery.co.uk
Workshop: Bentley Farm, Warton Lane, Warton, Tamworth, B79 0HD



NEED TO FINANCE YOUR REPAIR OR MACHINERY PURCHASE?

Offering a transparent and efficient service to our customers when arranging finance. Most importantly they offer a service that we can trust and make us aware of the application process to ensure a smooth sales delivery from our end.

TALK TO US: 01827 897711

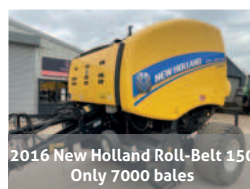
MACHINERY & EQUIPMENTSALES



TELEPHONE: 01827 897711



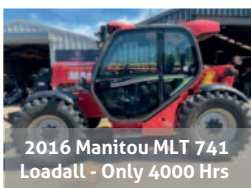
1986 Fiat Agri 60-90
Loader Tractor



2016 New Holland Roll-Belt 150
Only 7000 bales



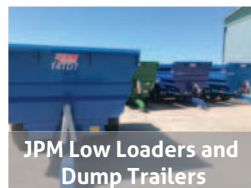
Strimech
Attachments



2016 Manitou MLT 741
Loadall - Only 4000 Hrs



2012 Kuhn FC 313 Lift Control
Mower Conditioner



JPM Low Loaders and
Dump Trailers



2008 New Holland FX FR
Kemper 440 8 Row



2000 Claas Lexion 430
3D Sieves 20ft



Simba Culti Press 80% Metal
Very good condition.

LETTERS

Have your say on classics and the contents of **CLASSIC TRACTOR**. Contributions from our readers are always very welcome.



E-MAIL:
editor@classictractormagazine.co.uk



WRITE TO:
Letters, **CLASSIC TRACTOR**,
Sundial Magazines,
Sundial House,
17 Wickham Road,
Beckenham, Kent,
BR3 5JS

MB-trac sales perspective

AS SOMEONE WHO used to sell Mercedes-Benz MB-tracs back in the day, I found Eoghan Daly's article on David Deasey's pair of working MB-tracs (CLASSIC TRACTOR June 2021 issue) very interesting. And as the owner of a John Deere 110 lawn tractor, I also enjoyed the coverage of classic ride-ons in the same issue.

When we were selling the MB-trac in the 1980s we didn't realise at the time how far ahead of the field it really was, with its front linkage and PTO, front suspension, air braking, two proper seats and 40kph top speed, all features that were almost derided by others whenever we took our machines to shows.

I had a cartoon on my office wall that depicted a salesman trying to sell a machine gun to a king who was fighting a battle with bows and arrows. The caption underneath is said: "I'm far too busy to see a salesman now, can't you see I'm fighting a war!". At the time, this seemed very apt as far as selling MB-tracs was concerned.

Then, just as MB-tracs were becoming more mainstream in the UK, Daimler in Germany lost interest and formed trac-technik with Deutz-Fahr, which was really the beginning of the end. I worked for Mercedes-Benz dealer Oldacre Services and the company that took it over, Mudie Bond. After Manns, we were the most successful MB-trac dealer in the UK.

I noticed that when former MB-trac product manager Henry Harvey reflected on his time with Mercedes-Benz in the mid-1980s (CLASSIC TRACTOR July & August 2020 issues), he didn't give Mudie-Bond a mention in his articles. That's not surprising: we sold a lot of demonstrator tractors outside of our own patch, so we were the bad boys of the network and always a thorn in his side!

I actually invented a form of 'headland management control' with one of the engineers. This consisted of an air ram on the throttle linkage and a flick switch. As you were turning at the headlands, you flicked the switch and this lowered the revs; then, as you turned back into the work, you flicked the switch again to return to the pre-set PTO revs. This is commonplace today, but it was far too complicated for most people back then!

This system was fitted to Mudie-Bond's X-Trac forward control self-propelled sprayer, of which about a dozen were produced. We extended the chassis forward, relocating the cab in front of the engine and then mounting a 3000-litre Cleanacres Airtac sprayer on the rear deck. A lot of work to only spray at 24m, but remembering that this was actually really wide at the time.

■ **Mike Yeats, Clanfield, Oxfordshire.**

DB service training

I FOUND THE 'DB OVERALLS' piece by David Brown in the Tractorfile section of the May 2021 edition most interesting, especially his observation on how dealer salesmen were afforded a week's visit to Monte Carlo for the launch of the David Brown 90 Series, whilst dealer servicemen had to make do with a mere trip to the company's service training school at Meltham.

Sadly, this is, and always has been, the norm in the trade at both manufacturing and dealer level, with loyal, long-serving servicemen never getting further than the manufacturer's service school, whilst recently employed so-called 'salesmen' get to visit exotic foreign locations!

That being said, the David Brown service school at Meltham Hall always bent over backwards to boost the morale of dealer service school attendees back in the day. Unlike some other manufacturers, David Brown did not charge for course attendance and even picked up the service attendees in the school minibus from their hotels and took them back in the evening.

Every course finished half an hour early each Tuesday evening when service school attendees and instructors retired upstairs to the bar in the Hall's social club for free drinks served by mine host, Ted Ryder.

Attendees were also given temporary membership to David Brown's social club for the week and could return on any evening, mix with factory workers and enjoy the club facilities.

Thursday afternoon was factory tour time, when the appropriate instructor would take the service school attendees around the engine and mainline assembly areas, while also making a pit stop at the factory shop, run by Marjorie Truman. Here, DB toys, tankards, overalls, etc., could be purchased at discounted prices.

Friday mid-day was home time, but not before a short factory statement thanking the attendees for all they were doing to keep David Brown ahead of the game. Sadly, with two weekly courses attended by an average of 10 people per course, it was not possible to hand out 20 pairs of free DB overalls each week, but nevertheless the company did more than most to show their appreciation of their dealer servicemen.

■ **Alan Kellett, Rookhope, Co. Durham.**

Leyland export deal

WHAT A GREAT AND WELCOME surprise it was to see my old Leyland and Marshall colleague Richmond Leason in the July 2021 issue of CLASSIC TRACTOR. His 'Reflections' story brought back many memories of those busy, hard-working but always enjoyable days of promoting Leyland and Marshall and it is good to see that his recollections, even after all these years, are still very clear, albeit with one exception.

Richmond referred to a large order of Leyland tractors that was supplied by our export sales division to Morocco. If I may, I would like to set the record straight on the background and outcome of this particular order.

Leyland and its Bathgate factory had an ongoing business arrangement with a company called Berliet Maroc which, in spite of the fact that it was part owned by Renault, imported Bathgate-built Leyland medium weight trucks in kit form for final assembly in a plant just on the Rabat side of Casablanca. Leyland's tractor sales director, Bob Turner, was never one to miss a business opportunity and he certainly saw one in the existing arrangement with Berliet. To cut a long story short Bob and his sales staff including, I think, Jim Taylor, eventually secured an order for 750 cab-less Leyland 272 models, all to normal export specifications, but with the addition of 16.9/14 x 30 rear tyres.

Standard export commercial and business arrangements required that payment, on a phased basis, would be covered by some form of export guarantee, quite likely in this case by what was known as a 'confirmed and irrevocable letter of credit'. This meant the seller/supplier could be 100% confident that they would get their money and the customer was assured they would receive the goods and that they would become their complete property. There was, therefore, absolutely no likelihood that any of the tractors could be returned to the UK, as Richmond suggested, as there is no 'Sale or Return' at this level of international trade.

It was good to be reminded that Richmond went out to Morocco to help promote the 500 Leyland 272s that formed the initial batch. My late colleague Ron Kettle and myself spent three weeks with Berliet in the very early stages of the launch programme, concentrating on providing product training to some 50 or so dealers mainly from the extensive agricultural plains bordering the Atlantic coast. Another colleague, Bob Twaddle, went out on two occasions. Technicians from Berliet came over to Scotland to the Leyland Tractor Training School to be trained in service and maintenance procedures and, all in all, the total support package was regarded by both parties to be very satisfactory.

None of these export tractors came back to the UK – not to Leyland or Marshall; all units remained the property and responsibility of Berliet Maroc and who knows, many of them may still be giving good service.

■ **Tony Thomas, Beckingham, North Notts.**

ANDY MELLOR

tractor and machinery sales



JCB 419S

2020, 500 hours, 3,500 hours / 5 years warranty, lots of extras.



JCB TM 320S

3,700 hours 40 kph srs choice of headstock pick up hitch ready.



Jcb 536-60

2018, 5,400 hours, choice of headstock very nice condition



JCB 416S

2012 3,400 hours new tyres, very good condition.



JCB 526-56

2018, 3,900 hours agri plus big engine choice of headstock.



JCB 541-70

2019, 1,400 hours full spec, choice of headstock.



JCB 536-70

2018, 3100 hours, Super agri Choice of headstock.



JCB 435S

1,400 hours, full spec, very nice, with all the extras.



JCB 541-70

2019, 145 hp 1,200 hours 40 kph srs very nice condition choice of headstock



JCB 525-60

2100 hours, 6 metre reach very good condition



JCB 560-80

2016, six ton lift 8 metre reach, Q fit headstock



JCB 536-60

2017, 4,400 hours, 40 kph, SRS choice of headstock



JOHN DEERE 6195R

2018, 50 kph, 2,400 hours. Choices of.



JPM LOW LOADERS

for sale call for more info.



JOHN DEERE 6195R

2018, 50 kph, 2,400 hours. Choices of.



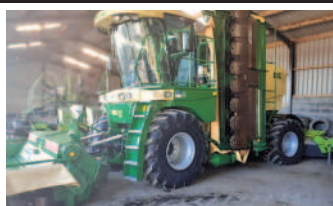
JOHN DEERES

Choices of call for more details.



CLAAS 970

2017, 497 hours, as new condition. Just had service ready for work.



KRONE BIG M

2015, 1,025 hours as new condition c/w groupers.



New MDE folding forks

14/16 foot in stock, call for more.



AW 14 TON CORN TRAILER

Been refurbished,



JCB 14 FOOT FOLDING FORK

2015, Hardox tines, Volvo/JCB headstock.



McCONNELL PA 55E

Joystick control 1.2, head, in good working order.



2018 16 TON BAILEY SILAGE TRAILER

All the extras.



AW 16 TON SILAGE TRAILER

25 foot long, commercial axles.

Tel: 07976 702858

Edderton, Forden, Powys, SY21 8RZ • Email: andy@andymellor.co.uk

www.andymellor.co.uk



2017 Carre 6 row hoe ex demo conditionPOA



2009 Kongskilde Vibro crop 12 row beet hoe little used.....POA



Garford robo-crop front mounted hoe for raised bed with camera and colour screenPOA



09 Simba culti press 4.6m with 2 rows of pro lift tines.....POA



2017 Rolland roll force 5517 TCE compost spreader.....POA



2009 Vaderstad rapid 400s c/w rapid lift with auto-reset legs.....POA



Choice of Vaderstad rapid 400,600,800s ..POA



02 Fendt 716 Vario 8,250hrs 50kph.....POA



2014 Alpego dx 600 6m combination drillPOA



2017 Horsch Joker 5m hardly usedPOA



2015 Cross slot 5m 25 row c/w liquid fert kit pipesPOA



Choice of rape side knife right or left for case IH and New Holland standard or vari-feed headerfrom £300



Vaderstad loading auger kit for rapid drillPOA



Kuhn plough press arm£150



Straw chopper kit for Axial flow for Case 1660POA



Choice of silage kit for Rolland 18-27, 20-30 and 22-32.....POA



2016 Sulky cultiline 4m drill matePOA



Vaderstad Carrier 925 c/w new discs and new steel roller.....POA



2018 Kuhn Cultimer L 300 3m deep cultivator, 10 legs on 3 rows. 85cm beam clearance. Traction bolt protection 8 levelling discs, T-Ring roller, aggressive on clods and straw. x demo condition 1/2 price.....POA



Kockerling quadro 4m hydraulic folding trailed cultivator with autoreset legs and double u shape rear packer roller.....£7,500



2008 Rolland Turbo classic 20-30 16 tonnes hyd door, hi speed axles, optional silage kit and lgp wheelsPOA



2019 Larrington Harvester 16 tonnes, 560/60R22.5 wheels, roll over sheet, air and hyd brakesPOA



2012 Krampe big body 540 15 tonnes trailer, air/hyd brakes 560 wheels hyd door immaculate.....POA



2015 Fliegl 24 tonnes earth moving trailer with hardox body and tri axlesPOA

Tel: +44 (0)1673 885200

Mobile: 07831 240000

Email: olivier@boccasion.com

Full stock at: www.boccasion.com

Unit 10B, Newtoft Business Park, Newtoft, Lincolnshire LN8 3WA

CONTINENTAL CAPABILITY



Forty years on from the launch of the Ford Series 10, tractors from this range remain not only very popular with their owners, but also still capable of holding their own in a commercial farming environment, as Sascha Jussen discovered when he spoke to seven owners based in five European countries.

Above: Spreading slurry with an umbilical system is a regular job for the 1987 Ford 4110 Force II owned by Swiss farmer Markus Ineichen.

Below: Geoffry Vroonen's Ford 7810 Force II ploughing with a three-furrow reversible at Burdinne in central Belgium.

WHEN FORD PRESENTED the new Series 10 at a dealer launch near Geneva in June 1981, hardly anyone suspected that this family of small and medium-sized tractors would still be in use on many European farms 40 years later. However, Ford had done everything to make the Series 10 a success in the long term by investing around \$100mn and six years of development time in its new tractors.

Visually, one of the main changes was at the front end, where the blunt and angular nose of the earlier 600 Series gave way to a more rounded nose cone with the Ford oval brand logo in its centre and the radiator grille underneath.

The initial Series 10 range offered 10 models from 41-110hp, with eight of them having the headlights integrated into the vertically-ribbed radiator grille. The flat-deck 6710 (82hp), 7710 (98hp) and later 8210 (110hp) had a horizontally-ribbed grille and separate headlights which would also be a feature of the updated TW Series introduced in 1983.

The Ford De-Luxe Q-cab, first seen on the 600 Series, was standard on the larger models in the new range, although different cab options were available depending on the market. In the UK, the Q-cab or 'bubble cab' as it was known on account of its rounded roof, was a popular option with arable farming customers, while in other European countries cabs from Sekura, Fritzmeier or Mauser were more common. Customers in Southern Europe often opted for simple canopies or roll frames.

More important than the cosmetic changes were the mechanical developments. While the improved four-cylinder engines fitted to the Series 10 had been used for a short time in the previous 600 Series (7A) from 1980, the three-cylinder engines underwent a number of updates, with some receiving a larger bore, reworked cylinder head and/or new pistons.

The most important innovations concerned the transmission and hydraulics. For the first time, Ford tractors now offered a synchronised transmission – Synchroshift. On models up to the 6610 (82hp), in standard format it provided eight forward and four reverse gears, while the four higher-powered tractors also had the Dual Power splitter to double the number of speeds. The Synchroshift gear change was mounted on the steering column, with the exception of the 6710, 7710 and 8210 models, which had floor-mounted levers to the right of the driver in the flat-floor cab. Dual Power was an option on the two smaller four-cylinder tractors but did not become available for three-cylinder models until the arrival of the Force II in 1985.

Another important new feature was the availability of factory-fitted four-wheel drive on the Series 10. Not only was it available as an option on all models apart from the 2610 (40hp), it also offered a steering angle of 50 degrees, previously unimaginable on earlier four-wheel drives, which provided a turning radius of only 4.45m on the 7710 without using the brakes.

There was an adverse customer reaction to the original 'Rubik's Cube' shift pattern of the column gears of the Synchroshift, but this was subsequently revised, after which the Ford Series 10 settled down and became a sales success.

Many Ford Series 10 tractors are still at work. We met up with the eight examples in five European countries and sought the views of their owners.



Ford 4110 Force II

DAIRY FARMER MARKUS INEICHEN from Inwil in the Swiss canton of Lucerne has been relying on a Ford 4110 Force II with a low-profile cab since 1987.

While there were major changes introduced to the four- and six-cylinder Series 10 tractors in 1985, the Force II upgrades to the smaller three-cylinder models were limited to some very minor tweaks. The bonnet decals now had the white lettering on a black, rather than blue, background stripe, which was now framed by a red line, and the end of the exhaust pipe was now angled forward to prevent fumes reaching the operator.

The four-post cabs available for the smaller Series 10 models in mainland Europe came from various manufacturers, and were often modular. The buyer could choose from a range of cab equipment including doors, side windows and a fold-out rear window. For example, the cab on Markus's Ford 4110 was supplied by domestic manufacturer Viktor. This company's cabs will be unfamiliar to UK and Irish-based readers.

At the time of our visit to see Markus and his Ford 4110, he was busy spreading cow slurry using an umbilical system.

"My Ford 4110 is still ideal for my small dairy farm," he says. "Its weight of less than 3t keeps soil compaction to a minimum, and with 54hp and four-wheel drive it can also climb steep slopes. The low-profile cab means it fits perfectly in our old cow sheds. It is also very robust and reliable. I cannot imagine a better tractor for my needs."



Switzerland

Factsheet

Model:	Ford 4110 Force II
Engine:	3-cylinder, 3.3-litre
Power:	54 DIN hp
Owner:	Markus Ineichen
Location:	Inwil, Switzerland
Farm type:	Dairy



Ford 4610

THE MOST POWERFUL three-cylinder model in the Ford Series 10 was the 4610, which produced 61hp from its perky and dependable 3.3-litre engine. The almost 40-year-old Ford 4610 owned by Henrik Meyer, a mixed farmer from Luxembourg, is equipped with the De-Luxe Q 'bubble' cab. In the Benelux countries in particular, this cab was much more popular than other options, such as those from Sekura or Mauser.

Henrik also owns more-powerful Ford and New Holland tractors, but his 4610 plays an important role on his farm. "With its relatively light weight and an extremely tight turning radius of only 3.5m when using the independent brakes, it is a perfect row-crop tractor," he explains. "I mainly use it for spreading fertiliser, spraying, sowing beet and maize, and for hoeing between the rows."

"My family is now in the third generation of using blue tractors built in England and Belgium," adds Henrik. "My 4610 is now the oldest tractor in my machinery shed and it's one that I'm very attached to."



Luxembourg

Factsheet

Model:	Ford 4610
Engine:	3-cylinder, 3.3-litre
Power:	61 DIN hp
Owner:	Henrik Meyer
Location:	Luxembourg
Farm type:	Mixed



Ford 5610 Generation III

THE SMALLEST FOUR-CYLINDER MODEL in the Ford Series 10 range was the 5610, which produced 72hp at 2100 rpm from a 4.2-litre engine. From March 1989, with the introduction of the improved Generation III tractors, it achieved the same performance at a slightly lower engine speed of 2070rpm.

The Generation III version of the 5610 also differed from its predecessor in being equipped with the Dual Power transmission, offering 16 forward and eight reverse gears instead of eight forward and four reverse, as standard equipment. The additional gear steps provided by the Dual Power splitter can be particularly useful when working among specialist crops, such as onions, where the initial sowing and later operations require precision and an ability to work at low speeds.

The Pelleboer family from Emmeloord, on the Noordoostpolder in the central Netherlands specialise in growing root crops – onions, sugar beet and carrots. They use their 1991 Ford 5610 Generation III primarily for sowing and caring for these crops, and that's why it is permanently equipped with row-crop wheels.

Jan Pelleboer, like other users of the smaller Ford Series 10 models in this Case Study, praises the relatively low weight and manoeuvrability of his family's 5610.

"When I am sowing carrots I drive at the rated engine speed in low first gear at 2.7kph," he explains. "When sowing onions I use second gear at 3.5kph, and I drill sugar beet in third gear at 4.7kph. Having the Dual Power splitter in the 5610 is a very useful feature for these operations."



Factsheet

Model:	Ford 5610 Generation III
Engine:	4-cylinder, 4.2-litre
Power:	72 DIN hp
Owner:	The Pelleboer family
Location:	Emmeloord, Netherlands
Farm type:	Root crops



Ford 6610 Force II

THE ONGOING SUITABILITY of Ford Series 10 tractors for modern day farming is demonstrated by the fact that in the Netherlands, the Pelleboer family, who specialise in root crops, still run two of them. In addition to the aforementioned 5610 they also operate a 6610 from 1985.

The Pelleboers' early Force II model is equipped with a Dual Power transmission with 16 forward and eight reverse gears and a Super-Q cab. Thanks to its flat roof, the Super Q has a lower overall height than the previous 'bubble' cab, while its roof protrusions help to reduce glare and heat from the sun. The Super Q cab was actually called the 'Super De-luxe' in German-speaking countries. It offered a completely flat floor, better sound and vibration insulation, and a more ergonomic driver's seat with a fabric cover and higher backrest, even on the smaller models.

The only real difference between the 6610 and 5610 models is their power output. "We need the 6610's additional 10 horses because it is mainly used for cultivations and for harvesting onions and carrots," says Jan Pelleboer. "That requires significantly more power than the work involved in sowing and crop care."

"Since we often work well into the night in order to take advantage of good weather, which is often only a brief interlude, we also need the six additional work lights mounted in the cab roof. It all helps to make our Ford 6610 the perfect harvest support tractor for us," he adds.

Factsheet

Model:	Ford 6610 Force II
Engine:	4-cylinder, 4.2-litre
Power:	82 DIN hp
Owner:	The Pelleboer family
Location:	Emmeloord, Netherlands
Farm type:	Root crops





JOHN DEERE 6910, year 2000, approx 8,000 hrs, TLS, LHR. **£25,995**



JOHN DEERE 6330, 2009, 7100 hours, 40 K, power quad gearbox. **£24,995**



JOHN DEERE 6320, 2007, 9400 hours, 40 K power quad gearbox, A/C. **£21,995**



JOHN DEERE 4040 2wd, 8600 hours runs and drives well. **£6,995**



JUST IN FIAT 110-90, 1995. **£14,995**



Just in, Fiat 100-90, 1996. **£14,995**



FIAT 90-90, 1991, 4,800 hours, outstanding original condition. **£16,500**



FIAT 88-94, 1995, 4,500 hours immaculate. **£14,995**



CLAAS SCORPION 736, 2017, 6,500 hours. **£27,995**



NEW HOLLAND LM425, 2002, 7,000 hours. **£12,995**



CASE 1594, 1984, 3,500 hours. **£7,250**



FORD 7710, 1983, 5,300 hours, in outstanding original condition. **£11,750**

www.scheersengineering.co.uk

Rodney Cowle Machinery



1989 Ford 6810 Series 3, 4 wheel drive, 7,500 hrs, nice straight tidy example.



1997 Massey Ferguson 399, speedshift, 18 speed, 7,000 hrs, 40k, very genuine tractor.



1989 Ford TW35 2wd, one of the last, made in lovely genuine condition, 6,000 hrs.



1996 Massey Ferguson 375 2wd, 18 speed-shift gearbox, 5,500 hours.



1980 Ford TW10, 2wd, has turbo on it, very original tractor, no rust.



1985 Ford TW35 Super Q, 7,200 hours in very genuine original condition.



1976 Ford 7600, dual power, nice tractor, great for road runs.



1986 Ford 7610 Super Q 4wd, only 3,000 hours, in very genuine condition, no rust in cab.



1983 John Deere 4240S, very nice tractor, 2,500 hours.



1991 Ford 8630 Dual power, 5,800 hrs very nice tractor with new PUH.



1982 Ford TW20, 4 wheel drive, straight tractor, no rust in cab.



1983 Massey Ferguson 290, 4wd, in immaculate original condition.



1983 Ford TW35, Q cab, 4wd, 7,000 hours, nice straight tractor.



Ford 8210, choice of 3, all Super Q, one Series 3 and two Series 2.



1985 Ford 7710, Q cab, 6,500 hours, nice tidy tractor.

Rodney 07831 178271 Steve 07786 391816

E-mail: sales@rodneycowlemachinery.co.uk web: www.rodneycowlemachinery.co.uk

Ford 7610 Force II

DIETER ZILLEKENS, an arable farmer from Ameln in western Germany, near the Dutch and Belgian borders, operates a 1987 Ford 7610 Force II alongside more recent John Deeres. He uses his four-wheel drive 7610 for planting and harvesting potatoes, as well as working in the crop during the growing season, and general loading.

Ford tractors were not as common in Germany as in neighbouring countries because of the stiff competition that came from domestic tractor brands like Fendt and Deutz-Fahr, but they are certainly not a rare sight and still have plenty of admirers.

"We first came across the Ford brand through a regional dealer in the 1970s, and initially ran a 5000 and 6600 before we exchanged both of them for a more-powerful 7610 in 1987," explains Dieter. "This tractor is rock solid, easy to maintain and has never let us down. We are able to carry out minor repairs on it ourselves, as the technology is well thought out and straightforward."

Most of the four-cylinder Series 10 models received small increases in power during the production life of the range and the 7610 was no different.



Factsheet

Model:	Ford 7610 Force II
Engine:	4-cylinder, 4.4-litre
Power:	98 DIN hp
Owner:	Dieter Zillekens
Location:	Ameln, Germany
Farm type:	Arable



Ford 7610 Force II

THE FORD 7610 operated by Robert Philippen from Linnich in the Düren district of western Germany may appear to be something of an oddity to many Ford connoisseurs. Its bonnet decals, with white lettering on a blue background, are from the earlier Series 10, yet it has the Super-Q cab that was fitted to Force II and Generation III models. A closer look reveals it is a 100hp Ford 7610 Generation III built in 1990.

Robert purchased this very tidy tractor five years ago. "It probably had a new paint job and was fitted with the wrong decals before I bought it," he says. "Despite having completed about 7500 hours of work, it was mechanically in very good condition."

It is the main workhorse, alongside two Deutz-Fahr tractors of about the same age, on Robert's small, part-time, mixed farm, on which he fattens bulls and grows cereals and sugar beet.

"The 7610 mainly does the cultivations and drills the cereals," he says. "We are the last farm in this region that still uses the beet tops for silage, and my 7610 and its Stoll loader are ideal for loading the tops. A reverse shuttle gear would be even more convenient, but since the 7610 can easily be switched between forward and reverse drive with the range shift lever, it works quite well. It is nice that the gear ratios in forward and reverse are co-ordinated so that the reverse gears offer a speed around 30 percent higher than the forward gears."

Factsheet

Model:	Ford 7610 Force II
Engine:	4-cylinder, 4.4-litre
Power:	100 DIN hp
Owner:	Robert Philippen
Location:	Linnich, Germany
Farm type:	Mixed (cattle and arable)



Ford 7810 Force II

IT SEEMS IRONIC that one of the most popular and sought-after models in the Series 10, the six-cylinder 7810, was not initiated by Ford itself, but by conversion specialist South Essex Motors (SEM) of Basildon, Essex. It was SEM's idea to fit a six-cylinder engine into the chassis of a four-cylinder Ford Series 10, thereby creating a powerful, compact and light multi-purpose tractor.

The chassis of a four-wheel drive 7610 received the 6.6-litre engine used in the 7910 and 8210, modified slightly to take less space. The result was a tractor with an output (98 DIN hp), the same as the 7610, but with a longer wheelbase and a six-cylinder engine that could 'hang on' better under load.

In Belgium, another important production country for Ford tractors, the Series 10 tractors in general, and the 7810 in particular, proved very successful. This particularly well-kept example of the 7810 is owned by part-time farmer and Ford fan Geoffroy Vroonen from Burdinne in central Belgium. He uses his 98hp classic for almost all of his field work, from cultivations to carting sugar beet at harvest, and considers it to be one of the best tractors ever built.

However, there's one thing that spoils the tractor, he says. "When licence plates were recently made mandatory on tractors in Belgium, I couldn't find a good place on the 7810 to attach the front one," he says. "For now, it is covering the Ford badge, but I will think of a better solution."



Factsheet

Model:	Ford 7810 Force II
Engine:	6-cylinder, 6.6-litre
Power:	98 DIN hp
Owner:	Geoffroy Vroonen
Location:	Burdinne, Belgium
Farm type:	Arable



Ford 7810 Generation III

THERE ARE STILL A FEW FARMS in mainland Europe where a 100hp Ford 7810 is still the main frontline tractor. That is the case with Christian Schütz, an arable farmer from Payerne, on the Broye plain, in Switzerland. Christian has relied on blue tractors for decades, and as well as a Ford 7810, his tractor fleet also includes a Ford 6600 and a New Holland TL100.

This Ford 7810 is mainly used for tillage operations on the farm's heavy and fertile soil. When carrying out seedbed preparation, the six-cylinder Ford is equipped with rear dual wheels to reduce soil compaction. It operates with a ring roller press on the front linkage and a rotary power harrow on the rear. This type of work is a breeze for the 7810, says Christian.

During the autumn, when a seed drill is attached to the power harrow and the ground is wet, the Ford 7810 has to work harder, notes Christian. "Even in the autumn, my 7810 has more than enough power to handle 3m-wide equipment," he says. "Although I don't care much for electronic frills, I sometimes find my tractor's electronic instrument panel very helpful. In addition to the digital readout for the area coverage per hour, I can have the wheel slip displayed as a percentage, allowing me to react by adjusting the linkage controls or changing speed if the slip is too great.

"I don't need any more comfort – the 7810 is a perfect all-round tractor for me," he concludes.



Factsheet

Model:	Ford 7810 Generation III
Engine:	6-cylinder, 6.6-litre
Power:	100 DIN hp
Owner:	Christian Schütz
Location:	Payerne, Switzerland
Farm type:	Arable





MASSEY FERGUSON 1200
1978, 6,791 HOURS, MULTI
POWER, 2 SPOOLS,
16.9/34 TYRES, VERY STRAIGHT
ORIGINAL TRACTOR.

A.P. & S.M. PARRIS & SON

Cutliffe Farm, Sherford, Taunton, Somerset

www.parristractors.com



MASSEY FERGUSON 1100
1970, 4,300 HOURS,
MULTI POWER, 30K, H
YDRAULIC SEAT, 2 SPOOLS,
18.4/38 TYRES.



MASSEY FERGUSON 7618 EFFICIENT
10/2013, 4,485
HOURS, DYNA-VT
50K, CAB+FRONT
SUSPENSION,
4 SPOOLS, CLIMATE
CONTROL, 650/65/38
TYRES.



MASSEY FERGUSON 590
1982, 4,071 HOURS,
2WD, 12 SPEED 30K,
2 DOOR RED CAB,
2 SPOOLS,
13.6/38 TYRES.



MASSEY FERGUSON 7718S EFFICIENT
3/2019, 1,839 HRS,
DYNA-6, 50K, CAB+
FRONT SUSPENSION,
FRONT LINKAGE,
3 SPOOLS, AIR
BRAKES, POWER
BEYOND, LARGE
MIRRORS.



JOHN DEERE 6420S
9/2002, 8,139 HRS,
POWER QUAD PLUS,
40K, FRONT
SUSPENSION,
3 SPOOLS, AIR CON,
AIR SEAT, TWIN
BEACONS, 18.4/38
TYRES.



JOHN DEERE 6155R
2/2020, 1,670 HRS,
AUTO QUAD, 50K,
CAB + FRONT SUSP,
3 ELEC SPOOLS, AIR
CON/SEAT/BRAKES,
TWIN BEACONS,
EXTRA WORK LIGHTS,
AUTO TRACK READY
WITH ACTIVATION.



JOHN DEERE 6150R
2015, 4,690 HOURS,
AUTO QUAD, 50K,
CAB+FRONT
SUSPENSION,
3 SPOOLS, AIR CON,
AIR SEAT, 20.8/38
TYRES.



JOHN DEERE 6320SE
2005, 2,838 HOURS,
POWER QUAD, 40K,
2 SPOOLS, AIR CON,
16.9/38 TYRES.
£27,500.



JOHN DEERE 6155R
2/2020, 1,927 HRS,
AUTO POWER, 50K,
CAB+FRONT SUSP,
3 SPOOLS, AIR
BRAKES, COMMAND
ARM, AUTO TRACK
READY, 650/65/42
MICHELIN TYRES.



JOHN DEERE 6215R
4/2020, 1,690 HRS,
AUTO POWER, 50K,
CAB+FRONT SUSP,
5 ELECTRIC SPOOLS,
155 LT HYD PUMP,
CLIMATE CONTROL,
AIR SEAT, A/BRAKES,
TWIN BEACONS,
TRACTOR IS AS NEW.



LEYLAND 804
1983, 4,023 HOURS,
SYNCHRO 30K,
3 SPOOLS, FRONT
WEIGHTS, TURBO,
16.9/34+12.4/28
TYRES.



LEYLAND 704
1981, 3,837 HOURS,
12 SPEED SYNCHRO,
30K, 4WD, 2 SPOOLS,
TRIMA LOADER,
16.9/34+12.4/28
GOODYEAR TYRES.



MARSHALL 904 XL
1985, 1,898 HOURS,
12 SPEED, 3 SPOOLS,
FRONT WEIGHTS,
16.9/34 TYRES.



**FENDT 939
PROFI-PLUS**
12/2018, 3,100 HRS,
VARIO, 60K, AIR CAB
+FRONT SUSP,
VARIO GRIP, 5 REAR
+1 FRONT SPOOL,
EPC FRONT LINKAGE,
CLIMATE CONTROL,
AIR BRAKES.



**FENDT 942
PROFI-PLUS**
7/2020, 665 HOURS,
VARIO, 60K, AIR CAB
+FRONT SUSP,
EPC FRONT LINKAGE
+PTO, VARIO GRIP,
6 REAR DUDK
+2 FRONT SPOOLS,
HYD STABILISERS.



**FENDT 939
PROFI-PLUS**
3/2018, 5,769 HRS,
VARIO, 60K, AIR CAB
+FRONT SUSP,
5 REAR+1 FRONT
SPOOL, EPC FRONT
LINKAGE, CLIMATE
CONTROL, AIR
BRAKES, EVO SEAT.



CAT TH357D
1/2020, 2,056 HRS,
POWERSHIFT, 40K,
BOOM SUSP, A/C,
AIR SEAT, TRAILER
BRAKES, PUH WITH
REAR SPOOL, REV
CAMERA, CAT
CARRIAGE WITH
HYDRAULIC LOCKING.



MERLO P32.6 PLUS
3/2017, 2,949 HRS,
2 SPEED 40K, BOOM
SUSP, AIR CON, AIR
SEAT, PICKUP HITCH,
TRAILER BRAKES,
NEW MERLO
CARRIAGE, 15.5/24
TYRES, IMMACULATE
MACHINE.



JCB 85 Z-1
2018, 2,336 HOURS,
BLADE, TWO SPEED
TRACKING, AIR CON,
JCB QUICK HITCH
WITH 4 BUCKETS,
SERVICE TO THE
BOOM, WORK
LIGHTS,
£42,500.



**McCONNEL MAGNUM
ELITE 245 FLAIL TOPPER**
NEW, HYDRAULIC SIDE SHIFT,
LARGE DEPTH ROLLER, **£4,750.**

**Tel. 01823 253808
or 07702 501272
Fax. 01823 325983**

Email: parristractors@btinternet.com

Web: www.parristractors.com

all prices plus VAT



**CLAAS ORBIS 600
8 ROW MAIZE HEADER**
2018, HYD LATERAL FLOAT,
IMMACULATE HEADER, ONLY
800 ACRES FROM NEW, **£45,500.**



International 806 Wheatland
Diesel, 2 double spools, 540 PTO, vgc!
£POA



International 3588 'Snoopy' 2+2
In very original condition, 5,828 hours
£POA



Case International 695L 2wd
Very nice condition, only 2,175 hours
£7,950 + VAT



1981 County 7600-Four 4wd
Very genuine condition, with Dualpower!
£17,500 (No VAT)



2001 New Holland TN75S 4wd
C/w super steel axle & 40kph gearbox
£11,450 + VAT



Fordson Super Major tractor
In nice looking order
£4,950 (No VAT)



International BTD6 crawler
A good running machine
£3,750 + VAT



Fiat 100C steel tracked crawler
C/w cab, Turner linkage & front weights
£4,500 + VAT



International BTD6 steel track
Recording 6,352 hrs, restored recent years
£4,750 + VAT



2009 John Deere 6530 Standard
C/w TLS & Sauter front linkage
£28,750 + VAT



2009 John Deere 6630 Premium 4wd
C/w creeper box & 4 double spools
£31,750 + VAT



2011 John Deere 6330 Premium 4wd
1 owner, air brakes, TLS & cab suspension!
£36,500 + VAT



1991 JCB Fastrac 125 4wd tractor
One of the first Fastracs!
£14,950 + VAT



1990 MF 3060 Autotronic
C/w MF 880 front power loader
£8,950 + VAT



1986 Renault 70.12 2wd tractor
C/w trailer brakes, a genuine little tractor!
£5,950 + VAT

Part exchange is welcome! Call / Whatsapp us on (+44) 1763 780440



One of the first 100 tractors imported in 1966 by John Deere's new UK subsidiary, a six-cylinder 4020 with a powershift transmission, has recently surfaced after spending almost 40 years tucked away in a barn on a Wiltshire farm. Sandy Cox reveals its back story, visits its new owner in the north-east of England and also looks back at one user's experience of operating a similar model in the 1960s.

Above: The same tractor in 2021. After spending 53 years on a farm in Wiltshire, this 1966 John Deere 4020 powershift has just changed hands and is now in Northumberland.

Below: GKK 570D powering a John Deere forage harvester at F. J. Snook & Sons in Wiltshire. This was sometime before 1974, as this was when the Fritzmeier weather cab was changed for a Cabcraft safety cab. Photo courtesy of the Snook family.

POWERFUL STORY

BACK IN THE MID-1960S, purchasing a John Deere tractor required a leap of faith and a big pile of cash. The brand wasn't widely known in the UK, and prior to John Deere establishing its own operation at Langar, Nottinghamshire, in 1966, only small numbers of the American tractors had been imported by the firm's concessionaire, Lundell (Great Britain) Ltd.

John Deere was the new kid on the block, with no recent track record in the UK. Dealers were few and far between, and while the 4020, for example, offered 50% more power than the range-leading models from Coventry, Basildon and Doncaster, it came at a price. That price was 2-3 times that of a Ford 5000, MF 175 or IH 634.

John Deere Ltd sold 103 tractors in Britain in 1966, one of them being a 4020 with the registration number of GKK 570D. That is a Kent registration, so it is likely to have been originally sold by Drake & Fletcher of Ashford, which was one of the first five UK dealers appointed by John Deere Ltd in 1966. We know nothing of its first owners, other than that they bought a complete John Deere package of tractor, five-furrow plough and cultivator.

Two years later, the set of Deere equipment came up for sale in *Farmers Weekly* in 1968. The advert was spotted by John Snook of F. J. Snook & Sons, who had a 2000-acre mixed dairy, livestock and arable farm south of Devizes, on the edge of Salisbury Plain in Wiltshire. John, together with his father Fred, went to see the tractor and its implements, which were for sale by tender.

A new John Deere 4020 was list priced at around £3300 at the time, and with the plough and cultivator, a brand new package would cost £4600. That was a lot of money when the 65hp Fords and Nuffields that F. J. Snook & Sons were running at the time cost £1150. The John Deere 4020 in Kent had done only 700 hours, so what price would the Snooks submit for the package?

Fortunately, when they visited the office in Slough where they had to submit their tender, they got on well with the person they had to deal with.

He more-or-less suggested the price that would secure them the tractor, plough and cultivator, and their tender of £2200 was accepted. It was a good deal.

John's son, Rob, says that when the big tractor arrived at the farm none of the eight tractor drivers who were employed at the time were confident enough to use it. As a result, his father, now aged 89, drove the tractor for the first week before the farm's head tractor driver was persuaded to take it over.

The 4020 was equipped with a canvas-clad Fritzmeier cab and was used for ploughing, cultivating and powering the forage harvester. It wasn't the only ploughing tractor as some of the work continued to be carried out by the smaller Nuffields and Fords.

"The John Deere 4020 and five-furrow plough covered around 15-20 acres per day," says Rob. "It wasn't a great plough and was later replaced with a Dowdeswell. The tractor went to the Avebury ploughing match on one occasion in the early 1970s."

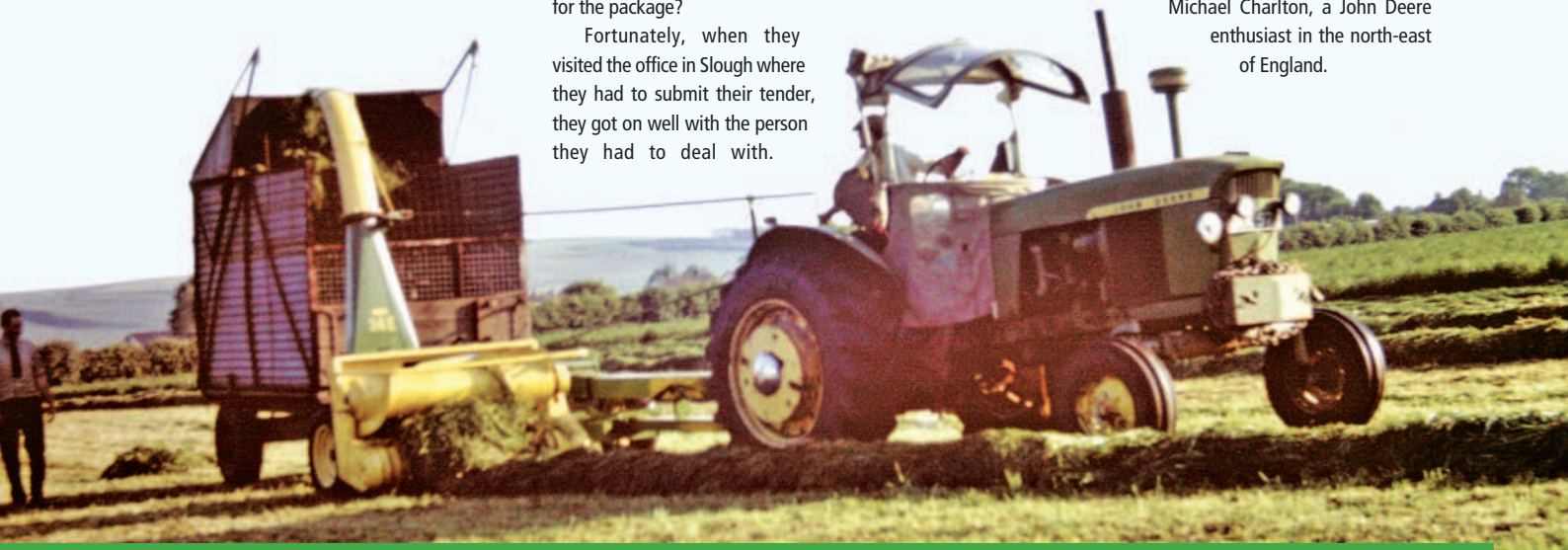
In 1972, the tractor received an engine rebuild and two years later the Fritzmeier cab was replaced with a Cabcraft safety cab, which was never easy to get in and out of. The 4020 continued to be F. J. Snook & Sons' main tractor right through the 1970s, and it was used for ploughing and cultivations until the early 1980s. The transmission was rebuilt in 1982, but not long after the 4020 was replaced by a John Deere 4240 and put away in a shed. It remained there for the next 38 years.

The 4020 was stood down just as Rob left school, and over the years he did consider restoring it. Finally, a year ago, he got it out of the shed.

"It hadn't moved since 1982, but it fired straight up," he says. "My plan was to rebuild it, but neither myself nor my brother really have the time. As we'll never do it up, I thought it was best to let it go to someone who will appreciate it."

That's the background to GKK 570D and the reason why it is now in the hands of a new owner,

Michael Charlton, a John Deere enthusiast in the north-east of England.

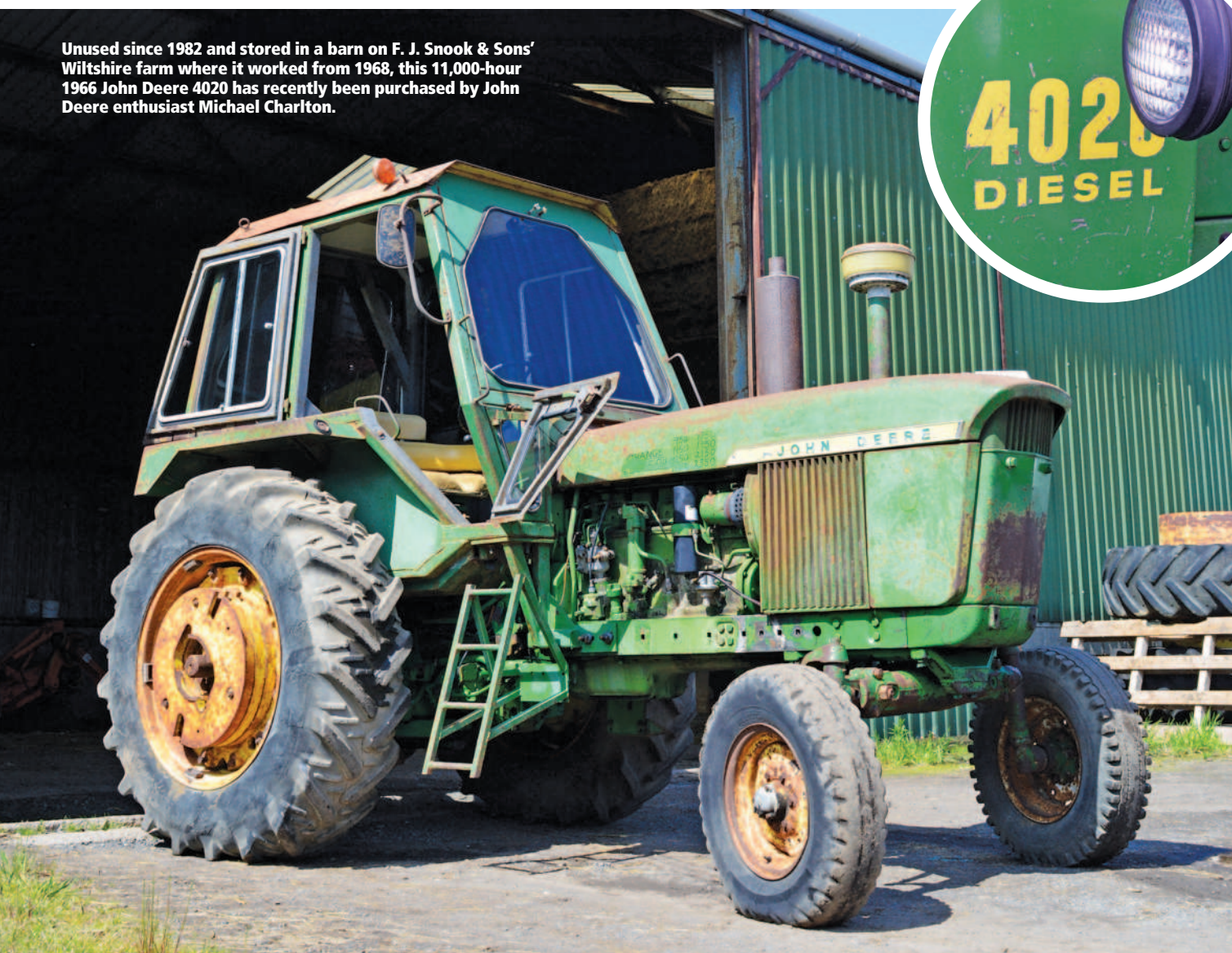


Inset below: In its original format, the 4020 had engine side panels displaying the model number, and its headlights were on stalks from the side of the instrument binnacle. Both of these features had been removed from Michael Charlton's 1966 John Deere 4020, although the side panels came with it and will be refitted.

Below: Three powershift John Deere 4020s together, all original 1960s UK imports, is a rare sight. The cabbed 1966 tractor has just joined Michael Charlton's collection while he has owned the original 1968 example in the centre for about six years. The restored tractor on the right, also a 1968 model, is owned by Ian Tellum.



Unused since 1982 and stored in a barn on F. J. Snook & Sons' Wiltshire farm where it worked from 1968, this 11,000-hour 1966 John Deere 4020 has recently been purchased by John Deere enthusiast Michael Charlton.





Above: The 4020's original canvas-clad Fritzmeier cab was removed in 1974 and replaced with a Cabcraft safety cab. Unfortunately, the original shell mudguards went to the scrapman a long time ago.

Above right: There is a bit of surface rust, but the off-farm look suits GKK 750D and is all part of its appeal and character.

Entering new ownership

"Why did you buy this tractor?" I asked Michael Charlton, as we stood in front of his newly-acquired 1966 John Deere 4020. It was parked alongside two other powershift 4020s in front of Michael's tractor shed, where it has been housed since its recent arrival in the north-east of England, having spent the past 53 years on the Snook family's farm in Wiltshire.

I ask the question because this is an 11,800-hour tractor in what is often described as 'very original condition', a euphemism often used in the world of classic tractors for a machine that has seen a hard working life and is now looking a little down at heel. Also, it is standing alongside two nice examples of the 4020, both from 1968. One is in very good original condition and has been owned by Michael for about six years. It spent the first two years of its life in the Scottish Borders, before moving to a local farm, where it worked and resided until being acquired by Michael.

The other 4020 in the line-up is owned by Michael's friend, Ian Tellum. It was restored by John Deere dealership Ben Burgess some years ago and its paint shines and sparkles in the afternoon sun. It is the sort of tractor that classic fans drool over at shows.

So with two John Deere 4020 powershift models already in his shed, why has Michael acquired another, especially as he has been refreshing his John Deere collection over the last few years? He has been selling his older classics and moving on to

more recent ones, including a superb complete set of 55 Series models. His answer is straight to the point.

"I'm just a John Deere fanatic," he admits. "It looked a nice original thing and there are not many left like this. You don't get a chance of a 4020 powershift very often, and the three that are now here are all original John Deere imports and have been in Britain all their lives. This one from Wiltshire is the only 4020 powershift that I know of with a cab, and it has its original wheel weights, top link and even the PTO cover."

Michael's initial thought was to remove the cab, but now he's thinking it will stay on, despite it not being an original fitment. The original Fritzmeier cab, complete with canvas cladding, was replaced with the current Cabcraft unit by the previous owner in 1974. For a cab that is more than 45 years old, it is in remarkably good condition, undoubtedly because it has been stored under cover since 1982. It is solid and was substantially-built in the first place.

When it arrived in Michael's yard, the back of the cab was open, but the rear window that came with the tractor has now been refitted. The rubber surround to fill in between the bonnet and the cab has long since perished away, as have the two rubber panels in the back of the cab below the window.

Michael's first job was to give the tractor a good going-over with the pressure washer to remove the decades of dust that had accumulated. A dent in the nose has been knocked out and an old weld in the right-hand chassis rail has been ground down to reveal that the rail is cracked right through. It will be repaired by taking the rail off and welding-in a plate on the inside face where it won't be seen.

The engine seems in good condition and, remarkably for a tractor of this age in off-farm condition, there are absolutely no oil leaks. However, the 6.6-litre six-cylinder diesel isn't running that smoothly and is hunting at low revs. Michael has yet to investigate the cause, but suspects the governor in the fuel pump is sticking as a result of the tractor's decades of idleness.

A tractor like this would be seen as an ideal candidate for restoration by many people, but Michael is holding fire on any such notions. Tractors of this age that are solid and mostly untouched are few and far between. Admittedly there is rust on the bonnet and on the nose, but these tractors were made of good thick metal and the rust is really just on the surface and not eating through. Besides, there is increasing interest in tractors that haven't been given a makeover, but remain in their original and often charismatic working clothes.

So, for the present at least, that's how GKK 570D will stay.



Right: When this 1966 John Deere 4020 was purchased by F. J. Snook & Sons at two years old, it had done 750 hours. Oil changes, initially marked on the bonnet and later painted over, are now revealed by the peeling overpaint.

This 1966 John Deere 4020 was one of only 103 new tractors sold in the UK by John Deere Ltd in 1966. Its Kent registration suggests it went to its first owner via newly-appointed dealer Drake & Fletcher of Ashford.



A driver's view from the cab of GKK 570D. Although the bonnet and instrument fascia appear quite rusty, the metal is very solid.



Behind the wheel

Nowadays a tractor of 106hp is often classed as a farm runabout. It is something that many farmers use for lighter work, such as pulling a set rolls or taking a trailer of seed out to the drill. But back in 1966, when John Deere Ltd imported its first 4020s into the UK, this six-cylinder 106hp model was a big tractor – a really big tractor.

There were still plenty of Ferguson TE-20s and Fordson Dextas at work on UK farms then, and the latest and biggest tractors from the home manufacturers were the 65hp Ford 5000, 66hp MF 175 and 63hp IH 634. Many farms had only just moved up the power range to these tractors, so the idea of something with 106hp was almost beyond comprehension.

My steed, back in the late 1960s as a farm student, was a Fordson Super Major, and I was never allowed to use a Ford 5000 or IH 634. With the Super Major, I ploughed with two furrows, cultivated with disc harrows, hauled and spread fertiliser, carted grain, hay and silage and did all the loader work and muck scraping. The steering was heavy, especially with the loader, the brakes came on with a hefty 'clunk', and I needed to use a bit of muscle to knock it into gear.

So standing beside the 1966 John Deere 4020 in Michael Charlton's yard, I'm intrigued to find out what it might have been like back then to drive a really big

tractor. Firstly, the 4020 is big and has a very high cab. There are only cab steps on this tractor on the offside, and you really need to use the grab handles to get up to cab floor level. The door opens in upper and lower halves, and it helps if you're a bit of a contortionist, as getting into the cab could easily put your back out.

Once in the driver's seat, I find there's bags of elbow room. As for head room, well in this lofty Cabcraft cab you would need to be more than 7ft tall to have any chance of banging your head on the roof. A glance over the controls shows that they are unconventional compared with most 1960s tractors, but that's not necessarily a bad thing.

For a start, there are no gear levers between the driver's legs in this flat-floor cab. The shift lever for the full powershift transmission is on the instrument fascia to the right of the steering wheel. A powershift transmission back then was certainly unusual when tractors of the era didn't even have synchromesh. So an operator on this tractor could shift up and down the gears on the move with abandon. No stopping, changing range and changing gear, then setting off again.

On the fascia to the left of the steering wheel are the hydraulic controls with one lever for the spool valve and one for the linkage. Then there are the usual indicator, horn and light switches, ignition key and a start button. To the left of the instrument binnacle is a transmission disengagement lever for use when starting the tractor cold, so that the starter motor doesn't need to turn over the transmission hydraulics



Above left: Cabcraft cab entry and exit is a contortion exercise, with the operator having to bend and twist around grab handles, gear and PTO levers and the steering column to access the seat. The lower door section opens forward while the upper section folds flat against the cab side window.

Above: On the left-hand side of the control binnacle is the transmission disengagement lever for cold start-ups. The two levers on the left-hand side of the steering wheel are the hydraulic controls for the spool valve and rear linkage. The two smaller gauges on the left-side of the tractormeter are for the transmission oil pressure and engine water temperature.

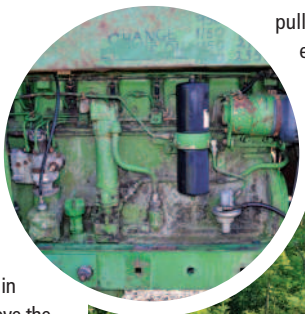
Above: The controls on the right-hand side are the throttle on the steering column, the powershift transmission lever on the fascia and the PTO lever on the side of the control binnacle. The two small gauges are transmission oil temperature and fuel.

Above right: The interior of the Cabcraft cab is very functional, with no controls at the sides of the seat. While the grey lining material may reduce vibration of the metal, it is still a very noisy workplace and unbearable without earmuffs for more than a few minutes.

Below inset: For an engine that was last rebuilt in 1972 and has completed 11,188 hours, this 1966 John Deere 4020's six-cylinder, 6.6-litre diesel is remarkably free from leaks of any sort.

as well as the engine at start up. On the right is the PTO lever.

To start this tractor, I move the throttle lever, located on the right of the steering column, down from the 'off' position to somewhere around midway for a fast idle, turn the key on and press the start button. It fires up easily but the revs are hunting up and down, possibly because of a sticking governor in the fuel pump. I put on a few more revs and move the powershift lever up from the park position to first gear and move off quite gently. I pile on more revs and move up the gears, eventually through to sixth, which is the top of the field working speeds. The powershift makes the changes without much of a jerk or any delay.



When I go up to seventh, there is a bit of a delay as the clutch packs make the change, and it's immediately noticeable that this gear is quite a bit higher than sixth, but the following change up to eighth goes smoothly. Going back down the gears requires reducing the throttle or the changes jerk you with sudden speed reductions. I use the reverse gears to make a three-point turn, noting that the power steering really is a joy, and then go up through the forward gears again to head back to the yard.

When I come to a halt and put the transmission lever into the park position, the engine shutdown procedure is different from any 1960s tractor I've driven before. It's a matter of pulling out the knob on the end of the throttle lever before moving the lever

upwards to then shut down the six-cylinder engine.

My brief drive shows that earmuffs are an absolute necessity for any operator who plans to spend more than a few minutes in this Cabcraft cab, as the noise really is deafening.

Then I take Michael's 1968 John Deere 4020 for a spin. With 5566 hours on the clock, its engine is gorgeously smooth and the powershift changes from first to sixth all operate smoothly and immediately. On changing from sixth to seventh, the tractor almost seems to sit back on its haunches for a moment, before taking off at higher speed in what is essentially a road gear. With no cab, the sound of the six-pot can really be enjoyed, and with the sun on your face and the wind in your hair, it's a joy to behold. Anyone operating a John Deere 4020 in the 1960s must really have felt like the king of the hill.



Left: The 106hp John Deere 4020 was 60 per cent more powerful than the biggest tractors from the major UK producers in the mid-1960s, and it cost 2-3 times as much. It offered a full powershift transmission and excellent power steering.

Purchased by W. D. Stephens in 1967, this John Deere 4020 with Tractorvision cab is seen working in March 1968 with a six-furrow John Deere semi-mounted plough at West Heslerton in Yorkshire. The operator is Douglas Burnett who averaged 18 acres of ploughing per day, and sometimes up to 25 acres. Photo courtesy of Paul Stephens.



JD 4020 usage*

Operation	Hours
Haul corn & cultivate stubble	100
Plough	200
Drill and harrow	120
Top dress & roll	35
Total	455

*Annual hours clocked by W. D. Stephens' John Deere 4020 while working across 350 acres of cereals.

IN 1959, MR W. D. STEPHENS, who farmed at West Heslerton in the Yorkshire Wolds, visited the USA where he saw what higher-hp tractors could achieve. They made quite an impression on him, and when, in the mid-1960s, he took on an additional 130 acres of adjoining land to take his farmed area up to 440

hours per annum for cereals as six hours per acre. The 'premium' figure, where high performance machinery was used, was listed as four hours per acre.

At the time that the 4020 was purchased, the farm employed two men, one of whom was nearing retirement. The other, Douglas Burnett, soon learned

to use the six-furrow plough, averaging 18 acres per day and completing one 25-acre field in eight hours. Cultivations and drilling were completed at the rate of 70 acres and 54 acres per day

cereals then, and I used to cultivate three times in the autumn to control couch grass. The 4020 covered the ground quickly, and then I ploughed in November. We had a Cousins harrow that we adapted, and attached the drill at the back, so we only needed to do one pass in the spring. When winter cropping became the thing, we just burned the stubble and the 4020 pulled a 3m Moore Unidrill direct drill.

"It was a smashing tractor," adds Paul. "It is one of the tractors I wish we still owned. We probably had it for about 10 years and changed it for a 3130, but it was never the same. Later we had a tractor with the SG2 cab and now we have a John Deere 6250R and two Fendt Vario 724s, albeit with quite a bit more land."

Left: Drilling at West Heslerton in March 1968 with an MF 30 drill hitched behind a John Deere cultivator to facilitate a one-pass operation. Photo courtesy of Paul Stephens.

Below: After leaving school, Paul Stephens took over the reins of his family's John Deere 4020 and carried out all the field work on 350 acres of cereals. This drilling photograph is from 1974. "It was a smashing tractor," he recalls. Photo courtesy of Paul Stephens.



acres, he looked into the possibility of replacing two tractors with a single 106hp John Deere 4020.

The new tractor, together with a six-furrow semi-mounted plough and an 18ft 6in cultivator, arrived on the farm prior to the 1967 harvest and away went a 65hp tractor, two cultivators, three- and four-furrow ploughs and a culti-harrow. A 35hp tractor was retained on the arable enterprise for trailer and loader work.

The farm's experience of operating the John Deere 4020 during the first year was reported in *Farm & Country* magazine in the autumn of 1968. The total cost to make the change was £4133 for the tractor, plough cultivator, quick hitch and cab, which after the trade-in of the used machine had been included came to under £3000.

The big Deere carried out all the field work on 350 acres of spring cereals, and was reported to have clocked-up just one-and-a-quarter tractor and man hours per acre for stubble cultivations, ploughing, drilling, harrowing, top dressing and rolling, with the breakdown given in the table below. That is a remarkable figure, as John Nix's *Farm Management Pocketbook* published in 1969 lists average tractor

respectively, and Mr Stephens was reported as having 'rolled 70 acres in nine hours including a break for tea.'

His son, Paul, was soon to leave school, and was taught by Douglas Burnett how to use the tractor and plough before he left the farm to take an engineering job.

"I was a young lad out of school and I did all the work with the 4020," says Paul, who still farms at West Heslerton today, although now on a bigger scale. "The tractor came without a cab and we fitted a Tractorvision unit. It wasn't a roll-over one, but it kept the weather out. I rigged-up a radio with headphones and would nearly strangle myself when I got out and forgot to take the headphones off!"

"It was all spring



A small selection of over 100 tractors for sale See www.pykett-tractors.co.uk



Fendt 718 S4, 2018, 3,731 hours £89,500



Fendt 718 S4, 2018, 2,787 hours £86,500



Fendt 716 S4, 2018, 4,283 hours £82,500



Fendt 716 S4, 2018, 4,225 hours £78,500



Fendt 820 TMS, 2010, 9,536 hours £39,500



Fendt 415 TMS, 2010, 7,048 hours £46,750



Fendt 211 TMS, 2020, 450 hours £68,500



John Deere 7250R, 2016, 1,952 hours ... £92,500



John Deere 6195R, 2017, 2,010 hours £88,500



John Deere 6150R, 2015, 5,563 hours ... £53,750



Claas 816 RZ, 2007, 6,994 hours £24,950



Massey Ferguson 7720, 2016, 5,790 hrs .£45,500



Massey Ferguson 5475, 2011, 3,354 hrs £37,500



Massey Ferguson 5465, 2008, 2,015 hrs £34,500



Massey Ferguson 3075, 1994, 19,207 hrs . £14,500



Massey Ferguson 135, 1972-73, 6,133 hrs £5,700



Case 895L, 1993, 7,179 hours £10,750



Kubota M105 S, 2005, 2,934 hours £19,950



David Brown 996, 1977, 4,231 hours £3,650



Deutz 6 10, 1986, 4,841 hours £7,850

For full specifications and optional extras please visit our website:

www.pykett-tractors.co.uk

Poplar Farm, Cotmanhay, Ilkeston, Derbyshire DE7 8SU

Tel: 0115 932 2438

ALEXANDER MILLS

Tel: 028 37 548971 Mob: 07710 372273

Over 300 machines in stock

Delivery throughout UK

View at www.alexander-mills.co.uk Email: sales@alexander-mills.co.uk



Case Puma 195 on 650 x 42, 50K & air brakes, 10,700 hrs ...£24,250



Case MX120 c/w front linkage, on 18.4 x 38, Dromone PUH, 7,100 hrs



Case Maxxum 110 only 948 hrs, 2017 & as new£44,500



Claas Celtis 456 RX 4wd, 100HP, 2007, air-con, 2,639 hrs POA



Renault 70.14 4wd fruit spec, ex-raspberry farm, front valves. POA



Case Puma 220 c/w FL & PTO, 2018, 650 x 42, 4 spools, 3,500 hrs



Case Farmall 105U, 2014 on Michelin 540 x 38, 3,368 hrs ... POA



Case Puma 160 c/w FL & PTO, 50K, 3500 hrs£39,500



JCB 410 Turbo loader, QHitch, 3rd service, 5,300 hrs POA



JCB 418S only 2,901 hrs on new 620 x 26.5 AG tyres, 2016 POA



Manitou MLT 840-137 c/w PUH, 2015, new 460 x 24 tyres..... POA



Weideman 1070 compact pivot steer loader, 4,135 hrs POA



Manitou 725-120LS with just 4300 hrs, powershift, PUH POA



Manitou 728 7m telehandler with QH pallet toes,£9,500



Kubota KX36-2 with 3 buckets, 2770 hrs£8,750



JCB 8060 on rubber tracks, QH, 5810 hrs,£14,900



Terex 860 Elite '05, powershift, front & rear QH, 7,300 hrs..... POA



Hitachi EX100M on 800 pads, front QH£16,900



JCB JS130 on 30" pads with QH & 6' ditching bucket.....£16,500



Kobelco SK80 SR on steel tracks, QH & 4 buckets.....£18,500



Kuhn FC 302G mower & grouper, 2013 POA



Kuhn HR 6003 power harrow, 2010, used this spring£11,900



Claas Volto 1320T tedder, 2013, in excellent condition.....£12,500



Kuhn FC 302G mower, 2007, swivel head POA



Kuhn Merge Maxx 950 & 1050 new in stock..... POA



Lely Lotus 900 & 1020 trailed tedders from.....£9,900



Herbst 20T dump trailer on 560 x 22.5, air/hyd brakes, 2020 POA



Kuhn i-Bio combi baler on 500 x 22.5 tyres, shop-soiled new..... POA



Kuhn 8, 9' & 10' mounted mower conditioners from.....£3,300



Teagle Telehawk loader-mounted bale shredders new & used ... POA



Marshall HD16 dump trailer on 400 x 22.5, 10 stud axles, new. POA



Marston 19' x 8' silage trailer, on 385 x 22.5.....£4,500



Joskin 2500 tanker c/w 7.5m trailing shoe, new in stock..... POA



Kuhn EL 122 - 100° rotovator, new in stock.....£8,500



Joskin Tornado 3 on 650 x 32, new in stock POA



Kuhn GA 6501P twin rotor 20' rake, new,£11,900



Kuhn 9530D butterfly mowers, also FC3215 front @ special price



Elho DC2100S double chop, 7" cut, also lift mown grass, new ..£17,500



McConnel 1.6 & 2.25m Z linkage flail mulchers special price



McConnel PA41 & PA91 hedgers, to suit compact tractors..... POA



McConnel SR15 Batwing toppers, new and used in stock POA



McConnel PA7070T, hyd head roller, 2014, 7m 3pt mounted .. POA



Spearhead Twiga 836T Orbital cuts LH or RH.....£10,900



McConnel PA6585T c/w twin rotor head, new July 2019 POA



MOVIN' ON UP!



NICK GARBUTT owns an equestrian smallholding of around seven acres, all down to grass. Currently, he uses a Massey Ferguson 2927 compact mower tractor to keep his fields tidy and look after his equestrian needs, but obviously the little MF is limited in what it can do.

Ordinarily, a tractor of 35-50hp would be adequate for this type of equestrian and hay-making purpose, but Nick is looking for something with a bit more power (75-90hp or thereabouts). He is no stranger to bigger 'blues' having driven Ford 6610 up to 8100 models in the past and even a County 1184. He is looking for something decent-sized so that he can take it on road runs as well as helping a farmer friend to haul 10t grain trailers over distances of four miles on main A-roads during harvest time.

Finding a good genuine tractor is never easy. Establishing Nick's exact requirements was essential after he turned to **CLASSIC TRACTOR** for help. Tractors manufactured from 1982-97 are within Nick's maximum budget of £15,000 and all these would have nearly all of the features on his shopping list – cab, power steering, heater, etc. It helps that there is no requirement for a front-end loader, passenger seat or weights. There is no restriction

on cab height and Nick would prefer a tractor that needs little or nothing doing before it goes to work. Obviously, if a tractor can be found that doesn't attract VAT, that will increase his purchasing power significantly. To work with the tractor on his smallholding, Nick intends to purchase a roller, topper, PZ Haybob and maybe even a mower, but he will call in outside help to bale his hay.

To meet Nick's requirements, while trying to keep to a more 'basic' level of classic tractor technology, the target seems to be a four-cylinder tractor with minimal electronic technology. A naturally-aspirated engine would be preferable, but many in this power band are fitted with turbochargers.

Nick doesn't need, and doesn't particularly want, four-wheel drive, so that makes life a little easier when it comes to finding a good machine within his budget. Besides, a Haybob is best on a tractor which has a degree of good manoeuvrability, so that's another good reason for limiting the choices to two-wheel drive. The availability of reasonably-priced aftermarket spares is also a consideration to keep running costs to a minimum.

Looking at Nick's proposed trailer towing activities, a hydraulic trailer braking system on the tractor is

essential for his safety and that of other road users. Many tractors in this power band will have a system already installed or can be retro-fitted with one, such as the kit produced by Hydrokit, for example.

With Nick's requirements now established, let's take a look at some tractors that might suit him.

Typical values

The 'Expect to pay' values we've given are ex-VAT and relate to two-wheel drive models in usable condition and with average hours (6000-8000).

Above left: Nick Garbutt on the MF 2927 compact tractor/mower he has been using on his equestrian property and smallholding. He decided it was time to get something bigger and that's when he turned to CLASSIC TRACTOR for advice.

Below: The 80hp Case-IH 844XL is one of the models we identified as being suitable for Nick Garbutt requirements. As well as working on his smallholding, he wants something that can safely pull a friend's 10t trailer. Photo: David Winthrop.



Massey Ferguson 390

DEMAND FOR THE 80HP MF 390, as with all MF 300 Series tractors, is currently very strong and the supply of good examples is scarce, all of which is pushing up the prices. That's no surprise as the 390 is regarded by many as one of MF's best ever tractors. Its proven engine and hydraulic system heritage can be traced back to the 1960s and the MF 175 and 178 models with the Perkins A4.248 diesel engine and Mk3 hydraulic system. Steering is hydrostatic and generally trouble-free subject to prescribed maintenance.

There are two types of clutch – the conventional 12/10in which requires the operator to depress the pedal fully to engage the PTO and the 12in split-torque type, with the more convenient lever-only method of PTO engagement.

A number of transmissions were offered including six-, eight- and 12-speed shuttle types, as well as standard eight-speed and 12-speed Multi-Power, allowing a clutchless single down or up-shift in each gear. Shuttle transmissions have a column lever which allows change of direction without changing the main gear lever position. The 12-speed 'three-stick' transmission, which is not as desirable as the shuttle versions, offered an additional range of gears to the main three forward plus reverse.

The cab options of HiLine or LowProfile are comfortable, spacious and easily accessible with rear hinged doors to assist entry.

**EXPECT
TO PAY**
£8000-£14,000
2WD

Photo: Simon Hipperson



Massey Ferguson 3060/3070

THE LAUNCH OF THE MF 3000 SERIES in 1986 was

the company's first venture into electronic control of tractor functions, and it represented a massive investment. Improved Perkins engines in the 3060 (80hp) and 3070 (93hp) models were married to new transmissions through a 13in single-plate clutch. Initially, the standard transmission was a 16-speed forward and reverse unit, with the option of a two-speed Speedshift giving a range of 32 forward and reverse gears, which later became the standard.

A pair of long, convenient right-hand gear levers operate the High and Low ranges in forward and reverse and main 1-4 gears. In addition, 'Tortoise and Hare' ranges are actuated by a sideways movement of the range lever. On the 32-speed transmission, the torque multiplier gear splitter is operated using a console-mounted push button.

Steering is hydrostatic with the double-ended steering cylinder forming part of the trackrod. Cab doors are rear-hinged for easy access, and the interior offers a high level of comfort with greatly improved visibility through the large glass panels and unobstructed front screen. The only minor impediment being the slim-line exhaust pipe.

Operation of the electronic three-point linkage is by buttons and dials offering the usual position, draft, rate of response controls, etc. While a major step forward, the electronic aspect of the hydraulic system can be rendered completely inoperative by an alternator failure. During the production run, a number of improvements were incorporated into the tractors, so the later the model, the better.



**EXPECT
TO PAY**
£6000-£12,000
2WD

Photo: Ken Topham

Case-IH 844XL

THE 80HP CASE-IH 844 was originally made at Neuss in Germany, but all machines sold in the UK were produced at Doncaster, following the transfer of production to the South Yorkshire plant in 1990. The 844 was the best-selling tractor in its class in mainland Europe, whereas in the UK most buyers tended to opt for the 885XL or the 856XL. The 844XL was identical to the 856XL from the flywheel back.

This model has a rock-solid IH-designed D-268 4.4-litre naturally-aspirated four-cylinder engine and a synchromesh transmission that provides 16 forward and eight reverse gears. The naturally aspirated engine isn't a firecracker, more of a dependable slugger. There was a low-profile version, known as the XLN, but the high-spec XL cab is by far the most common.

The ZF transmission provides 16 forward speeds and eight reverse and has a top speed of 40kph. The gears are well-spaced and there are seven of them in the 4-12kph field working range. All shifts are synchronised. Operation is by two long levers, with the outer lever changing 1-4 and the one nearer the seat selecting High or Low ranges. A mechanical splitter, which requires the clutch, shifts the speed in each gear via a small lever to the right of the driver's seat.

Hydrostatic steering is standard, along with oil-immersed disc brakes. An oil change is recommended every 200 hours. The Case-IH 844XL is a rugged and dependable performer. It doesn't have quite the same desirability as an 856XL, so there's more chance of picking one up for a sensible price. Just be aware that two-wheel drive versions are like hen's teeth.



Photo: Simon Hipperson

EXPECT TO PAY
£8000-£11,000
2WD

Ford 5610 & 6410



THANKS TO THEIR STYLISH LOOKS and comfortable Super Q cabs, models from the Ford Force II and Generation III are the height of popularity right now. Potential candidates on Nick's radar should include the 5610, 6410, 6810 and 7610, ranging in power from 72-100hp. A 5610 (72hp) and 6410 (80hp) would be a good fit for what he has in mind.

The Super-Q cab is the best-appointed, but Sekura AP and LP cabs were frequently specified when either cost or height, or both, were major considerations. The Sekura cabs were a big step up from the safety cabs of old, but they are not as comfortable as the Super-Q and have a much more basic instrument and control layout. Actually, for some customers, that was part of their appeal. Time has shown that their wings, roof panels and doors are prone to corrosion.

A further benefit of the Super-Q cab is that the main gear levers are mounted on the right-hand side of the cab floor, whereas on the Sekura-cabbed tractors the gear levers are in a central position. Furthermore, on the AP/LP cabs, the clutch and brake pedals protrude up from the floor, hindering access.

Engine specifications for the two tractors are largely the same, although the 6410 does have a 5mm longer piston stroke, increasing its cubic capacity from 4.19 litres to 4.39. Transmissions are generally 16x4 constant mesh with Dual Power on AP cab tractors or 16x8 Synchromesh with Dual Power for the Super-Q. PTO output is 8hp more on the 6410, with the six- and 21-spline PTO shaft being interchangeable on Generation III tractors.

Ford 6410
EXPECT TO PAY
£6000-£12,000
2WD



Ford 5610
EXPECT TO PAY
£6000-£9000
2WD

Photo: Simon Hipperson

EXPECT TO PAY
£8000-£11,000
2WD

Photo: Graeme Kirk

SUBJECT TO REGULAR MAINTENANCE being carried out, the 86hp John Deere 2850 might be described as being one of the most reliable tractors in this bunch. It entered production at Mannheim in Germany in 1986 and remained on sale until 1994.

Three cab options were available for the 2850 – the budget, lower-profile MC1, the CC2, which replaced the MC1 in 1990, and the luxurious, low-noise SG2. The SG2 has a curved front screen and a single-door that hinges on the left-hand B-pillar. The split windscreen is like marmite – you either love it or hate it – and the path into the cab is a little convoluted, especially for taller individuals.

The 3.9-litre four-cylinder turbo engine produces a lively 86hp. The 16 forward synchromesh speeds, assuming the tractor has the Hi-Lo splitter, are controlled using a range and main lever in the right-hand console.

These tractors cost a little more than some other brands in the 1980s and early 90s, but as a rule you got what you paid for, which was a well-built, reliable machine with a lively performance, a decent spec and a high quality cab. The 2850 is a well-respected and sought-after model, and that means you will struggle to find anything below £8000. Should replacement parts be needed, availability through John Deere is very good.



Left: Nick Garbutt with his 'new' tractor, which was delivered in early May. His G-plate MF 3065 is a very clean and genuine ex-farm example with 6400 hours clocked. "I have a very good feeling that everything about this tractor is genuine," he says. "Everything works as it should, even the radio! All it needs is for the seat to be recovered and a bit of spit and polish inside and out. I hope it will be a worthwhile investment."

hopefully offer them a suitable product. The courtesy of a polite reply seems to be in short supply these days, notes Nick.

"I have a long list of companies that failed to respond to my telephone enquiries and e-mails," he explains. "Those that did mainly consisted of one-liners that gave no information about the tractor. I even got the impression that I was disturbing some of them."

It was at the peak of this frustration that Nick turned to **CLASSIC TRACTOR** for help. Contact was made and through discussions a better picture of Nick's requirements was ascertained. He was unsure of what to look for when viewing a tractor, so over the course of several evenings sitting at our respective computers, with mobiles in hand, a number of potential tractors were discussed and discounted after viewing the seller's photos. When viewing adverts, Nick was looking for a genuine description that gave a good indication of the condition, hours and, if possible, any known previous history. Sensible pricing was important.

Not all the dealers showed a lack of interest. Nick singles out one particular business for praise. "W. H. Bond of Cornwall took time to find out what I was after and called me several times to offer me a Ford tractor, but sadly the hours were a little higher than I was looking for," he says.

It was while looking through the classifieds that Nick found a Massey Ferguson 3065 with a private seller from Selby in North Yorkshire. Contact was made and he was told that the tractor had formed part of a fleet of MFs on an 800-acre farm, where it had been used for spraying and driving a grain dryer.

The previous owner to that had mainly drilled sugar beet with it on a neighbouring farm. The photos that were supplied were examined at length and nothing was found that would suggest this was anything other than a genuine well-worked but cared-for example of this popular model.

In preparation for Nick's visit to see the tractor at Selby, a list of points to check was prepared and this was happily worked through with the seller during his visit. The G-registered two-owner MF showed 6400 hours and had been serviced recently. The general condition of the 32-year old tractor was good and it had clearly been well-looked after in the past. A deal was done. Of equal importance was the fact that even with VAT and the cost of transportation to Somerset, the price still fell well within Nick's £15,000 budget.

Reflecting on his long search for a tractor, he says: "My quest to find the right machine has been frustrating at times, but I've enjoyed it and it has given me a great insight into the tractor world. Even though I've now made a purchase, I'm still looking at tractors! I look forward to reading **CLASSIC TRACTOR** every month and I'm very grateful for the help I've had from the magazine and its technical correspondent David Perrin."

Below: There's plenty of life left in the front and rear tyres and crucially there's absolutely no rot in the cab doors or anywhere else.



Making a purchase

Just before we went to press, reader Nick Garbutt finally found what he was looking for – a tractor that ticked all of his boxes. He has bought a two-wheel drive 1989 Massey Ferguson 3065 Autotronic. He is delighted with his new purchase, but at the same time he says he is dismayed at the level of nonchalant and indifferent responses he received from many of the dealers he contacted during his two-year search for a suitable tractor.

"I work in the transportation and auction areas of the motor industry and always thought that we were slow to embrace the 'new world' of communications, marketing and social media," he says. "However, after searching for a long time for a tractor, I can now see that we are actually light years ahead in the way that we market and offer vehicles for sale compared to the agricultural machinery industry."

Whilst Nick might have been a slightly unusual customer for a 75hp-plus tractor, at the end of the day he was a potential customer with a not inconsiderable amount of money to spend on the right tractor. It is the job of sales staff, whether working for a franchised dealer or a small independent business, to ascertain the requirements of a potential customer and

SEARCH UPDATE!



Norfolk Farmers

Contract Farm Services

Used Agricultural Machinery Dealers



2011 MF 6480, 50k Dyna 6,
8166hrs.....£28,800



Taarup Kverneland 3128 Disc M/C
.....£4,550



2015 Pottinger Terrasem C6 Artis
Plus, 500H/A.....£46,000



2009 JD6930, 50k Auto Quad,
7,317hrs.....£36,500



Whitlock 370 Backhoe, 3,607hrs,
1 owner, VGC.....£5,000



Spearhead Excel S180HD Flail
.....£3,250



2009 JD6530, 40k Auto Quad,
10,863hrs, Mint.....£30,000



Amazone ZA-M Max 2x sets disc's
.....£1,800



Kuhn MDS 1135 twin disc
spreader.....£800



Hardi LX800, 12m boom, VGC
.....£1,600



Farm Force 4M Ring Leader
Culti-Press.....£2,900



JPM 16 Tonne Multi Purpose,
Ramps.....£14,700



Fraser M15S 10.5 Tonne grain,
Excellent.....£4,900



JD 7820 Power Quad, Genuine
5,551hrs, 1 owner.....£43,500



Larrington Majestic 18-20t, 600
/50R22.5 Floats, ROS.....£20,000



2013 Atlas Copco XAS67 Fast tow
130CFM compressor.....£5,500



Fendt Big Pack weights 1250kg
& 1800kg



2018 JD5100M, 40k P/Quad,
285hrs, Mint.....£36,000



New Tri-Axle JPM 27TLL In stock
.....£16,600



Land Rover Defender 90 TD5
rebuild.....£20,000 plus vat



New Strimech Attachments
.....in stock



2012 Manitou MLT625-75H,
3,750hrs.....£25,500



2013 Claas 650 Arion, CEBIS, 50k,
7,410hrs, VGC£31,000



2003 Manitou MLT629-120LS
Turbo, 8,200hrs, Tidy.....£POA



Grays Heavy 3m Flat Roll, VGC
.....£1600

For more pictures and further details of our stock visit our website www.jmurrell.co.uk

All prices + VAT



We are JPM Trailers' East Anglia Dealer

J Murrell • Willow Farm • Norwich Road • South Burlingham • Norwich • Norfolk NR13 4EZ

07770 692891



DIGGING IT WITH DB

The David Brown Ditcher-Digger-Loader (DDL) was an ideal machine for farmers, contractors and local authorities. Stuart Gibbard explains how this versatile, yet inexpensive attachment was developed to be capable of a wide range of ditching, digging, trenching and loading duties.

RECENT WET AUTUMNS have brought into focus the need for watercourse maintenance. Today, on most farms, the tasks of ditching, digging and trenching are usually left to contractors equipped with the latest specialised machines, including backhoe loaders and 360-degree tracked excavators.

But back in the 1960s, tractor-mounted ditching attachments were very much favoured for this type of farm work. However, parsimonious farmers were reluctant to invest in an expensive machine that would probably attract only occasional use. Versatility was the key, and so any digger had to do much more than just maintain ditches.

McConnel's Power Arm was a popular universal tool that could be used for ditching and loading, but it was primarily developed as a mower/hedge cutter and its digging reach was limited. The manufacturer that came up with a truly versatile ditcher was David

Brown, whose own machine was advertised as having a 'Big' digging depth, a 'Big' loading height and a 'Big' all-round working range.

The David Brown Ditcher-Digger-Loader, known within the company as the DDL, ticked all the boxes. Importantly, it was a low-cost machine that was easily detached from the tractor. However, it was also strong, stable and capable of a wide range

of ditching, digging, trenching and loading duties. The DDL appealed not just to farmers, but also found a ready market with contractors and local authorities.

Albion Works

The DDL was manufactured at David Brown's satellite implement factory, the Albion Works at Leigh in Lancashire. The Leigh plant's chief engineer, who oversaw many machinery designs, was Fred Williams. The Ditcher-Digger-Loader, introduced at a time when the company was beginning to concentrate more of its efforts on tractor production, was probably the Leigh factory's last big implement development.

The concept for the DDL was dreamt up by Tony Coe, the chief development engineer at Leigh, who came up with the idea with fellow engineer, Peter Unsworth. The two presented their ideas to Fred Williams, who gave the go-ahead to the project.

Previously, especially after tractor cabs became more widely fitted, there had been safety concerns with some makes of linkage-mounted

A David Brown Ditcher-Digger-Loader with the auxiliary oil tank and PTO-driven independent pump.

Specification

Model	David Brown Ditcher-Digger-Loader Mk1 (1971)
Hydraulic system	Output (tractor pump) 5 gal/min at 2000psi; (independent pump) 7.5 gal/min at 2000psi; tank capacity, 14 gallons
Transmission	8-speed synchromesh with forward/reverse shuttle
Controls	Six hand-controlled spool-valves
Working range	Slewing arc, 180 degrees; maximum digging force, 5000lb; maximum lift capacity, 2200lb; maximum digging depth, 141in; maximum loading height, 156in;
Dimensions	transport height, 11ft 5in; weight (less bucket) 1625lb

Right: The David Brown Ditcher-Digger-Loader (DDL) was a versatile machine aimed at farmers, contractors and local authorities.

diggers or back-actors. When the operator was powering down into the earth, the machine could lift, resulting in the operator being crushed between the cab frame.

To overcome this, the team at Leigh based its design on a sub-frame for greater safety and stability. The tractor would counterbalance the attachment, while also providing the power source, either from its own hydraulic system or via a separate independent PTO-driven pump, fed from an oil tank and filter mounted within the frame.

The prototype machine underwent 1000 hours of testing before the DDL was launched on the market. Even then, David Brown stated that, initially, it was building one batch only until it had gauged market opinion.

Smithfield launch

The first production Ditcher-Digger-Loader, designated ADD1, was launched at the 1967 Royal Smithfield Show with a 24in bucket and a price tag of £475. Full production began in August 1968 with the range of options including several trenching buckets and a silage and manure grab. The machine was designed to fit either the David Brown 990 or 1200.

The DDL could slew through 180 degrees and was fitted with hydraulically-adjusted stabiliser legs to take the load. The independent pump, which gave faster operation than using the tractor's own hydraulic system, delivered 7.5gal/min at 2000psi.



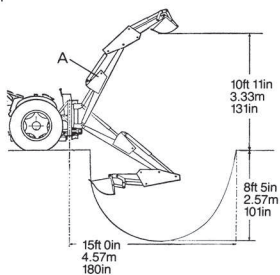
Early machines were fitted with removable restrictors to the slewing rams to reduce the slewing speed for inexperienced operators. David Brown's multi-speed PTO could be used in the higher ratio at lower revs to reduce engine noise and improve fuel economy.

The DDL's main boom could be set to three

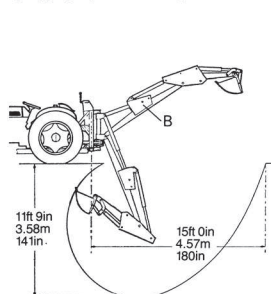
different positions to vary the height, digging depth and reach. With the main boom in the lower kingpin position, altering the position of the ram gave digging depths of 8ft or 11ft 9in. When using the grab loader, the main boom was inverted and mounted in the upper kingpin location, which raised the maximum operating height to 13ft with a depth of 9ft 3in.

The DDL was launched at the same time as two other tractor-mounted ditcher/loaders came to the market – the MIL Monarch and the Webb 520 – so you could say that David Brown was very definitely 'on-trend' with its development. MIL's machine was also priced at £475, but was arguably less sturdy, while Webb's offering, costing £546, was both dearer and less compact.

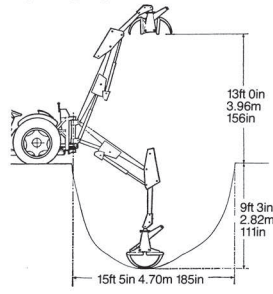
Big all-round working range: boom ram position A



Big digging depth: boom ram position B



Big loading height: boom ram reversed



Attachment range

The David Brown DDL found a ready market. Many more were produced and sold than just the initial batch and in due course it became one of the Leigh factory's most popular lines. By 1971, the DDL was being offered with a choice of frames to suit several different David Brown models as well as other makes of tractor.

The range of attachments was also extended to include ditching, trenching, tile-laying and side-cutting buckets, plus manure, root crop and clamshell grabs. Specialised grave digging equipment was also

Above left: A diagram showing the three alternative boom settings for the DDL, which provided users with options for working at different heights, depth and reach.

Far left: An early DDL, without the auxiliary oil tank, showing the layout of the main frame, booms and stabiliser legs.

Left: Launched at the 1967 Royal Smithfield Show, the David Brown Ditcher-Digger-Loader was demonstrated to the public using a remote console.

WWW.INTATRACUK.COM

WE STILL GUARANTEE TO BEAT ANY LIKE FOR LIKE QUOTE ON ALL PARTS LISTED BELOW!



CASE IH, INTERNATIONAL TRACTORS URGENTLY WANTED FOR BREAKING, FIRE & ACCIDENT DAMAGE, NON-RUNNERS, ANYTHING CONSIDERED & PARTS



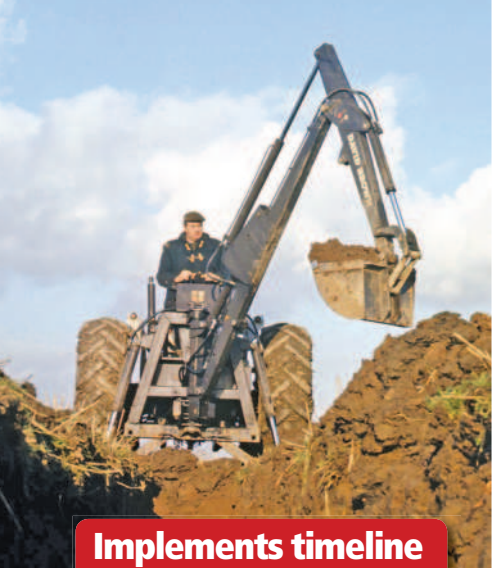
RUMOUR HAS IT...

...WE PAY THE BEST PRICES FOR ALL CASE IH & INTERNATIONAL TRACTORS FOR BREAKING. PLEASE PHONE OR EMAIL WITH DETAILS

CURRENTLY BREAKING

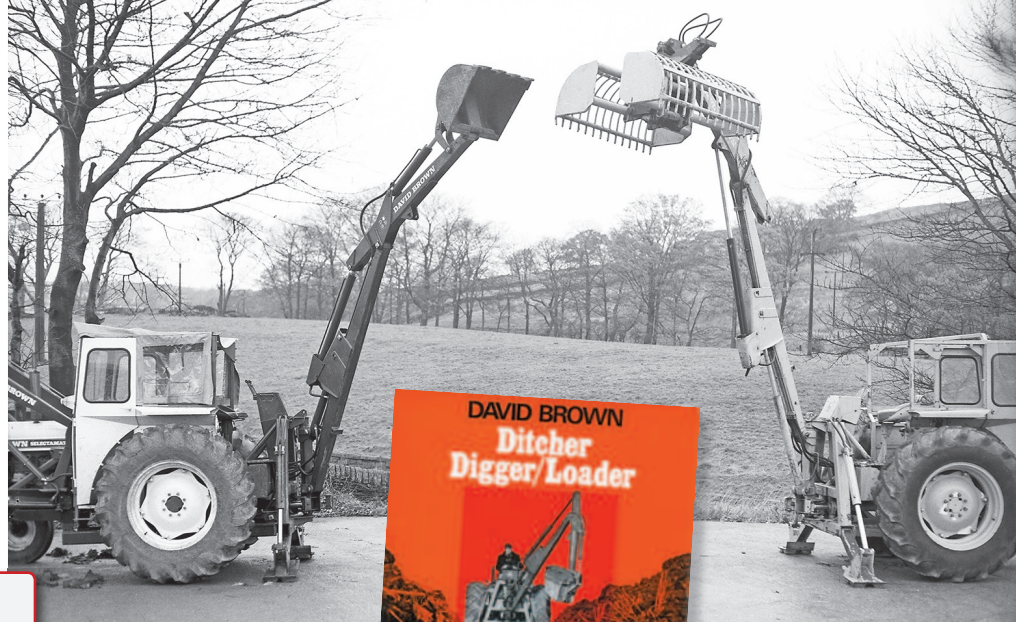
WE ARE CURRENTLY BREAKING AND HAVE BROKEN OVER 600 TRACTORS ALL DISMANTLED AND ON THE SHELF FOR OVERNIGHT DELIVERY!: Tractors include – McCormick – X7070, TTX, MTX 165, MTX 140, MC 135, MC 115, CX 105, CX 115, CX 80, C70 CASE IH – MX 170, MX 135, 120, 110, 100C, CX100, 90, 4240 XL, 4230 LP, 4220, 1056 XL, 956 XL, 856 XL, 844 XL, 995 XL, 895, 795, 695, 495, 3434B, 885 XL, 785 XL, 685 XL, 585 XL, 485, 385, 7250 MAGNUM INTERNATIONAL – 1055 XL, 1255 XL, 1455 XL, 955, 885, 785, 685, 585, 485, 385, 884 SECURA, 784, 684, 584, 484, 674, 574, 475, 474, 374, 454

**INTA TRAC UK LTD, ACTON VIEW, BROCKTON,
LYDBURY NORTH, SHROPSHIRE SY7 8BA
TELEPHONE 01588 680217 FAX 01588 680222
MOBILE 07711 215929 EMAIL intatrac@gmail.com
VIEW & BUY ONLINE @ www.intatracuk.com**



Implements timeline

- **1936** Specialised implements assembled for Ferguson-Brown tractor
- **1940** David Brown begins manufacturing ploughs for its VAK1 tractor
- **1941** First David Brown mounted implements
- **1947** Range of 'Power Control' implements launched for David Brown Cropmaster
- **1955** David Brown Albion combine goes into production at Leigh factory
- **1957** Launch of Hurricane forage harvester, Albion baler and AL/1 loader
- **1960** Super Hurricane Harvester mounted on a self-emptying trailer
- **1961** Six-furrow plough developed for David Brown 990 Implematic
- **1962** Launch of David Brown C-Type plough range
- **1964** Hydraulic mid-mounted mower introduced for David Brown 770
- **1967** Super loader range and Ditcher-Digger-Loader (DDL) introduced
- **1971** Hydraulic turnover offered for C-Type reversible ploughs
- **1972** LF loader range introduced to suit Weatherframe cab
- **1976** Quiet cabs prompt launch of new LQ loader range
- **1977** Arrival of Ditcher-Digger-Loader Mk2
- **1979** New loader range developed for David Brown 90 Series tractors
- **1986** Leigh factory manufacturers L Series loaders for Case IH
- **1988** Closure of Leigh factory ends loader production



offered for local councils. Other extras included extensions and spiked feet for the stabilisers, which had two mounting locations in the lower frame, giving either narrow or wide positions.

The Albion Works also handled the development of David Brown's new Weatherframe safety cab, which was fabricated at Leigh from 1972. Such was the importance of the DDL at the time that it influenced the design of the cab, which was made tall enough to offer satisfactory clearance for the ditcher attachment.

By the early 1970s, tractor components accounted for 80 percent of the output of the Leigh factory. The plant, which had expanded to 15.2 acres, was employing more than 1000 people and even had its own training centre. After David Brown became part of J. I. Case, the policy was to put money into tractors

rather than farm implements.

Several of the implements made at Leigh, including ploughs and mowers, were dropped from the range, but the popular DDL continued in production alongside David

Brown's front loaders. As well as its farm tractors, David Brown also had a 'Yellow Line' of dedicated highway tractors, and the Ditcher-Digger-Loader became a popular attachment for light use by local authorities.

Mk2 introduction

In 1977, the DDL Mk2 arrived, now with a different A-frame, a larger floor-plate area and a more enclosed operator's console. Attachments for the Ditcher-Digger-Loader still included at least 10

Top left: The three alternative boom settings, which gave options for working at different heights, depth and reach. David Brown's demonstrator, Stan Smith, is at the controls.

Above: A comparison showing how alternative boom settings altered the DDL's height/reach for different applications. The machine on the right is fitted with a root crop grab-loader.

Inset above: A 1971 sales brochure for the David Brown Ditcher-Digger-Loader (DDL).

Below: With the DDL's main boom inverted in the upper kingpin location, it could operate to a height of 13ft for loading applications. The machine shown is fitted with the UADD11 grab-loader with manure/silage tines.



DB implement offering

IN ADDITION TO BEING A TRACTOR MANUFACTURER, David Brown was also an important implement manufacturer. For much of its life, the firm offered a full-line of matched equipment produced at its own dedicated implement factory at Leigh in Lancashire.

David Brown inherited the concept of offering a full range of implements from its pre-war days of manufacturing tractors for Harry Ferguson. After it introduced its own tractor, manufactured at its Meltham Mills factory in Yorkshire, the company still felt obliged to supply matched equipment.

David Brown implements were assembled at various satellite factories until 1955 when, as part of a drive for expansion, it acquired the agricultural machinery manufacturer, Harrison, McGregor & Guest Ltd, and its Albion Works at Leigh. The factory, which included an iron foundry, occupied 11½ acres and was completely reequipped over a five-year period.

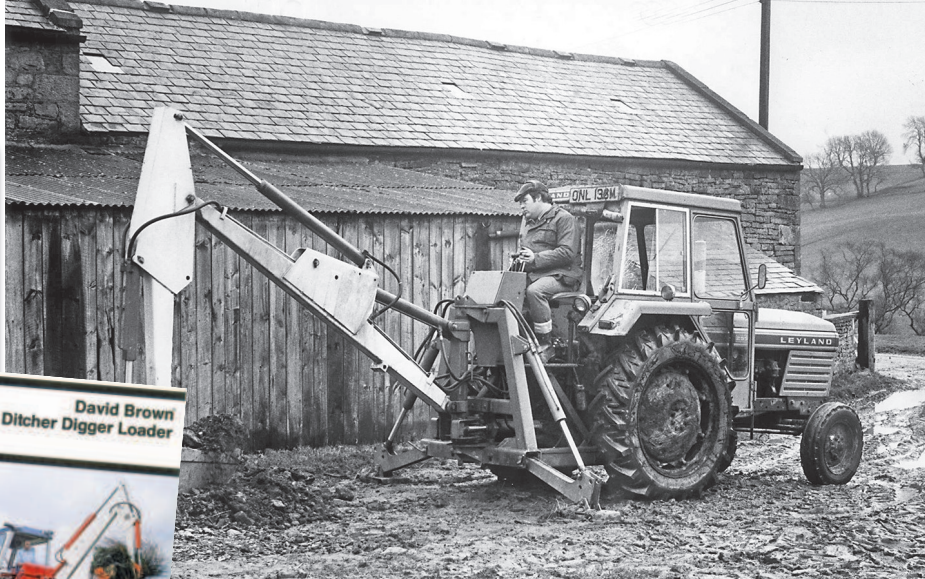
Marketed under the David Brown Albion brand, the implement range was expanded to include not just ploughs and tillage equipment, but also mowers, a combine, baler, forage harvesters and a manure spreader. Fred Williams, who transferred from Meltham and was appointed chief engineer at Leigh in 1955, was responsible for many of the developments.

Williams developed a range of front end loaders for David Brown tractors, and this became one of the company's most important equipment lines. The loaders accounted for the biggest volume of David Brown's implement sales, with 60 per cent of production going for export. The sales team planned to sell one loader for every 3-4 tractors.

As the machinery line expanded, new production techniques were introduced at Leigh. The foundry was decommissioned and the castings it had produced were replaced by modern methods of steel fabrication. A fibreglass process was also introduced for manufacturing safety guards.

By the 1960s, with output of David Brown tractors running at an all-time high and 80 per cent of sales going overseas, the decision was made to restrict implement production so that several of the tractor component machining and manufacturing operations could be transferred from Meltham to Leigh.

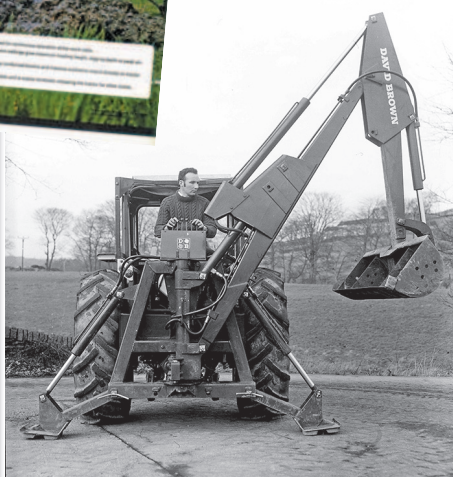
Despite the reduction in implement capacity, the Albion Works continued to build ploughs, front loaders and a new hydraulic mid-mounted mower. The factory eventually closed in March 1988, with the premises being purchased by the Irish-owned, Barlo Heating Ltd. Today, the site of the old Leigh works is now occupied by a Tesco supermarket.



Above: A David Brown Ditcher-Digger-Loader attached to a Leyland 255. Different sub-frames enabled the attachment to be used with many other makes.



Inset left: A sales brochure for the Mk2 version of the David Brown Ditcher-Digger-Loader, which was introduced in 1977.



Left: Options for the Ditcher-Digger-Loader included stabiliser extensions and a choice of feet.



Above: A David Brown 990 Highway model equipped for industrial work with a David Brown front loader and a Ditcher-Digger-Loader attachment acting as a backhoe.

The Ditcher-Digger-Loader remained in production at Leigh into the 1980s. The last one was built in 1983, by which time the price had risen to £3133. 



A Mk1 David Brown Ditcher-Digger-Loader in the later red/white colours being used with a Ford 4000 for trench digging.



CASE IH PUMA 180 MULTI-CONTROLLER 2009 50K A/BRAKES FULL SUSP BRACKETS NOT INCL.....£25,000

KINGSTON

Mobile: 07771 852774

www.kgkingston.co.uk

kevingkingston@yahoo.co.uk

Cow Down Road, Whitegate, Forton, Chard, Somerset TA20 4HW



CASE IH 1056XL 4WD 40K AIR CON TURBO H REG 8,043 HOURSRING FOR DETAILS



CASE IH 956XL G REG, TURBO, TIDY, C/W DROMONE HITCH £POA



CASE IH 956XL E REG SOLD G REG AVAILABLE.....RING FOR DETAILS



PAIR OF ORIGINAL IH 955XLsRING FOR DETAILS



CASE IH 956XL 4WD J REG TURBO AS IS OR CAN OVERHAUL. £12,500



CASE IH 1056XL 4WD F REG AWAITING PREPARATION RING FOR DETAILS



CASE IH 1056XL 4WD E REG 6,888 HRS..... £POA



CASE IH CX100 W REG AIR CON 6,051 HRS 1 OWNER.....£POA



CASE IH CX80 4WD 7,221 HRS T REG C/W QUICKE LOADER£18,000



CASE IH 995XL L REG, C/W LOADER, AWAITING PREPARATION £POA



CASE IH 885XL C/W LOADER ..RING FOR DETAILS



CASE IH 5130 M REG SYNCHRO 4,094 GENUINE HOURS C/W LOADER..... £POA



CASE IH 5120 PLUS RING FOR DETAILS



CASE IH 844XL 2WD H REG AWAITING PREPARATION£POA



ZETOR 6340E 4,460 HRS M REG TIDY£9,500



IH 955 2WD W REG 2 OWNERS BIT RUSTY AROUND CAB.....£POA



IH 5055 TURBO C/W LOADER£15,000



IH 1055 W REG EX Lincs ARABLE TRACTOR VERY CLEAN£13,000



IH 574 LOW HOURS TIDY EX-SPRAYER TRACTOR£POA



FORD 8210 Y REG, NEW ENGINE..... £POA



FORD 6610 AP E REG RESTORED C/W NEW SHORT MOTOR.....£12,500



FORD 6610 Y REG 7,764 HRS IDEAL STRAW CHOPPER TRACTOR..... £POA



FORD 4600 4WD V REG V.TIDY.....£8,000



FORD 4600 Q CAB, 5,202 HRS, V REG£POA



FORD 4000 J REG C/W FORKLIFT£8,000



RICHARD WESTERN 11T SILAGE/ GRAIN TRAILER AS NEW TYRES£6,000



KVERNELAND 9443 RAKE 2014 V.TIDY DONE V.LITTLE£4,250



RECO FELLA 6 ROTOR TEDDER£POA



KUHN GM 410 13FT 6IN CUT LIFT CONTROL MOWER.....£POA



TAARUP 337 MOWER/ CONDITIONER CHOICE OF 2 £POA



MALONE & KUHN MOUNTED MOWERS RING FOR DETAILS



14T MERRICK LOGGIN GRAIN TRAILER.....£POA



MARSHALL 8T GRAIN/SILAGE TRAILER SCRUFFY BUT WILL DO A JOB£2,500



TEAGLE TITAN SUPER7 GRAIN/ SILAGE TRAILER ... FROM £3,250



TEAGLE TOUCAN 8T FORAGE HARVESTER OUTFIT HARD TO FIND..... £POA



CLAAS 75 FORAGE HARVESTER C/W METAL DETECTOR RING FOR DETAILS



TAARUP/KVERNELAND 622C FORAGE HARVESTER.....£1,500



STORTH 20FT SLURRY MIXER TIDY£1,400



PRIMEX 15FT SLURRY MIXER£1,000



GRAYS 8FT 14 TINE PUSH-OFF BUCK RAKE£1,275



SUTON 9FT PUSH-OFF BUCK RAKE C/W PIN & CONE BRACKETS£2,250



SELECTION OF 6 & 9FT TOPPERS TIDY..... RING FOR DETAILS



ALTEC FERTISER BAG LIFTER V.TIDY.....£1,400



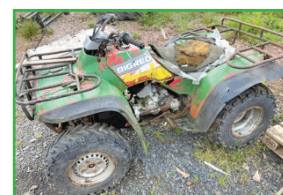
Brenderup box trailer, £2,500+VAT, 13ft 6 inches x 6ft 6 inches. 3.5 tonPOA



Massey Ferguson 35 4 cylinder glow plugs fitted starts well every time £3,750 + vat



Fordson Major 4 cylinder engine, removed to fit 6 cylinder missing timing cover..... £300 + vat



Honda big red spares or repair engine free needs front wheel bearing £600 + vat



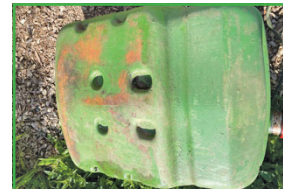
Hyundai Santa Fe 2010 lovely condition 85,000 miles £4,250



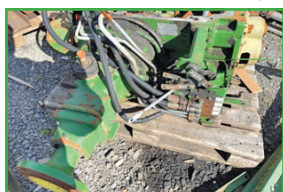
VW Toureg slight noise from transfer box needs front tyres and brakes £2,000



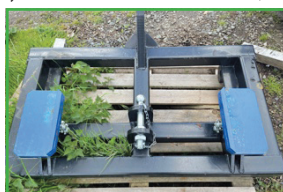
1,050kg concrete weight block £700 + VAT



John Deere 2040 Diesel Tank £80 + VAT



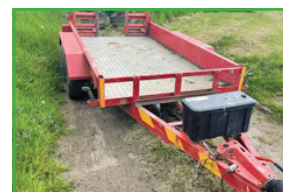
John Deere 2040 backend breakingPOA



Jcb q fit 3 point linkage shifter £650 + VAT



Feeder / spreader£1,500 + VAT



Indespension Plant trailer lights and brakes working ready for work 3.5ton 10x5 ft£1,800 + VAT

**AGRICULTURAL ENGINEERS
AND MACHINERY SALES**

Tel: 01746 712217 / 07868 440423

briggsthomasengineering.co.uk



BALERS WANTED

CLAAS QUADRANT BALERS 2200/3200

INTERNATIONAL CONVENTIONAL BALERS 430/435/440/445

MASSEY FERGUSON CONVENTIONAL BALER
120/124/128/220/224/228

CLAAS MARKANT CONVENTIONAL BALERS 55/65

FORD AND **NEW HOLLAND** TRACTORS WANTED ALL YEAR

CLAAS SINGLE ROTOR RAKES

David 07967 008346 Henry 07815 768517

www.bowland-tractors.co.uk



Find us on
Facebook



**FOGGY GILL, FELL END,
KIRKBY STEPHEN, CUMBRIA CA17 4LN**

Email: david@tunstalltractors.com
www.tunstalltractors.com



Hurlimann Prince 60
fitted with Perkins engine.
£22,500



Hurlimann XA 90 GS
12 reg, 3 speed, Sigma 4 loader.
£29,500



Hurlimann XA90GS
61 reg, Sigma loader.
£29,500



Hurlimann XB 110 T4F
no AdBlue, 480 tyres, good price.
£41,000



Hurlimann XA 80
14 reg, super low cab,
mint condition. £POA



Hurlimann XA80
11 reg, 3 spd power shift 40k, wide
tyres, excellent. £25,000



Hurlimann XA90
09 reg, 3 speed power shift,
std shuttle. £26,000



Hurlimann XE80
Mac shuttle gear box, a great
tractor for summer. £26,500



Hurlimann XM.K90,
16 reg, new Sigma4 loader,
1,323 hours. £42,000



Hurlimann XT105
05 reg, cab suspension, one owner
from new. £22,000



Claas Ares 697 ATZ
07 reg, front links,
in tidy condition. £17,000



Massey Ferguson 575
T reg, good clean condition.
£6,800



Deutz 5110
67 reg, Quickie power loader.
£39,500



McCormick X4.35
16 reg, 300 hours, wide tyres.
£27,000



Landini 4.090
16 reg, very low hours.
£28,500

David Tunstall mobile: **07817 832978** Chris Tunstall mobile: **07929 563907** Richard Tunstall mobile: **07765 883435**

M.J. Fry

agricultural engineering



Tel: 01305 889924 or Mob: 07831 470379 • Email: info@mjfry.co.uk • Website: www.mjfry.co.uk



Same Explorer 110 Limited edition, 113 hp,
Non Adblue, 60f x 60 r transmission. £52,286



Deutz-Fahr 5125, 126 hp, 30 x 30 power shift
transmission, SDD quick steer. £59,500



Deutz-Fahr 7250 TTV Warrior, 246hp, special
edition, full spec. £132,000



Dieci Agri Star 40.7 EV02, Michelin tyres,
Pin and conehead stock. £66,500



Deutz-Fahr 6165 RC Shift Warrior Special Ed,
171hp, Led lights, engine brake. £89,500



Same Dorado 90.4, 88 HP, 30F x 15 R gears,
Air Con. £41,386



Deutz-Fahr 5110 G GS, non Ad-Blue, 113hp,
a/c, 20F x 20R with electric Hi-Low. £48,500



Deutz-Fahr 6145.4, 4 cylinder, 145 hp, 54F
x27 R transmission. £76,500



Deutz-Fahr C6205 TS combine, 250 hp, 155
drum hours, 252 engines hours. £135,000



Alpego CF 400 Cayman 4 mtr working width,
Top Spring safety system. £24,850



Vicon RO-M-1100 HD spinner, 1550 ltr hopper,
10-24 mtr, led lights, trim flow. £6,595



New Vicon RV 5216 SC 14N baler, Supercut 14
knife chop system, ISOBUS. £32,649 + VAT

New Grove Barn, Grove Hill, Martinstown,
Dorchester, Dorset, DT2 9JP

Higher Woodsford,
Dorchester DT2 8BL

GOING FOR GOLD

To mark the 40th anniversary of the launch of the Leyland Harvest Gold range, first seen in public at the Royal Smithfield Show in December 1980, Graeme Morrow put his complete set of these models to work in a field in Northern Ireland. Sandy Cox has been getting the background to the event and the participating tractors; pictures by Daniel Gillespie.

IT WOULD BE FAIR TO SAY the Morrow family, from Carland, near Dungannon, in Co. Tyrone, have got Nuffield, Leyland and Marshall blood coursing through their veins.

"I was reared on Nuffields and Leylands on our farm," says Graeme Morrow. "My late father Jack was a great Nuffield fan and got his first one in the mid-1960s. He was well-known locally for putting six-cylinder truck engines in the Nuffields and he converted quite a few. We still have one in our collection."

Graeme's interest in the Leyland Harvest Gold range began with a four-wheel drive 804 that was bought second-hand for the family farm in the early 1990s. It was later tidied-up and refurbished by his brother David, who carries out any mechanical and repainting work that's required.

Over the past 10 years, Graeme has assembled a complete set of all eight Leyland Harvest Gold models: 302, 502, 602, 604, 702, 704, 802 and 804. "I'm not aware of another complete collection like this," he says.

The second tractor to join his Harvest Gold collection, a low-hour 502, came from a farm sale in Somerset. It is on its original rear tyres and has never been touched. Then came a 602, bought off eBay. It was very good mechanically but all the windows were broken and the tinwork was shabby. It has since been refurbished by David, and Graeme describes it as a lovely tractor.

The little 302 is Graeme's daughter Grace's tractor. A nice original example from England, it was also purchased on eBay and came with a front loader which was not needed and has since been removed.

Left: A four-wheel drive Leyland 804 leads the way at Graeme Morrow's Harvest Gold 40th anniversary commemoration day at Carland in Co. Tyrone.



302



802

Top: The smallest Harvest Gold model in the collection, a Leyland 302 (30hp), is Graeme Morrow's daughter Grace's tractor. She was using it with a two-furrow plough.

Above: Since joining Graeme's collection, this 82hp two-wheel drive Leyland 802 has received a new turbo, a front axle overhaul and some general tidying.



The line-up

Model	Operator
302	Grace Morrow
502	Paul Donaghy
602	Malcolm Hall
604	Matthew Trouton
702	Albert Hamilton
704	David Morrow
802	Jonny Hazelton
804	Dean Cuddy



Right: This Leyland 702 spent its working life over in Denmark. It has 1500 hours on the clock and is totally original, including all four tyres.



702

Left: Graeme Morrow's unique set of Leyland Harvest Gold tractors, driven by friends and family, made an impressive sight as they worked across the field at his special ploughing day. Six of the eight different models in his collection can be seen here.

Below: When purchased, this ex-Norwegian market Leyland 604 had a seized engine, a dismantled clutch and gearbox problems. It retains the scars of its working life.



604



502

Left: This Leyland 502, in original condition and with low hours, was the tractor that really started Graeme's collection. It came from a dairy farm in Somerset.

Below left: This Leyland 804 was purchased second-hand for the Morrow family's farm in the early 1990s. In more recent years it has been refurbished by David Morrow.



804

The 702 spent its working life in Denmark, before finding its way back to England. Graeme bought it from a Cheffins vintage sale. It has only clocked 1500 hours and apart from a repainted bonnet it is original, even its tyres. The 802 came from a farm in England and later, while internet browsing, Graeme discovered it had been sold by dealer Parris Tractors at some time in the past. Since it joined the collection it has received a bit of tidying, a new turbo and a front axle overhaul.

Graeme's 704, an unusual less-cab export model, was bought via eBay as a total wreck. "I got

the 704 because it's such a rare tractor," he says. "Since it arrived, David has given it an engine rebuild, worked on the gearbox and clutch, rebuilt the front axle, fitted new wheel rims and given it a cosmetic refurbish."

When Graeme first saw his 604 it was in Norway and was advertised by a dealer there. When he e-mailed the seller, he was told it had been sent to the next Cheffins Cambridge Machinery Sale monthly sale, so he flew over to England and bought it at the auction.

The engine was seized, the clutch was partially dismantled and there were gearbox problems which have all since been put right by David. It has been fitted with a set of original Goodyear diamond-pattern cross-ply tyres, but the patina of the paintwork is such that Graeme has resisted the temptation to apply fresh paint.

Together with friends, Graeme and his family put a complete set of Leyland Harvest Gold Tractors to work this spring. Their special ploughing day was to commemorate 40 years since the introduction of the last range of new tractors from Leyland, when the company gave its machines a completely new look with the Harvest Gold livery. 



602



704

Above: This less-cab export Leyland 704 was bought as a complete wreck of a scraper tractor. It has been rebuilt by David Morrow, who was driving it on the day.

Left: This 62hp Leyland 602, working during the day with a three-furrow plough, was mechanically sound when purchased, but needed a full cosmetic refurb.

67a CRANKILL ROAD, BALLYMENA, CO. ANTRIM, NORTHERN IRELAND BT43 5NN

NO SUNDAY TRADING Opening hours: Monday to Friday 9am-5pm, Lunch between 12 and 1 o'clock

PROPRIETORS JOHN & AMANDA ROSS



FLYING THE FORD FLAG



Tractor driver, contractor, IH dealer mechanic, Fordson demonstrator, Roadless service guru, four-wheel drive axle supplier, tractor builder, magazine editor, book author, founder of one of the country's leading suppliers of replacement parts – Arthur Battelle's accomplishments in the farm machinery industry over a period of 60 years are almost endless. In the first of a series of interviews with the 96-year old industry legend, Simon Henley chats to him about his early involvement with farm machinery and his work as a Ford demonstrator in the late 1950s and early 60s.

THE STORY OF Arthur Battelle's career in agriculture starts in 1939. This was the year when, at the tender age of 13, he decided he was not going to attend school any longer. Instead, he started working full-time at a local garage where he had already been helping out at weekends.

His family moved home shortly before the outbreak of World War II and, secure in the knowledge his name was no longer known to the local education board, with his father's permission he continued working at the garage during the day time, while starting to help a neighbouring farmer in the evenings.

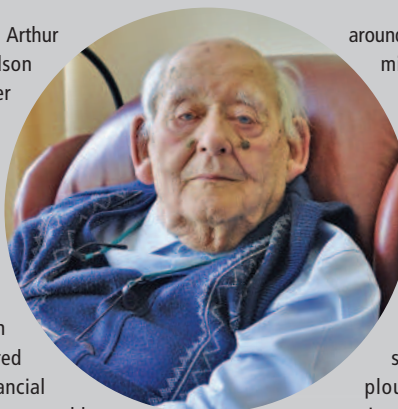
Right: Arthur Battelle's career with Ford started in 1959, when he was taken on as a temporary demonstrator. Now aged 96, he still lives in the area of Derbyshire where he grew up in the 1930s.

Below: Arthur Battelle, far left, with members of the Fordson Tractor Europa demonstration team and their vehicles that toured Sweden, Denmark, Germany, France and Spain between 1960 and 1963.

It was during this time that Arthur was introduced to the Fordson Model N tractor. Having never even heard of or seen a tractor before, he was fascinated by the strange orange vehicle on steel spade-lug wheels.

Following the hospitalisation of the garage owner, Arthur was offered a full-time job by the farmer with the Fordson. As Britain entered WWII, with some initial financial support from his father, Arthur would soon buy his own Fordson and establish himself as a contractor carrying out War-Ag work for dairy farmers who were under pressure to plough up their ground to aid the war effort.

After the war ended, Arthur, who met his wife Betty on VE day, started repairing Fordson tractors for a living. In 1948, the newly-married couple began travelling to farms



around the UK in a caravan, fitting milking machines for Alfa Laval. Having developed a dislike of working with livestock, Arthur and Betty eventually returned home in 1950 when his father took on a larger rented farm.

During his spell on the family farm, Arthur started competing in local ploughing matches. Having convinced local McCormick IH dealer

R. Cripps & Co of Nottingham to loan him a McCormick B-250, he went on to achieve ploughing success on a national level.

Following the retirement of his father



Right: Boreham House was acquired by Henry Ford in 1930 and became The Henry Ford Institute of Agricultural Engineering in 1937. In 1954, it became the Mechanised Farming Centre for the UK Ford Tractor Division. It was at Boreham House, in the autumn of 1959, where Arthur received his initial Fordson demonstrator training.



Above: Prior to joining Ford in 1959, Arthur had a relatively short but very enjoyable spell working as a demonstrator and mechanic for Nottingham-based McCormick IH dealer R. Cripps & Co. Ltd. Here he is ploughing with a McCormick IH B-250.

from farming, in 1958 Arthur joined Cripps as a demonstrator/mechanic. He says working for Cripps was one of the most memorable and enjoyable periods in his early career, during which time he gained a huge amount of experience as a mechanic working on IH tractors and equipment. Enjoyable as it may have been, Arthur's time at Cripps was quite brief.

In the late summer of 1959, he saw an advertisement in the press placed by the Ford Motor Company, which was looking for temporary tractor demonstrators for its Fordson Major and Dexta models. Having deliberated whether to apply, after seeking the advice of his wife and keen to further his career, Arthur replied to the advertisement.

He was 34 and already had 20 years of farming and farm machinery experience behind him, but he was still concerned that his lack of a formal education might hamper his chances of being accepted. However, within a few weeks he received a letter of acceptance offering him a six-month contract. He was subsequently invited to attend the Ford Mechanised Training Centre at Boreham House in Essex.

We now join Arthur as he tells us about the



training he received at Boreham House in the autumn of 1959 and what happened in the six months that followed.

CLASSIC TRACTOR (CT): Tell us about your arrival at Boreham House?

Arthur Battelle (AB): The letter of acceptance I received from Ford explained that we would be required for three weeks of training, two of which were without a break. I should point out that this was quite a gamble for me at the time, as I had come from a well-paid job at Cripps to a lesser-paid position with Ford as a trainee for a temporary demonstrator's position. I was also leaving my wife at home for the first time in 10 years

We were told to arrive at Boreham House on Sunday night at 6pm. Once we arrived, we were shown to our accommodation, which was essentially a shared dormitory. The next morning, following a film showing Ford's worldwide operations, we were given an introductory speech by Bob Turner, who was the manager at Boreham House during this time. We were also introduced to Doug Blair and Ken Rawlings who would play a significant role in our training schedule, turning us from raw recruits into capable Ford representatives.

CT: How many temporary demonstrators were with you at Boreham House?

AB: There were 10 of us in total. From the outset, we were told that once the six-month contract was over, only two of us would become full-time demonstrators, in a team which would be based at the Ford Dagenham factory where the tractors were then being built. The other eight trainees would be given the necessary contacts and leads to find work with Fordson dealers who were looking for trained demonstrators.

Left: Arthur standing by the wooden-framed cab he designed and built to fit his David Brown VAK1 Cropmaster. The cab had such luxuries as glass windows and a heater unit plumbed into the engine.



Above and inset: Arthur at the wheel of the Ford Thames van he drove during his time with the Fordson demonstration team. At the time, the team's offices were located in the docks area of the Dagenham tractor factory.

CT: Tell us about the training programme?

AB: The training programme was designed to not only introduce you to the Fordson tractors, but to gently brainwash you into thinking of them as the definitive product from the world's greatest manufacturer. But it was done very cleverly, so you were never really aware of what was happening.

For the first few days, we received intensive classroom instruction. During this time, we were given brand new Fordson-branded white overalls and a toolkit in a Fordson-branded holdall. Following the classroom instruction, we were split into pairs and assigned either a Fordson Power Major or Dexta tractor. There were about 30 tractors at Boreham House, so we could switch from one model to another as the training required.

Everyone was responsible for the upkeep of the tractors, which had to be presented the next day as-new, irrespective of any dirt or damage we had caused the previous day. To make this more difficult,



Above: Arthur using a remote-controlled Fordson Super Dexta at a demonstration in mainland Europe in the early 1960s.

Left: This March 1961 press clipping from a French newspaper shows Arthur operating the radio-controlled Dexta he drove up the steps of the Eiffel Tower during a Fordson publicity event that was being staged in Paris.



vehicle, for which we would be compensated.

After this, we were given the weekend off. When I got home, I received a letter stating that my territory would be north-west England, including the Isle of Man and Northern Ireland. That Sunday morning, my wife Betty and I went to see a Ford 5cwt van for sale and we traded-in my Douglas motorcycle.

On my return to Boreham House for the final week of training, we were each assigned an implement and told to visit the Royal Smithfield Show. Here we would gather all the information we needed to give an instructional presentation in front of Bob Turner the following day. My subject was tractor-mounted loaders. I had no experience of public speaking, but despite my nerves it went quite well. This experience would be something I would call upon many times throughout my career.

CT: What did your initial work involve as a travelling demonstrator?

AB: My intermediate boss in the north-west of England was Bob Birrel. Having cut my teeth performing a demonstration with a Fordson Dexta for Crofts of Kendal, Bob asked me to attend a drainage demonstration in Northern Ireland hosted by J. E. Coulter of Belfast.

The hospitality in Northern Ireland was

Below: The remote-control Fordson Super Dexta was operated using reed sensors, which frequently had to be tuned-in, in order to maintain control of the vehicle. This photo was taken at a demonstration at Seville in Spain.



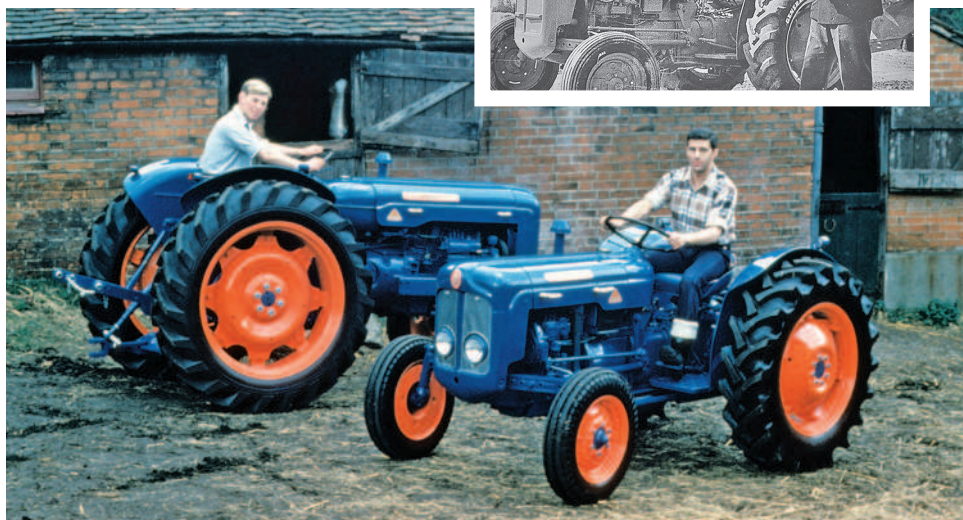
we were required to work the tractors on the wettest ground in the autumn rain, so they were filthy by the end of the day.

On one occasion, Bob Turner inspected the tractors at 8pm in the evening, and then having presented a list of defects, announced they had to be rectified by 9am the following day. This included touching-up paint on the foot-plates and link arms and cleaning the tyres. This military-inspired training schedule was intended to prepare us for keeping our equipment in top-order during demonstrations, no matter what. I can tell you now, it worked.

CT: What happened once you had finished your training?

AB: On the last day of our second week, we were told that we would be assigned to a specific area where we would assist Fordson dealers with demonstrations, in addition to providing detailed product support. Our movements would be controlled by the local Ford sales representative. We would also be required to provide our own

Right: The Dexta and Super Major models, pictured, were extensively demonstrated in Europe by Arthur and his Fordson TractorEuropa team colleagues between 1960 and 1963. These two models were joined by the Super Dexta in 1962.



Next month

OUR INTERVIEW with Arthur continues next month, as he reveals how he overcame some of the problems associated with Ford's Select-O-Speed gearbox, and discusses his involvement in the relaunch of the 1000 Series in 1966.

legendary, and this was in the days before the unrest we know of today had really begun to manifest itself. I quickly learned that having lunch in Northern Ireland mostly consisted of several pints of Guinness. I had several very successful days of travelling around visiting farmers and retail dealers, all of whom were supplied by Coulters. I travelled to Northern Ireland on several more occasions during my six-month spell as a temporary demonstrator, and every visit was an experience to cherish.

CT: What happened at the end of your six-month contract with Ford?

AB: I was in Northern Ireland when I got a message to telephone Dagenham. I called back and was promptly told to be in the office at 9am the next day. This was naturally impossible, so it was deferred until the day after. The meeting was followed by periods of travelling back and forth to the north-west, which continued for several weeks, right up until two days before my contract was due to expire. This was when I discovered I was one of the trainees who would eventually be retained as a permanent demonstrator.

Shortly after this, I was summoned to Dagenham where I was asked if I had a passport. I replied that I didn't. I was also asked how I felt about being away from home for prolonged periods. Having been told to take a couple of days off, I discussed this with my wife Betty. When I returned to Dagenham, I was issued with a passport, £1500 in cash, a plane ticket and I was promptly flown to Stockholm, where I was to help prepare for a demonstration tour of Sweden, while the necessary vehicles and equipment were driven over from England.

The demonstration years

Between 1960 and 1963, Arthur travelled extensively throughout Europe, flying the Fordson flag in Sweden, Denmark, Germany, France and Spain. The tales of his exploits during this time are endless. Many of Arthur's stories were documented in his memoirs, published as a three-volume set of books in the 1990s. But you can't beat hearing them directly from the man himself.

One story relates to a trip to Hamburg in Germany. It was there, while visiting a bar in the city with a colleague, Arthur met a group

Right: The face of Fordson: Arthur achieved fame when he appeared on the front cover of the 1963 sales brochure for the New Performance Fordson Super Dexta, giving the new model a big thumbs-up.

of destitute musicians from Liverpool. The four lads, who couldn't even afford a round of drinks, would shortly afterwards attain worldwide acclaim as The Beatles.

On another occasion, while attending a publicity event in Paris as part of a demonstration tour of France in 1961, Arthur became the first and only person in history to drive a tractor up the steps of the Eiffel Tower to the restaurant on the first floor. The tractor, which was a radio-controlled Fordson Dexta, was demonstrated in front of a bustling early evening crowd which included representatives of the press and television from both the UK and France. Arthur's skilful performance with the famous driverless tractor made the TV news in Paris later that night.

By the summer of 1963, Arthur's travelling schedule had eased off. He had become involved in organising Ford's presence at the main agricultural shows hosted throughout Britain, working as an assistant to colleague, Bill Baker. The demonstration tours of Europe were now becoming a thing of the past, as the managerial grip of Ford in the USA started to tighten on its European subsidiaries.

It was around this time that Arthur was reunited with a radio-controlled Fordson, this time a Super Dexta. Once again it would be his job to drive the vehicle at shows and events using the portable radio control unit. For the most part these displays were uneventful. However, during a demonstration at the International Horse Show in White City, disaster was narrowly avoided when the tractor refused to turn left. Fortunately, a quick-thinking Arthur managed to cure the problem with seconds to spare, steering the tractor towards the Royal Box and saluting HM Queen Elizabeth II, as planned, by flashing the headlights.

In 1964, Ford Tractor Operations in the UK was relocated from Dagenham to Ford's brand new tractor manufacturing facility at Basildon. Rumours of a new range of tractors had been circulating for some time, and by the time Arthur and Bill Baker started making preparations for the 1964 Royal Smithfield Show the launch of the new Ford 1000 Series was no longer a secret.

This is a good time to return to Arthur to hear his thoughts on the new range.

CT: Tell us about some of the challenges you faced during the launch of the Ford 1000 Series?

AB: Following the resounding success of the Ford 1000 Series launch at the 1964 Royal Smithfield Show, I was told I would be taking over from Bill

Left: During the mid-1990s, Arthur wrote a series of autobiographical books in which he talked candidly about his early life, his family and his career. Although no longer in print, they make very enjoyable reading.



Baker as the man responsible for organising shows and events. In the meantime, Bill was sent to the USA to attend an event at Radio City Music Hall in New York, to prepare for the official dealer launch of the new models.

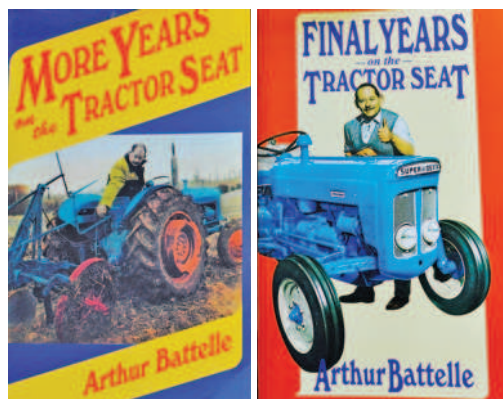
Around the same time, in January 1965, Ford put together a new demo team which would focus on the new tractors. It was an extremely challenging time, as we all had to familiarise ourselves with the new tractors and get to know the new team. The new demonstrators were being trained on a farm near Waltham Abbey, but unfortunately the wet winter weather was causing havoc by creating very difficult conditions.

To overcome this, I suggested taking the tractors and trainees to where I had grown up in Derbyshire, because the land there was lighter and more suitable for winter work. I helped to arrange this by putting the team in touch with a local farmer, who agreed to let the team plough his land as part of the training programme.

CT: Ford famously had numerous problems with the early-production 1000 Series tractors. Were you aware of these issues and, if so, how were you involved in their rectification?

AB: To be honest, 1965 was a total disaster for Ford. The Basildon factory was experiencing endless production issues and to make matters worse, the tractors which were finding their way onto farms were creating havoc for our dealers, as the customers experienced continual problems with them.

One of the first issues I dealt with involved Ernest Doe & Sons at Ulting in Essex, which had a long-established deal to supply 25 tractors a year to Lord Rayleigh Farms in the same county. I was specifically asked to deal with this issue because of the number of tractors involved. The problem was the new Select-O-Speed gearbox fitted on the new 5000 Super Major. Nobody, including the dealer, knew how to use it and nearly tractor on the farm was having problems. It was a nightmare.





The 'New Performance' range of Fordson tractors on display outside Ford's training centre at Boreham House at the time of their introduction in June 1963. Photo courtesy of Stuart Gibbard.



Above: Fordson really pushed out the boat to publicise its 'New Performance' tractors at a series of Fordson Farming Fair events in 1963. This one took place near Spalding in Lincolnshire in September of that year. Photo courtesy of Stuart Gibbard.

Below: The three models that made up the Fordson 'New Performance' range, launched in mid-1963, consisted of the Dexta, Super Dexta and Super Major. Photo courtesy of Stuart Gibbard.



TRACTOR REPAIR AND RESTORATION



Entrusted worldwide with some of the oldest, rarest, and most exotic of vehicles since the 1950's

- Line boring, honing and polishing
- Cylinder head porting
- Valve seat replacement
- Weld repairs and more

www.southcerneyengineering.com

Complete engineering service for all vehicles, agricultural, commercial, marine engines and machinery.

Tel: 01285 860295

Wiltshire/Gloucestershire



South Cerney Engineering

AUTOMOTIVE MACHINE SHOP AND GENERAL ENGINEERING SERVICES

POCOCK TRACTOR SUPPLIES LTD

SPARES

Thousands of used and new parts available for British & American built tractors. Many rare and hard to find items.

PARTS

Visit our website:

www.pocock-tractorsupplies.co.uk

Please see our website for used tractors for sale.

- CASE
- NUFFIELD
- FORDSON
- INTERNATIONAL
- JOHN DEERE
- DAVID BROWN
- MASSEY FERGUSON

Richard Pocock, Manor Farm, Berwick St John, Shaftsbury, Dorset SP7 0EX

Tel: 01747 828272 • E-Mail: rjbpcocock@btinternet.com

WE MAY HAVE THAT HARD TO FIND PART



Cab Parts Interiors Ltd
offer a large and
varied range of trim
products produced
from original patterns.

 FORD WW Q-Cab Continué		 FORD WW Q-Cab	
3500ender 2600, 2650, 3600, 3650, 4500, 4600, 4710 & 4810		455 Qylinder 5600, 5610, 6600, 6610, 7600 & 7610	
 QF28006 350 Hender pad	 QF29003 2600, 2650, 3600, 4500, 4600 QF29006 2650, 3650, 4710, 4810 Transport Hood	 QF29008 Hood/Tring	 QF29001 5600, 6600, 7600 QF29004 5600, 6600, 7600 Underhood (left) - wiring panel
 QF28004 LH Hender pad	 QF29005 2600, 2650, 4500, 4600 Comp/Assy Kit	 QF29009 RH Hood trim pad	 QF29002 5600, 6600, 7600 Underhood (pad) - RH
 QF28006 2600, 3600, 4500, 4600 Underhood pad	 QF29002 2650, 3650, 4710, 4810 Comp/Assy Kit - TC series	 QF29048 LH Hood trim pad	 QF29005 5610, 6610, 7610 Underhood (pad) - RH - TC series

NEL-400 Scan Tool by Fox Electronics
 The NEL-400 Scan Tool is a professional grade scan tool designed for professional technicians. It will give you advanced diagnostics for Ford, GM, Chrysler, and more. It is a great investment for your shop.

Tel: (440) 967-9600
 W: cabparts@foxelectronics.com

We can produce trim panels from original patterns - please call for details.

A wide range of acoustic sound proofing materials, matting and interior trim panels are shown in the brochure.

 INTERIOR TRIM SHEETS	 INTERIOR TRIM SHEETS
 CPD500 Light Grey 12 mm Thick 24 mm Thick Perforated Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm  CPD500 Dark Grey 12 mm Thick 24 mm Thick Perforated Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm  CPD500 M4 Grey 12 mm Thick 24 mm Thick Perforated Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm	 CPD500 Black 12 mm Thick 24 mm Thick Perforated Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm  CPD500 Blue 12 mm Thick 24 mm Thick Perforated Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm  CPD500 Black 12 mm Thick 24 mm Thick Perforated Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm
 CPD500 Brown 12 mm Thick 24 mm Thick Perforated Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm  CPD500 White 12 mm Thick 24 mm Thick Perforated Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm	 CPD500 Black 12 mm Thick 24 mm Thick Beaded Woven Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm  CPD505 Grey 12 mm Thick 24 mm Thick Marbled Vinyl Foam backed Sheet for general CPD Trim use Size 12mm x 2mm
All All Room Trim is Fire Retardant WCB products are made from a non-toxic, non-halogenated, fire-retardant polyurethane foam with a glass fibre reinforcement. WCB products are made from a non-toxic, non-halogenated, fire-retardant polyurethane foam with a glass fibre reinforcement.	All All Room Trim is Fire Retardant WCB products are made from a non-toxic, non-halogenated, fire-retardant polyurethane foam with a glass fibre reinforcement. WCB products are made from a non-toxic, non-halogenated, fire-retardant polyurethane foam with a glass fibre reinforcement.

[illegible]

Case IH Maxxum & Maxxum Pro

Case IH XL 4 CYL

Case IH XL 6 CYL

DB 90 & 94 Serie

DB 90 & 94 Series

Ford WWQ Cab Transmission Mat

MF 550

MF 565

MF 575 590 595

MF 600 Series

Tel: 01873 811631 • E-mail: sales@cabpartsinteriors.co.uk • Web: www.cabpartsinteriors.co.uk

This is your chance to give your best classics the praise they deserve. Send us details and pictures and tell us why you've been so impressed by the performance and reliability of your favourite tractor, harvester or loader. We'll do the rest!

LIFETIME ON MIXED FARM

This 1986 two-wheel drive Ford 7610 Force II has spent its entire life working on the Martin family's mixed arable and stock farm at Bitterley, near Ludlow, in Shropshire.

According to Peter Martin, who runs the farm with his sons, the C-registration 7610 cost around £12,500 at the time of its purchase from local Ford and now New Holland dealer Teme Valley Tractors of Knighton. At the time, the dealership was a relatively young company and had only been trading since May 1983, which was also the date it took on the Ford agency.

Thomas spent much of his youth driving Massey Fergusons, from the 100 Series 'Red Giants' through to MF 200 and 300 Series stalwarts such as the 265 and 390. By 2011 his farming enterprise had become sufficiently established for him to consider purchasing a single 'do-it-all' tractor.

Peter had been impressed by the Force II versions of the Ford Series 10 range, particularly the Super Q cabs, when he saw the tractors for the first time at their launch at the 1985 Royal Smithfield Show in London. He thought the Super Q cabs, and particularly the layout of its controls was a big improvement on the earlier Series 10 and its column gear change. Enthused by what he had seen, he promptly decided to trade in his existing IH 885XL for a two-wheel drive 7610 Force II with a Super Q cab.

Arriving in 1986, the four-cylinder 7610 became the farm's main tractor,

undertaking all the heavier work such as ploughing with a Dowdeswell four-furrow reversible. An extended weight frame, which is still on the tractor, was fitted to the front end to counter balance the plough. Other tasks undertaken by the versatile 7610 included mowing, baling and power harrowing. The tractor was also used for a lot of road work, notably hauling grain to the local mill. Because this activity was mainly done in the winter months, when there's a lot of salt on the road, it wasn't that kind to the bodywork. That said, compared to some Force II and Generation III models, the paintwork on the Martins' tractor is in decent shape, as is its Super Q cab.

Peter says the Super Q cab is a big improvement on the previous Q cab used on the Series 10 tractors, being much quieter. Even by today's standards it's still a very decent workplace.

This tractor's hours are not known as the clock stopped some time ago, but when the engine was becoming tired a few years ago it was rebuilt at Hereford Technical College while Peter's son was there studying engineering. Apart from that, very little major mechanical work has been required during this tractor's 35-year stay on the farm.

Three later John Deere tractors now handle the heavier work, leaving the 7610 to potter along in



E-MAIL:

editor@classictractormagazine.co.uk



WRITE TO:

Farm Favourites, **CLASSIC TRACTOR**,
Sundial Magazines,
Sundial House,
17 Wickham Road,
Beckenham, Kent
BR3 5JS

a supporting role, carrying out lighter tasks such as driving a saw bench and log splitter, and pasture topping, as seen here. How times have changed since a Ford 7610 was once the main 'big' tractor on a farm of this size and type.



Above: Extended weight frame on the front end is a left-over from when this Ford ploughed with a four-furrow Dowdeswell.

Left: This Ford 7610 Force II has been with the Martin family, arable and stock farmers from Shropshire, from new in 1986.



NOT A LOT ON CLOCK

This Deutz-Fahr DX3.70 has been in the ownership of the Abbott family, farmers from Suffolk, since new in 1988. It has been in regular use over the years, but has only clocked 1750 hours.

The late Trevor Abbott originally purchased this 70hp model for his 40-acre farm from local Deutz-Fahr dealership Brad Farm Machinery of Hadleigh. It was used with a two-furrow Lemken plough, usually with his great nephew, Russel Abbott, who drove the tractor while still at school, behind the wheel. When Trevor passed away, the DX3.70 was left to his nephew, Robert, who is Russel's father, and it was at this point that it made the move to its current home of Crag Pit Farm at Tattingstone in Suffolk.

The DX3.70 was part of the second generation of Deutz-Fahr DX Series tractors, the first having been introduced in 1978. With their hexagonal-shaped front-ends, bonnets and cabs, the new DX tractors had a distinctive look like no other. Power from the five- and six-cylinder air-cooled Deutz diesels was taken out through transmissions with synchromesh on both range and main gears. Factory-fitted four-wheel drive was available on all models in the range and was specified by the majority of customers.

When the second DX generation came along in 1983, synchromesh transmissions had become more common and the hexagonal-inspired styling seemed less outlandish. At the same time, the five-cylinder engines, unusual in agricultural applications, were replaced by four-cylinder units. By the time Trevor Abbott bought his DX3.70 model in 1988, the DX Series tractors had become well-accepted.

When this 70hp four-cylinder Deutz-Fahr DX3.70 arrived at Crag Pit Farm in 2005 it had a mere 1100 hours on the clock. Since then it has done a further 650 hours of work, bringing its tally to a still-low 1750 hours.

"We are all arable on 500 acres and we like the older two-wheel drive tractors as they turn on a sixpence," says Russel. "We also have a Ford 4610 that we've had from new, and it works alongside the Deutz DX3.70."

Corn carting and baling with a Claas Dominant are two of the seasonal summer jobs carried out by the Deutz, but it really comes into its own in the farm's market gardening enterprise, which sees parsnips, carrots, swedes, Brussels sprouts, broccoli, cabbage, onions and potatoes being grown for sale through the Abbotts' farm shop.

The DX3.70 applies plant protection products to the vegetables with a 12m Hardi sprayer and prior to sugar beet being dropped from the rotation this year, it also sprayed that crop too. The DX3.70 is also used with a 3m Dowdeswell Powervator rotary cultivator, a 3m Howard power harrow and a Reekie Spacesetter potato planter, and it is also handy on an irrigator.

Apart from a clutch failure when it was only two weeks old, the little DX has required very little mechanical attention, other than routine maintenance. The brakes have been replaced and a second set of double-acting spools have been fitted for spraying. Other than that, it has been a picture of health for the past 33 years, says Russel.

Martell Sinclair harrowing pasture with the JD 3130 he bought last June.



Deere is proving a hit

A John Deere 3130 is fast becoming a favourite on a family farm near St. Clears in rural Carmarthenshire. Martell Sinclair has only owned his 92hp John Deere since June last year, but it's already proving a real hit.

The S-plate tractor came from the north Lincolnshire area, having been previously owned by a collector, although its registration of TCT 484S suggests it started life in the south of the county, in the Boston area.

Martell uses his 3130 for grass harrowing and cultivating a small area for spring oats, which are harvested with a binder and later put through a threshing machine. It also does some trailer work and, of course, the odd road run.

Although the clock shows 4000 or so hours, this may not be the true figure as the engine was rebuilt by the previous owner. However, what is clear is that this John Deere 3130 has a tidy cab interior and seems to have been well-cared for over the years. This all bodes well for Martell who says he has enjoyed using his 'new' tractor over the past 12 months.



Above: The Abbotts' Deutz-Fahr using a 3m Dowdeswell Powervator cultivator to mix in the residue from a brassica crop.

Left: The Abbott family's 1988 Deutz-Fahr DX3.70, a one-owner machine with just 1750 hours clocked, working in Suffolk.



**MIKE
BREWER**
Motoring Expert
& TV Presenter

“I’m going to tell you the truth about these amazing little pellets”

Hard pressed motorists are misled about the pellets used in WW2 Hurricane fighters for one reason and one reason alone - they keep engines permanently clean! 80-years ago when that party trick was discovered by motor industry engineers, a clever smear campaign was started. It fooled everyone. Even experts like me were tricked into looking the wrong way! But the truth about what these amazing little pellets can do is fantastic news for drivers, pedestrians and our environment too!

The problems caused by hidden engine deposits cost motorists a fortune in poor fuel economy as well as spare parts & expensive repairs. And all of us suffer the harmful excess traffic pollution that’s caused by millions of dirty engines. Ensuring motorists are deliberately misled about these amazing little pellets helps protect the huge profits made as a result of needlessly dirty engines.



One-time treatment
Easy & simple to fit
Petrol & diesel old & new

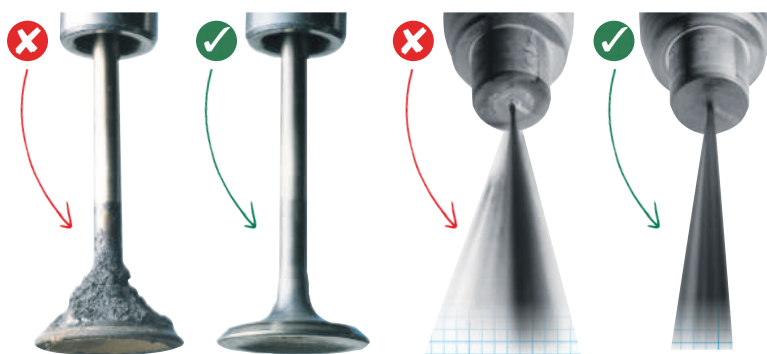
A permanently clean engine is reliable, economical and fast. It doesn't produce excess exhaust emissions and sails straight through the MOT without any drama or injector cleaner! When you remove hidden carbon deposits from your engine not only does it help restore lost fuel economy and lost performance it also helps reduce those nasty excess emissions!

A permanently clean engine doesn't just mean the best performance, best fuel economy and the lowest emissions. It helps prevent most of the common problems with fuel injectors, O2 sensors, valves, turbos, CATs, EGRs & DPFs. Saving us drivers an absolute fortune and loads of grief! You can use FTC in any age petrol or diesel vehicle. From cars, motorbikes and lorries to tractors, jet-skis and outboard motors. Absolutely anything you like!

The motor industry might not like 'em - but we all do!

Mike

FTC is a permanent treatment so you only add the pellets once. FTC doesn't breakdown, dissolve or wear away and won't move around at the bottom of the fuel tank. Comes with full instructions. **Order now for FAST FREE delivery.**



"FTC reduced the emissions by over 65% from 0.18 to 0.06."
Elliott Mills, Manchester



"FTC has drastically cut my car's emissions from 1.88 to 0.70."
Alan Kidd, Essex



"It's now quicker and more fun to drive, just like having a new car again."
Heather, Dorset



"Another big reduction in emissions on my latest car."
John Meggison, Co. Durham



"The difference with FTC really has been quite remarkable."
Nicholas Applebee, Dorset



"The emissions have now dropped from 2.46 to 0.10 l/m after adding FTC."
David Harris, Dorset



"FTC has produced fantastic results in numerous vehicles."
Trevor Reece, Shropshire



Order now by phone or online - Offer code **CLAMON**

Call 0333 456 4747

ftcdirect.com - Use offer code at checkout to receive the discounted price

Send cheques made payable to Hamilton Direct, Woodview Road, Paignton, Devon TQ4 7SR



The discounted prices are shown next to the red arrows below

FTC01K - up to 1.0 Litre ➤ £27.75	FTC04K - up to 4.0 Litre ➤ £33.75
FTC02K - up to 2.0 Litre ➤ £29.75	FTC05K - up to 5.0 Litre ➤ £35.75
FTC03K - up to 3.0 Litre ➤ £31.75	FTC06K - up to 6.0 Litre ➤ £37.75

**SAVE
£10**
PLUS FREE
P&P

admin@hamiltondrc.com. Technical: 0345 230 7077



Zetor

**FOGGY GILL, FELL END,
KIRKBY STEPHEN, CUMBRIA CA17 4LN**

Email: david@tunstalltractors.com
www.tunstalltractors.com



Forterra CL120
19 reg, 120 hp, air con,
power back pitch. **£41,000**



Zetor HD 150
15 reg, a very well looked after
tractor. **£45,000**



Zetor Major 80 CL
17 reg, Deutz engine, 2 D/A spools,
front mudguards, **£22,000**



Zetor Proxima 7441
05 reg, wide tyres all round.
£POA



Zetor Proxima 6441
56 reg, been on caravan park
from new. **£15,000**



Zetor Proxima GP 110
40k, Mac shuttle gearbox.
£39,500



Zetor Proxima HS80
67 reg, as new condition, good
saving on new price! **£33,000**



Zetor Major 80
Deutz engine, high quality finish.
£29,500



Proxima 80GP
18 reg, Proxima GP80, 40k, in as
new condition. **£35,500**



Landini 5.110
69 reg, in mint condition.
£39,000



Massey Ferguson 5445
05 reg, low profile
£23,500



NEW Solis RX 50 2wd
With cab, aircon.
£13,700



Massey Ferguson 135
Runs and drives well.
£5,500



Case IH JX1100U
55 reg, good tyres, good condition.
£21,000



David Brown 1690
Y reg, becoming very collectable.
£7,700

David Tunstall mobile: **07817 832978** Chris Tunstall mobile: **07929 563907** Richard Tunstall mobile: **07765 883435**

**Straight Talking
Independent
Finance Brokers**

Call us on **0113 288 3277**
We're easy to deal with - covering
England, Wales & Scotland.

Tractor / Machinery / Vehicle Finance & Refinance

- ✓ Finance & Refinance Of Farm Machinery & Vehicles
- ✓ Hire Purchase & Finance Lease, 24 - 60 Months
- ✓ Interest Rates From 3% Flat Per Annum
- ✓ CCJ's, Defaults, Late Payments All Considered
- ✓ Farm Tenants Welcome
- ✓ Seasonal Repayments Considered
- ✓ Deal Sizes £15K + VAT Upwards

Richmond Asset Finance Ltd
is Authorised & Regulated by
The Financial Conduct Authority: 723508

Non-Regulated Bridging & Development Finance

- ✓ 1st Charge Only, Interest Only, Short Term Bridging & Development Finance
- ✓ 3 Months - 24 Months
- ✓ Ag Land, Out-Buildings, Development Land, Barn Conversions Etc Etc
- ✓ Up To 60% Loan To Value
- ✓ Some Of The Most Competitive Rates On The Market
- ✓ CCJ's, Defaults, Late Payments All Considered
- ✓ Options For Monthly Repayments Or Full Interest Roll Facility

Telephone: **0113 288 3277**
Mobile: **07949 490930** (24 hrs)

www.richmondassetfinance.co.uk



BIGGER STRONGER TOUGHER



+44 (0) 1467 681418
SALES@STEWART-TRAILERS.CO.UK

WWW.STEWART-TRAILERS.CO.UK





Charlie McCrick farms 614 acres in partnership with his brother at Whitmuirhaugh near Kelso in the Scottish Borders. Wheat is one of the main crops and there is an 80-cow suckler herd. The business also carries out contracting work and share farms 700 acres with a neighbour.

Going for blue one again

When I last wrote in February it had been too wet, then too dry, and then frosty, and now it's back to wet, which just proves the Editor is correct when he says, 'Try not to comment about the weather as it will always change'.

Calving is now complete, but it has not been so straightforward this year with a few hiccups and a loss or two, but as the old saying goes, 'Where there's livestock there's dead stock'.

The grass has started growing again and the crops look full of promise. If prices hold up then we should be able to pay the rent, which may go up as we've just received a review notice! Also, next year's nitrogen prices have been published and they start at £100/t more than last year! Notification of the rise was accompanied by much swearing.

It will come as no surprise that my latest new tractor is blue. I have opted for an 'enhanced' New Holland T6.155. The close proximity of my local dealer and its superb back-up, not to mention the way it always treats me with respect and a smile,

made it a straightforward choice. However, if I'm totally honest, I really liked the Claas we tried. Again, it came from an excellent dealer, but the price was just too much and bizarrely the four-cylinder model was dearer than six-pot. The whole experience of looking at other brands was interesting because if you don't look, you don't learn.

It will come as no surprise that my latest new tractor is blue. I have opted for an 'enhanced' New Holland T6.155.

Sprayer-wise, the choice was always going to be a machine of British origin as there is 1, a great choice and 2, domestic companies are more flexible on build spec than the Europeans. I have always liked the look of the Landquip self-propelled machines and so to that end, I travelled down with my mate Colin to Norfolk to have a look at one. The Hill family were most hospitable and skilfully demoed their machine for me.

The Landquip just looked and felt right. Richard Abbot of Landquip certainly knew his

machine inside and out and was most willing to tweak specifications if required, mostly due to my bugged legs! The Hill family had a fleet of vintage and classic tractors which made for an even better day out.

My mind has been made up: a Landquip CV 170 with a 3000-litre tank and 28m boom will be arriving soon. I just hope the old fashioned owner/operator can fathom out the technical wizardry.

With the move from 20m to 28m, both of our old machines, namely a trailed Evrad with a Cleanacres Contractor boom and the extremely light Sprayranger, both with 2500-litre tanks and modern features, will be for sale and priced to sell. Any takers? You can call me on 07836 624245.

On other machinery matters, I have noticed the price of spare parts has gone up. The EU is making Brexit as difficult as possible, obviously because it doesn't want other countries to think it's easy to leave, which would lighten their corrupt coffers even more!

Finally, I would like to say RIP to Georgie Cook, the last of the famous Cook contract team and an absolute legend when it came to ploughing. Have a good harvest!



Pete Smith is an independent lime-spreading contractor from Kenilworth, Warwickshire. Married with three young children, Pete used to work for his family's farming and contracting business, but now operates on his own account within a 25-mile radius of home.

Spreader is customised

After a quiet winter on the spreading front, spring picked up and suddenly we were flying. Just like last year, the dry and warm conditions in April were ideal for getting on the

ground. As the calls came in from customers we were able to respond and get the work done. It has all come to an end now for the spring season, but I'm reasonably pleased with the tonnage we've spread.

We never get frantic spring seasons these days. The lack of dairy cows in Warwickshire has put a real dent in our spring spreading tonnages over the last few years. When it came to wanting lime spread, dairy farmers were always first out of the blocks in February and then again later in April for the maize. Overall, we are doing more work each year, but it's becoming more compressed into the autumn season, which brings with it problems of timeliness and service.

I've hardly had a moment all spring to look at my new Mercedes Zetros spreader.

Now that we've got on top of the work, I've been back on to it most days. Among the many little jobs that needed doing were running wires, routing hydraulic pipes, fitting mudguards, installing GPS screens, fabricating various brackets, etc., etc. I sometimes think I'm getting there when

The cab is a nice place to be and with 340hp and an auto 'box it should cruise along merrily without much fuss.

another couple of jobs pop into my head. I'm the kind of person who is full of ideas, but short on skills to carry them out! Therefore, these small jobs take longer than they should, but I'm now getting to the end of what I can do myself. Now I've got to get GPS experts, hydraulic bods and tyre suppliers organised to do the chunky stuff. It will come as no surprise that parts availability is poor because of the pandemic, which is holding-up progress.

The Zetros' tyres are at the back of my mind all the time. They are smaller than

anything we have ever run, but they also are as big as they can be and significantly bigger than what I was advised to fit. This machine is several tonnes lighter than my previous Claas Xerion, but they are still smaller tyres, all the same.

I am content in the knowledge that I still have my Big A spreader for when the land gets tender, but I am making a significant investment in the Zetros so I need it to perform and not be sitting idle in the yard whilst The Old Master (Big A) shows it how to get the job done.

I'm really looking forward to using the Merc. The cab, while not luxurious, is a nice place to be and with 340hp and an auto 'box it should cruise along merrily without much fuss.

I'm going to get a mobile trailer brake testing specialist to visit my yard and give me an idea of where I am with braking efficiency. Modern roads are a busy and dangerous place to be and I think we should be prepared to pull our weight safely for the benefit of all users. We can be great drivers, but it only takes one muppet in a hurry to cause mayhem.



Andrew Hurst and his wife Jo farm 5500 acres in the hills of South Canterbury in New Zealand. They run 3000 ewes and 300 Angus/Hereford cows plus followers and grow 100 acres of winter brassicas. The Hursts operate a fleet of predominantly blue working tractors and Andrew also has a small collection of classics.

Getting hold of a 7810

Following an extremely dry late summer and autumn, we've just had 268mm of rain in 48 hours. Let's just say after this deluge the drought has been well and truly broken.

Canterbury's Civil Defence group has declared a state of emergency due to the flooded rivers, blocked roads and people having to be evacuated. Things are quite challenging here right now.

At times like this it is good to have your own machinery. My Cat 360-degree tracked excavator has been very busy redirecting water and fixing washed-out farm tracks and fences. Our farm has been lucky as most of the water just flowed on past us, without causing too much damage. But it's a very different story on low lying farms further down, many of which are still under water. It is a cruel blow after such a dry spell. Farmers had been feeding rations to their livestock for some time due to the drought, but the rain has come too late to make a difference to pasture growth at this late stage in the season.

On a brighter note, I have some big news tractor wise. I have finally achieved a lifelong dream of owning a 1991 Ford 7810 Generation III. After spotting this tractor in a dealer's yard, I shot back to discover that it was in for engine repairs. I got the owner's number and suggested he sold it to me

Climbing back in the seat of a Super Q cab has been a really nostalgic experience and I am looking forward to getting the engine started.

instead of fixing it. He declined and that was that. A fortnight later, he rang and asked if I still wanted the tractor? I had no hesitation in saying 'yes', and the rest is history.

When I say engine repairs, I actually mean a full rebuild. The engine had water in the oil and had been sitting partly disassembled for some time. I have currently got it stripped down and ready for reboring and sleeving. The pistons and crank seem to be in good order, so we shall see what we can save. Climbing back in the seat of a Super Q cab has been a really nostalgic

experience and I am thoroughly looking forward to getting the engine started so I can have a drive.

I have just spent a day driving a John Deere 6330 – yes, you did hear me right, a John Deere. I've never warmed to the PowerQuad gearbox, but in between the continual gear changing I did manage to keep an eye on the temperature gauge in case of premature head gasket failure. Jokes aside, the wee Deere performed flawlessly.

It belongs to my neighbour who has just moved property. His John Deere is coming here for an extended sleep-over. Don't worry, the shed where it will be staying on our farm is well away from my fleet of blue tractors, as I don't want any cross-contamination taking place!

My farmworker has just bought his first tractor, a petrol Fordson, which runs like a sewing machine. He is 23 and can't understand how anyone could do a day's work on one. It doesn't seem that long ago that I was driving cab-less tractors and suffering from dust up every orifice. Any I must sign off now as I've got some more flood repairs to do.



Andrew Collier joined dealer T. H. White in 1988 and works as a service manager at its Marlborough depot in Wiltshire. He is also a Precision Farming specialist for the T. H. White group, covering both New Holland and Case IH brands. Andrew owns a Ford TW-15 Force II.

Lots of deals being done

During the 20-year life of CLASSIC TRACTOR we've seen a lot of changes, not only involving the magazine, but also in farming and in its related industries.

I wasn't involved with CLASSIC TRACTOR at the very start and I only discovered it in 2002 or 2003. I became involved in a roundabout way after responding to what I believed had been some unfair criticism of a Ford New Holland 8340 in a group test. I put pen to paper (that's what we used to do in the old days) and wrote in to the Letters page in defence of my beloved blue tractor brand.

I was then contacted by the Editor and asked to help with a buyer's guide on a Ford 8210 and the rest, as they say, is history. I never get tired of being recognised as the 'the guy who writes in CLASSIC TRACTOR', especially as it's great to meet readers and know our Farm Views are being well-read.

Since my previous column at the end of January, we have been pretty much flat out here at T. H. White's Marlborough depot. We have been offering winter service programmes

for many years and our customers, particularly those with combines, have really embraced them. It is important to provide customers with different servicing options, as well as a breakdown of their costs. A lot of our customers run New Holland CR rotary combines and our technicians, being very experienced on these machines, know exactly what does and doesn't need doing for the coming season.

Tractor wise, winter servicing has been keeping the lads busy, along with the service contracts that are popular with those who prefer fixed costs.

We have even had a few classics through the workshop, which is rare these days.

We have even had a few classics through the workshop, which is rare these days. A New Holland 8340 that runs a feeder wagon on a big dairy farm received a new radiator, the steering on a Ford 5030 was rebuilt and a TM155 had its fuel pump reconditioned.

New and second-hand sales have again

been strong. One local contractor has bought four new tractors – a New Holland T7.315 HD, T7.270 and two T7.225s – to supplement the three T7.270s and three T7.245s he bought from us two years ago.

For those who can't justify buying a new machine, nearly new is another option. We have just sold an ex-Kuhn demo New Holland T7.270 and an ex-service support T7.270 to long-standing customers, and we've also retailed a few smaller models that came from our Hereford branch, including a mint T5060 that replaced a customer's old Ford 5610.

T. H. White took over the Hereford branch just over 2½ years ago and as I write this Farm View in the first week of June, it has just been announced that we are expanding again, this time with the purchase of the two-depot Murley Agriculture business. Rest assured this development was not instigated by a manufacturer that is intent on creating a handful of 'super dealers', as has been the case with certain other big name brands. T. H. White is a family and staff-owned dealership that is making sure its customers have a strong independent business they can rely on now and well into the future.

THIS IS ONLY A SMALL SELECTION OF OUR STOCK
CHECK WWW.TRACTORBREAKERS.COM FOR AN UP-TO-DATE STOCK LIST



Case IH CX100



Same Laser 90



Fendt 820



Massey Ferguson 6480



Ford 5610



Ford 8340



New Holland 7635



Massey Ferguson 3120



Fendt 936



Massey Ferguson 4225



Massey Ferguson 4270



Massey Ferguson 4345



Massey Ferguson 5612



Massey Ferguson 6265



Massey Ferguson 6475



New Holland TS110A



New Holland TM130



Massey Ferguson 390T



New Holland T6080



Merlo 34.7



Massey Ferguson 3645



Case IH MX135



Terex TR200



Valtra T130

CONTACT: O'HARA MACHINERY Tel: 028 777 50572



Find us on
Facebook

Email info@tractorbreakers.com



Follow us on
twitter

EVANAGH LODGE FARM, 193 SEACOAST RD, LIMAVADY, CO DERRY BT49 9EF

WWW.TRACTORBREAKERS.COM

028 686 31635

028 686 32819

www.mdeagriparts.co.uk

sales@mdeagriparts.co.uk

MDE | AGRI PARTS

New items in stock now



Case Toomestone
Cover

Check out
our range
of seats
available
online



Case Mx Series
LED Headlamps



New in stock
Fiat 90s Cab Floor Mat

1000s of new spares in-store

New products being added daily online

www.mdeagriparts.co.uk



Case
885
895
etc
Footsteps



Axle Spares incl. Hubs,
Gears, Bearings etc.

Hydraulic
Toplinks



CNH Power/Range
Command Spares



T6080 Etc
4wd Carrier Kit



Compensator Valve



Case Mx etc
Prop Shaft



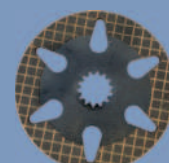
Case Mx etc
Prop Shaft
Guard



Full range of CNH Filters



Rancher
Tractor Seat



CNH Tear Drop
Brake Discs

Tractors recently arrived for breaking



SPECIALISING IN CASE/NEW HOLLAND TRACTOR PARTS

Contact us today with all your new or second hand requirements



85



Contents

Your guide to what's in this month's Practical section

83

TIPS & MODIFICATIONS

Expert tips, new parts and readers' modifications.

85

PICK-UP HITCH FIX

Thread damage caused by loose bolts is repaired.

89

RADIATOR REPAIR

A leaking radiator gets attended to by a specialist.

95

ASK THE EXPERTS

Our experts respond to readers' technical queries.

NEW PRODUCT

BOXES FIT WELL ON FRONT LINKAGES

LACK OF IN-CAB STORAGE can be an issue for many operators. Some modern front linkage-mounted weight boxes have tool compartments, but the problem is, these boxes hang out a long way in front of the tractor, obscuring vision and requiring greater care when pulling in and out of gateways, etc.

JF Hudson, a manufacturer and machinery

dealer from Bedale in North Yorkshire, has come up with a neat solution with its new range of compact front boxes. What makes the company's boxes different to most is that they are designed to fit folded-up linkages, thereby reducing front overhang.

The boxes are available for any front linkage and can be painted to the customer's own requirements. They are available in four finishes: plastic, powder coated aluminium or stainless steel, and in a range of sizes from 685mm-wide to 1250mm. They can be specced-up with many optional extras. Prices start at £324.80 plus VAT for the smallest size (600mm-wide).

The box shown, which is powder coated and 800mm-wide, costs £445.70 plus VAT.

You can contact JF Hudson on 07803 765440 or visit: www.jfhudson.co.uk



MOD OF THE MONTH

SEND US YOUR MODS!



PETE WILSON has been putting his background in engineering (he works as a senior manager at Rolls-Royce Civil Aerospace) to good use making a very professional clutch splitting rail. He embarked on the project as he wanted to be able to safely split the 1969 David Brown 990 Selectamatic he is currently in the process of refurbishing in his workshop near Ashbourne in Derbyshire.

He made the track for the splitting rail using rolled steel angle iron and flat bar. The two trolleys were fabricated by Pete using 10mm plate and two 150mm lengths of I-beam. The trolley axles were made using square hollow section steel and 25mm-diameter bright bar with race bearings.

It took him around 30 hours to make and paint the splitting rail. When using the rail, for safety Pete supports the front of his DB using angle props bolted to the main frame, along with axle stands under the rear axle/transmission.



When charging a flat battery, avoid prolonged and unnecessary use of the boost mode.

Be wary of the boost

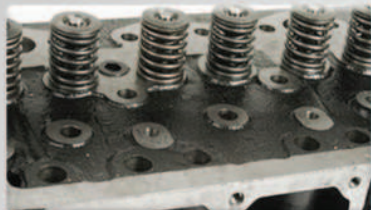
Whenever a flat battery is encountered, the temptation when charging it is to select 'Boost' mode on the charger, rather than the standard 12V charge, and then leave it there for the duration. In the case of today's sealed-for-life wet-cell batteries this may be a real battery life shortener, notes Alan Kellett.

The boost mode may induce gassing in the battery case, resulting in the hydrogen and oxygen atoms, i.e., water in the acid electrolyte, leaving the acid and pressurising the case. To prevent this over-pressure, most sealed-for-life batteries have a case-mounted non-return valve which vents excess pressure to the atmosphere and then closes after venting.

This 'water' is irreplaceable and with the reduced electrolyte level, the battery efficiency will be proportionately reduced. Therefore, in practice, sealed-for-life really means 'sealed for the life of the electrolyte'.

It is advisable to avoid prolonged, unnecessary boost charging on sealed-for-life wet cell batteries. The 12V standard setting should be the optimum charge mode selection for prolonged battery life.

MAY HILL TRACTORS



REPLACEMENT PARTS FOR:

MASSEY FERGUSON

FORD

FORDSON

DAVID BROWN

CASE INTERNATIONAL

LEYLAND



WWW.MAYHILLTRACTORS.COM



- NEXT DAY DELIVERY AVAILABLE
- FAMILY OWNED BUSINESS
- THOUSAND'S OF PARTS IN STOCK
- GOODS DESPATCHED DAILY
- FRIENDLY SALES TEAM

SALES@MAYHILLTRACTORS.COM
01452 831820





Hitch gets a good fix

Pick-up hitches are subject to a lot of wear and tear, and when their retaining bolts become loose, as they often do, the sloppiness that arises can cause damage to the threads inside the tractor's rear axle casting. Agricultural engineer Steve Davies explains how he overcame this problem on a Ford 7740 and how he carried out a useful modification to prevent it reoccurring.

TUCKED AWAY under the rear end of tractors, pick-up hitches tend to be out of sight and out of mind. Only when the damage or wear to a hitch becomes visually apparent and excessive do they receive attention, rarely beforehand. The owner of a 1990s white-cab Ford 7740 recently asked me to repair its pick-up hitch, which had become noticeably sloppy.

The retaining bolts on this tractor's pick-up hitch had come loose and had damaged all the threads inside the casting. In this step-by-step guide, I'm going to show how the rear axle housing threads were repaired and how a modification was made to the hitch to ensure it doesn't come loose again.

This particular Ford 7740 was fitted with the more-basic drop-down hitch, as opposed to the swing-out hitch. Generally, the drop-down hitch is more reliable

than the swing-out variant, which has a reputation for wearing excessively. The latch mechanism on both hitches is prone to wear, but on this tractor it was actually in decent condition, so I concentrated on the hitch bolts.

The drop-down hitch pivots on a hitch plate which bolts to the rear axle housing with four $\frac{3}{4}$ in UNC bolts. On this Ford 7740, the bolts had become loose allowing the hitch to move forwards and backwards. This had elongated the holes in the rear axle housing, to the extent that the bolts had worn the threads away and had fallen out.

To repair the hitch, the holes needed to be drilled back out to a round diameter and re-threaded. The intention was to use helicoils, so that the original-size bolts could be used. More importantly, because helicoils were being used, only a small amount of

metal would need to be removed from the rear axle casting, so there would be no loss of strength or structural integrity.

The helicoil approach worked perfectly on the two rear holes, but when the two holes at the front were assessed, it was evident that they had become elongated to such an extent that they would need drilling out even wider than a helicoil. The holes were drilled and fitted with M24 bolts. A metal plate was then fitted, joining the hitch plate to a second hitch plate bolted further back on the tractor. All new bolts were fitted, along with conical washers. Unlike spring washers, the conical washers are not prone to breaking or splitting.

With the bolt holes repaired and the hitch strengthened with the joining plate, this Ford 7740 could now go back to work.

WHAT YOU NEED

Parts required

- **HELICOIL KIT** $\frac{3}{4}$ in UNC
- **BOLTS** M24
- **BOLTS** $\frac{3}{4}$ in
- **CONICAL WASHERS**
- **LOCTITE**

Tools required

- **SOCKET SET** $\frac{3}{4}$ in
- **TORQUE WRENCH**
- **THREAD CUTTING TOOLS** M24 and $\frac{3}{4}$ in UNC
- **DRILL**
- **JACK**
- **WELDER**



Loose bolts cause problem

1 When this Ford 7740 arrived in the workshop, its pick-up hitch bolts had come loose and fallen out, causing the rear hitch plate to drop off. The bolts had been loose for some time and elongated the holes in the bottom of the rear axle housing. After a clean, no further damage or cracks were found in the housing.



Helicoil insert kit is ordered

2 Because the holes in the rear axle housing had elongated quite badly, helicoil inserts were going to be used for the repair. The helicoil insert screws into the drilled-out hole and has an internal thread that matches the original thread. This helicoil kit includes an insert tool, tap and a drill diameter guide.



Worn bolt holes drilled out

3 The original holes in the rear axle were drilled out using the bit size suggested in the helicoil kit. Small diameter kits usually include a drill bit. The original hole depth was measured and the drill bit marked with insulation tape to avoid drilling too deep. Care was taken to drill the hole squarely.



Tool is used to fit helicoils

4 The helicoil kit includes a tap to cut the threads in the drilled-out hole to match the outside of the helicoil insert. The insert was then placed on the helicoil insertion tool and coated on the outside with Loctite. It was then screwed into the hole until it was flush with the face of the axle housing.



Punch used to remove tab

5 Once inserted, the helicoil cannot be unscrewed easily, so care was taken to ensure everything was OK before inserting it. Once in place, a hammer and punch were used to knock a tab off the top of the insert. The tab is gripped by the insert tool while fitting and is designed to be broken off afterwards.



Larger holes made in plate

6 The two rear holes were helicoiled perfectly, but the two front holes had become so elongated that a helicoil would not work. The decision was taken to drill out these holes and use M24 bolts instead of the original 3/4in UNC. A magnetic drill was used to drill the two holes in the hitch plate to 25mm diameter.



Using a tap to cut threads

7 The housing holes were drilled with a 21mm bit so an M24 tap would thread them. Care was taken to make sure the tap was straight, and once it started to cut the thread a sequence of a full turn in, before turning back half a turn, was used to cut a clean thread, while lubricating the tap with cutting oil.



Hitch plates will be joined

8 The hitch plate was refitted using four new bolts. The second plate, right, contains the latching mechanism for the hitch. To strengthen the assembly, a joining plate will be used to connect both hitch plates. This modification, suitable for Series 10 and 40 tractors, will prevent hitch loosening in future.



Protecting the electronics

9 A piece of metal was cut to size and inserted in place. A welder needed to be used to tack it in place, to ensure the hitch would fit correctly once fully welded. In order to weld on the tractor, a surge protector, pictured, was fitted on the battery, in order to protect the tractor's electronic components.



Processor gets unplugged

10 Welding on a tractor can cause voltage spikes which the surge protector might not detect, so the transmission processor was disconnected as a precaution. This is mounted on the right-hand fender inside the cab. The panel covering it was removed and the two connectors were unplugged from the processor.



Both hitch parts removed

11 With the underside joining plate tacked in place, both parts of the hitch were removed. The second part of the hitch wraps around the rear axle housing and the hitch cable needed to be removed. The latch mechanism commonly wears on Series 40 tractors, so it's worth checking for wear and replacing as necessary.



Plates get welded together

12 A tack weld was added at each corner of the joining plate. The plate was then fully welded, taking care not to distort or twist the hitch. A small gap had been left between the joining plate and hitch plates which would allow the weld to penetrate down between both pieces of metal for maximum strength.



No paint on contact metal

13 Once the welding was completed, the hitch was painted ready for refitting. It is important not to paint the parts of the hitch that come into contact with the housing: the faces should have metal-on-metal contact, and if any paint is left on the faces it can cause the hitch to rub and then come loose.



Plate is fitted and secured

14 The hitch plates were refitted using new bolts, which were tightened in sequence. Once they were all nipped tight, they were removed one by one and Loctite was applied before retightening them and torquing to 320ft-lb. Conical washers were used rather than spring washers, as they are more much reliable.



Mod is a big improvement

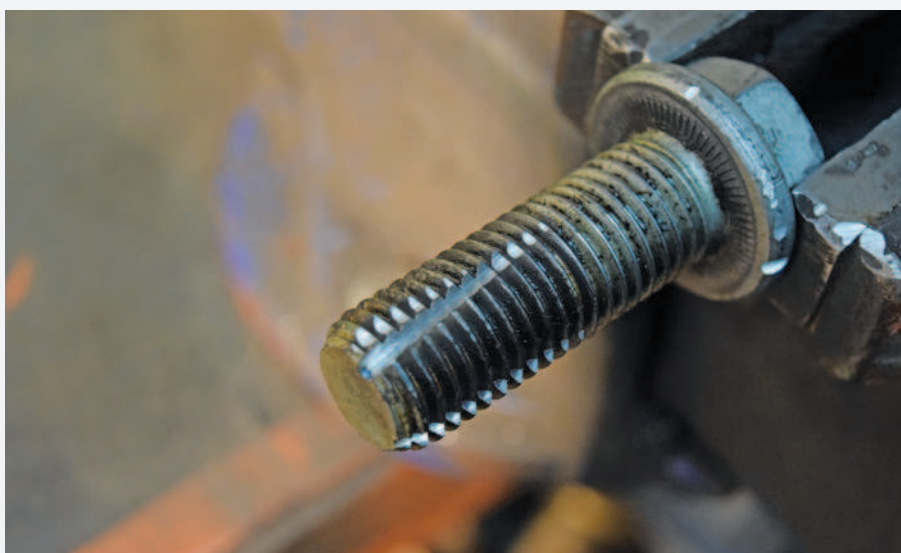
15 The transmission processor was plugged back in and the surge protector removed. The lower part of the hitch was connected along with the hitch release cable, and the tractor was now ready for work. Fitting the joining plate and conical washers should ensure there are no further issues with the hitch in future. 

Using a cut bolt to clean threads

IT IS GOOD PRACTICE to periodically check the tightness of pick-up hitch bolts. Putting a torque wrench or bar on the hitch bolts every time the wheel nuts are checked is a great way of checking them. Otherwise, check the bolts every time the tractor is serviced.

While carrying out this pick-up hitch repair job in my workshop, I had access to all the taps required to clean out the threads of the various bolts. If, however, you don't have access to a tap and die set, then you can use an old bolt (of the same size) instead.

Place the bolt in a vice and use an angle grinder to cut four lines up the thread, as shown here. This bolt can then be used to clean dirt, muck and old paint from the bolt holes. The slots cut in the bolt collect the muck and dirt and they will also help to align any slightly damaged threads. The bolt can't be used to cut a new thread and once it has been used to clean out the holes, it should be thrown away.





12+13 Yew Tree Courtyard
Earl Soham
Woodbridge
IP13 7SG
U.K.

**Your hydraulic and electro-hydraulic
partner for all mobile machinery**

MANUFACTURERS WE DESIGN

- Design facility
- A complete package:
hydraulic kit +
control box/joystick
- Personalised



DEALERS WE SUPPLY

- Retro fitted kits fully
referenced
- Replacement pumps,
motors
- Workshop equipment



ENGINEERS WE STOCK

- Test equipment:
pressure, flow and
electrical
- Kits to modify,
improve existing
machines



Feel free to contact us

Tel: **01728 684 800**

Fax: **01728 684 808**

E-mail: **uksales@hydrokit.com**

FREE

CONTACT US TO GET
YOUR FREE COPY
OF THE HYDROKIT
CATALOGUE!

www.hydrokit.com

CLEAN BURN
ENERGY SYSTEMS

Don't go through another winter without **Free** Heat

**- Fit a Clean Burn
Multi-Oil Heating System**

Tel. 01302 822800

email: info@freeheat.org.uk

Multi-Oil Hot Water Boilers

43-152kW

**The Revolutionary CTB200 & 350
Coil Tube Boilers**



Wall Mounted Multi-Oil Hot Air Heaters 36-117kW



**700 - 1,000hr service intervals
when you choose Clean Burn'**

**'Engineered like no other
Multi-Oil Heating System'**



How it works

THE OPERATION OF A RADIATOR is a scientific process. In any hot water system, the temperature at the highest point is greater than that at the bottom or lowest part of the system, as a result of thermal convection. In a vehicle radiator, hot water from the engine block is pumped into the top tank and forced down into the bottom tank, passing through the radiator core or matrix. The core is designed to increase the surface area of the coolant by spreading it thinly over a large area. This allows the surplus coolant heat to radiate into the cooler ambient air, in the same way as a domestic wall radiator.

If the air is static, radiation combined with convection will not remove the heat fast enough. The fan is both the technical and scientific component. It draws air over the surface of the radiator core, moving the warmed ambient air away and replacing it with cooler air. The air flow is considerable, and creates the wind chill factor, although it works in a much more complex way.

The speed of the air going into the core is the same as it is coming out. The core tubes create a resistance to the air flow, which means that the velocity of the air passing through the core has to increase. Additionally, the core tubes create a venturi effect, causing further chilling of the air. This is due to a pressure drop in the air flow. The pressure drop in the venturi causes the air to cool and draw heat away from the metal surface of the cooling tubes. The result is that the internal temperature can drop below freezing, even on a warm day. An example of the phenomenon is when you release the air out of a tyre and the end of the valve gets covered in frost. Some of us are old enough to remember carburettors freezing up, especially on a cold and damp day.

ACKNOWLEDGEMENTS

Special thanks to Howard Brumwell of Motor Radiator Specialists of Shelley House, Pechell Street, Ashton-on-Ribble, Preston, PR2 2RN (Tel: 01772 736500) for facilitating this project in his workshop.

Radiator job is underway

A poorly maintained cooling system can cause significant engine problems. Lance Butters looks at the parts and functions of a cooling system, discusses the problems that can occur, and takes a radiator to be repaired by a Lancashire-based company that specialises in this type of work.

THE COOLING SYSTEM of an engine is an essential part of any tractor, yet it is often the most overlooked. A lack of maintenance in this area can lead to a wide range of problems.

The function of the cooling system is to enable the engine to reach its optimum operating temperature in the shortest possible time, and then to maintain this temperature irrespective of the load on the engine.

If any engine is allowed to run at the incorrect temperature it can cause serious problems. If the engine is running too cold, the combustion process will not be efficient, leading to the engine failing to produce its rated power. In addition, the lubricating oil will become diluted by diesel fuel, which can be disastrous for the engine. Eventually, the oil level will rise in the sump until it gets sucked into the breather system and into the inlet manifold.

The result is the engine runs out of control using sump oil as 'fuel'. The engine revs increase and can't be stopped until the supply of oil is exhausted or centrifugal force destroys the engine. This problem is

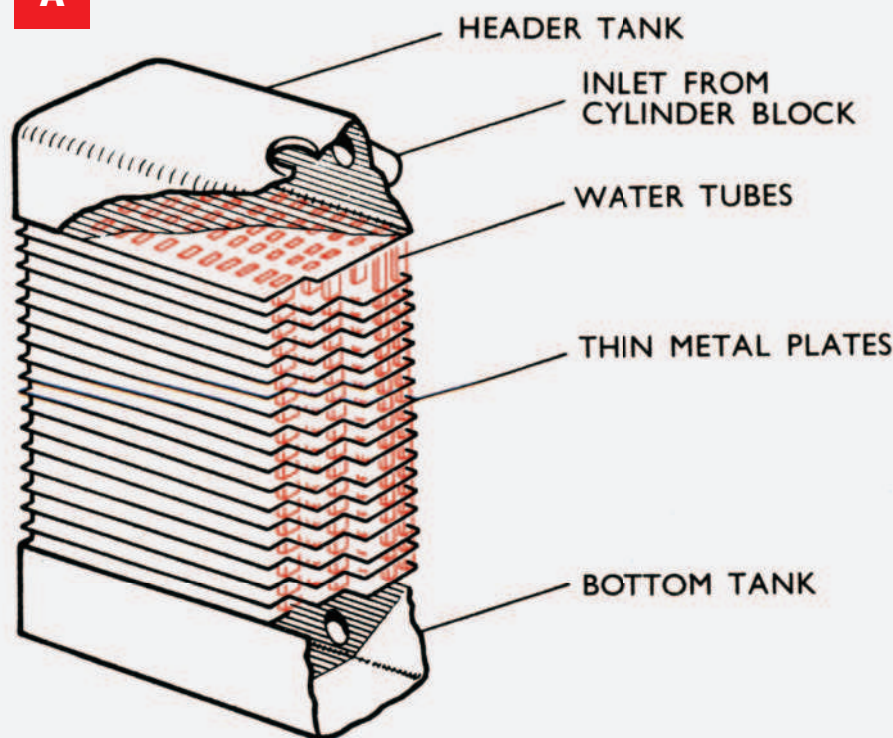
not uncommon, especially in the automotive sector. When diesel cars became popular, engines would mysteriously destroy themselves, mostly due to there being too much oil in the sump. Fortunately, this is no longer the problem it used to be.

In contrast, if an engine runs too hot it will result in the lubrication properties of the engine oil failing, causing the piston and rings to overheat and 'pick up' on the cylinder bores. Vertical scratch marks on the piston skirt are indicative of an engine that has been running too hot.

The radiator is at the heart of the cooling system. Those fitted to classic-era tractors are usually manufactured from brass sheet, stamped out to form the top and bottom tanks. The two tanks are connected by the radiator core, which comprises a number of narrow oval-shaped tubes fitted closely together. These tubes are linked together with thin brass webbing which provides the coolant with a huge surface area to radiate the heat away – hence the word 'radiator'. The radiators on modern machines generally have plastic tanks and an aluminium core, while those on vintage tractors can be made from copper.

Key cooling components

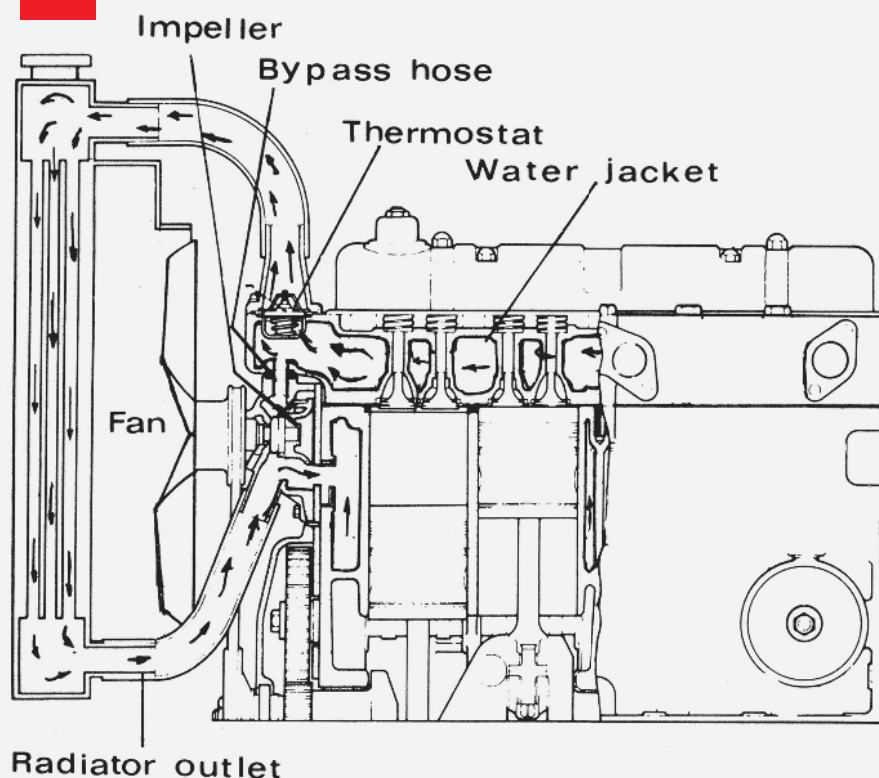
A



Above. A basic sectional diagram of a tractor radiator showing the key components.

Below. A diagram of a typical water cooling system used on tractors in the classic era.

B



WATER JACKET This void in the engine block and cylinder head around the cylinders, combustion chambers and exhaust valve ports is filled with coolant that circulates to remove excess heat.

CORE PLUGS External blanked off holes in the water jacket, created as part of the manufacturing process, provide access to the water jacket when removing accumulated debris.

THERMOSTAT A temperature-controlled valve which allows the coolant in the water jacket to be maintained at the predetermined temperature and determines the flow characteristics.

COOLANT A mixture of water and an additive, often referred to as antifreeze, which removes surplus heat from around the cylinders, lubricates water pump seals, prevents corrosion in the system, raises the boiling point and lowers the freezing point of water.

WATER PUMP Also known as the coolant pump. Improves the thermo-siphon effect by constantly circulating coolant through the engine and cooling system. It is driven from the crankshaft pulley at about twice engine speed.

RADIATOR Made up of three parts: header tank, radiator core and bottom tank. It is a reservoir for the coolant and increases the surface area to enable hot coolant to be cooled.

TOP HOSE Secures the top of the radiator to the engine and directs the flow of hot coolant from the water pump into the header tank.

BOTTOM HOSE Connects the bottom tank to the water jacket. Hot coolant is pumped into the top of the radiator, down through the core and into the bottom tank. The bottom hose directs cooled coolant back into the engine block.

BY-PASS HOSE The thermostat prevents coolant circulating through the radiator when the engine is cold, when the by-pass hose allows coolant to circulate around the water jacket, preventing localised hot-spots. It will also circulate through the cab heater, at the same time, if the heater is turned on.

EXPANSION TANK Fitted to later tractors which have the radiator completely full of coolant. When the engine heats up and the coolant volume expands, it overflows into the expansion tank. When the engine cools down, the volume of coolant contracts and sucks the over-flow back into the radiator. This reduces the amount of air mixing with the circulating coolant, so reducing internal corrosion.

DRAIN PLUGS There are usually two of them: one at the bottom of the radiator and one on the side of the engine block.

FAN Driven by the crankshaft pulley via the water pump pulley, the fan draws air over the surface of the radiator core to remove heat from the coolant. The fan of agricultural tractor engines draws ambient air through the radiator core and expels it over the engine block. In some construction and turf care machines, the air flow is in the opposite direction.

FAN COWLING A metal sheath that surrounds the fan. There is a small clearance between the end of the fan blades and the inside of the cowling, which makes the fan work as an air pump, sucking air over the radiator core. Without the cowling, the fan would create very little air flow.

Removal and inspection

The fan cowl hides the view of the core from one side, so a radiator can only be properly inspected when it has been removed from the tractor.

Then a proper assessment can be made to establish whether it needs a simple repair or more substantial work involving the replacement of major parts. The removal and initial inspection of a classic-era radiator is a relatively straightforward procedure. This is how we went about the task.

Disconnect hoses: These are often firmly stuck in place. After removing the retaining clips, a thin-bladed screwdriver can be worked between

the hose and its connection and WD-40 sprayed along the gap created. This may need a couple of attempts and the hose will come free without a great deal of effort.

Remove radiator fan cowl: This is usually retained by a number of self-tapping screws.

Examine radiator condition: Check for cracks in the top and bottom tanks, poor sealing or cracks around top hose, bottom hose and filler cap joints.

Filler lip: Check the condition of the filler, making sure the cap locks in position. If not it will need to be replaced.

Examine core: Look for tell-tale signs of leakage or physical damage.

Contact a specialist: Repairs to radiators are best left to specialists who will carry out checks and confirm what work needs to be carried out.

Next month

IN PART TWO of this cooling system series we continue to follow the professionals at Motor Radiator Specialists as they rebuild our project radiator using a new core.



REMOVING FAN COWLING



COOLANT LEAK IDENTIFIED

1 With the radiator removed from the tractor, the fan cowl fan needed to be taken off. It is normally secured to the radiator support frame by self-tapping screws. The cowl allows the fan to work efficiently and suck air through the radiator core; without it, the engine would overheat under load.

2 With the cowl removed, the radiator now consists of the core and top and bottom tanks mounted in a reinforcing steel frame. An area of brown rust stain on the cooling fins indicates a coolant leak (the fan will suck the coolant through the fins). The rusty colour indicates a poorly maintained system.



DAMAGE TO CORE TUBES

3 On closer examination it can be seen that there has been a temporary repair on the front side at sometime. Over time, the cooling tubes become brittle or corroded. Temporary repairs can be carried out by pinching the tubes with snipe nosed pliers, but adding a radiator sealant is not really a good idea.



FAN BLADES HIT THE CORE

4 This is an example of a different radiator that is well beyond a temporary repair. The core has come into contact with the rotating cooling fan, and the fan blades have destroyed over three-quarters of the radiator's core tubes. The only solution in a case like this is to fit a complete replacement core.

Professional strip down

Radiator repairs are generally best left to the professionals, so having removed our subject radiator from its tractor host, inspected it and found evidence of damage to the core and coolant leakage, it was then taken to Motor Radiator Specialists (MRS) at Preston, Lancashire, for repair. This is how it was stripped down.

THE PROCEDURE

Work underway: In the workshop of Motor Radiator Specialists, the radiator was clamped into an adjustable frame, enabling it to be manoeuvred into the optimum working positions.

Making marks: The position of the radiator's reinforcing frame in relation to the core was marked to ensure it will be reassembled the correct way round.

Dimensions recorded: The dimensions and shape of the core were recorded.

Melting solder: A propane torch was used to melt the solder holding the filler neck and top and bottom hose connections. They then pulled free easily.

Heating support frames: The top of the radiator's support frames on the top tank were heated and the frames sprung away as the solder melted.

Support frame released: The bottom of the support frame, usually held in place by bent over tabs soldered to the tank, was released and the frame pulled free leaving the radiator clamped in position.

Bottom tank removal: The bottom tank was removed by heating the joint between the bottom tank and core, to melt the solder

Top tank removal: The top tank was removed from the core in the same way, as per above.

Tank examination: Examination of the bottom tank of our subject radiator revealed a collection of rust-coloured debris. The radiator core tubes were also partially blocked with rust coloured debris. The cooling system had been neglected for a good many years. A replacement core was needed.



Radiator secured to frame

1 In the workshop at MRS, the first job was to secure the radiator in a special rotating work frame.

Clamped in the frame by the core, it can then be rotated into the most convenient positions during the work. The frame was locked into place for each of the specific tasks needed to strip it down for repair.



Marks will aid reassembly

2 The first task was to mark the radiator's reinforcing frame using an angle grinder. A couple of marks were made on the engine side of the unit and these will help to ensure that the parts are correctly reassembled later. The frame will be grit-blasted, hence the need for some clear identification marks.



Core size is measured-up

3 Before the radiator was dismantled, the exact size of the core was measured carefully. As the core was leaking, a replacement would be needed, and this will be sourced from a company which is able to supply a new core manufactured to the specified size. Therefore, it is important to measure accurately.



Filler assembly comes off

4 With many years of experience of stripping down and rebuilding radiators, MRS has perfected the repair strategy. The filler cap assembly, which is soldered to the top tank, is removed by using a propane torch to heat its base, while using a pair of pliers to pull the assembly clear as the solder melts.



Use right amount of heat

5 The mild steel reinforcing frame is soldered to the top tank and it needed to be detached. The propane torch was used to heat the steel where it makes contact with the header tank, in order to melt the solder. The experienced operator used just the right amount of heat to avoid damaging the brass header tank.



Edge of the core revealed

6 After melting the soldered joint, the steel reinforcing strip could be pulled away from the brass header tank, revealing the edge of the radiator core. The same procedure was then repeated on the other side of the radiator. This freed the top tank completely from the radiator's reinforcing frame.



Solder is melted on frame

7 The next stage was to remove the reinforcing strip from the bottom tank. It is secured along the full length of the base of the bottom tank and has two captive bolts that hold the complete assembly in the correct position in front of the fan. The propane torch soon melted the solder to remove the frame.



Bottom tank tackled next

8 The bottom tank is soldered onto the radiator core all round its base. With the tank held in a vertical position, the propane torch was used to heat the area between the base of the core and the bottom tank. This melted the solder which flowed away from the joint into a collecting tray located underneath.



Solder removal completed

9 It was a slow job melting the solder sufficiently to release the bottom tank. It was quite a tricky job too, as any force would distort the tank, which would create a problem when fitting it to a new core. The solder needed to be completely removed from the bottom tank for the new core to then seat properly.



Discovery of rusty debris

10 When the bottom tank had been removed, a certain amount of rusty debris came to light. In this instance it wasn't too bad, but it is not unusual to find old radiators virtually full of rust debris. The drain plug locates in the hole from the inside of the tank, and it came out during the tank removal stage.



Tubes in core are blocked

11 Inspecting the bottom of the radiator core showed that the majority of the tubes were partially blocked. Reducing the diameter of a tube by half reduces the surface area by a factor of four. It wasn't surprising that radiator was not working efficiently and cooling the engine properly when under load.



Hose connector removed

12 Next to come off was the top tank. The brass top hose connection, which is soldered in position, needed to be removed first. The propane torch soon heated it enough for it to be pulled clear. The bottom hose connection on the bottom tank is a cast iron component; it is riveted on so it was left in place.



Top tank is taken off next

13 The top tank was carefully removed from the core by following the same procedure that was used for the bottom tank. Heating the joint between the header tank and radiator core, the molten solder flowed down and fell into the collecting tray placed underneath. It would be recycled as non-ferrous scrap metal.



Contaminant layer in tank

14 Although there was no rusty debris, the inside of the top tank was covered in a layer of rust-coloured contaminant. This indicated the cooling system had not been filled with antifreeze, just water. The rusty debris was from internal water jacket corrosion, which would eventually allow water to escape.



Replacement core needed

15 Viewed from the top, the blockages in the radiator core tubes appeared even worse than from the bottom. It can be difficult to assess how badly a radiator core is blocked. A flow test will provide an indication and in some cases it can be rectified by back flushing. In this case the core needs replacing.

Ask the Experts

Got a technical problem or query? CLASSIC TRACTOR and its panel of experts are here to help. Drop us a line by e-mail or letter and we'll do our best to answer your technical questions through the magazine.

FORD 8210



Q I have owned my Ford 8210 for 10 years and during that time it has been very reliable. However, just recently a small oil leak appeared from the engine-mounted hydraulic pump. I couldn't work out where the leak was coming from, so I removed and resealed the pump. It has stopped the leak, but the pump now gets extremely hot within just a couple of minutes of running. I'm worried I may have used the wrong thickness of gasket which is putting too much pressure on the gears and pump. The original gasket was thin, like the new one I used, so I'm not sure this is the problem. What do you suggest?

■ **Keith Andrews, Desford, Leicestershire.**

A Firstly, you need to remove the hydraulic filter and check if there is oil in it. If the filter is empty, it means the hydraulic pump is not drawing oil (sucking oil) from the transmission. The lack of oil will be what is causing the pump to overheat. You must address the issue immediately otherwise the pump will overheat and the seals will be damaged.

A large steel pipe pushes into the back of the hydraulic pump housing and feeds the pump with oil. It is likely that this pipe is not installed correctly and is causing the pump to draw air, instead of oil.

Remove the pipe and check that the O-ring in the pump housing is correctly placed in its groove. If the O-ring is in good condition and seated correctly, then gently push the steel pipe into place. Greasing the pipe or O-ring allows the pipe to slide into place more easily. A clamp holds the steel inlet pipe to the smaller outlet pipe.

Once the pipe is fitted correctly into the pump housing, then the hydraulic pump can create a vacuum and suck up oil. This oil will then lubricate the pump correctly.

You are correct in stating there are two gaskets. Firstly, a thin paper gasket is used when a hydraulic pump is fitted. As an aside, the thin gasket has an offset hole that matches with an oil drilling in the block, so care must be taken to fit it the correct way round. The second gasket option is thicker and is made of cork. This is used when a blanking plate is fitted and not a hydraulic pump.

MASSEY FERGUSON 250



Q The windscreen wiper motor on my uncle's MF 250 is no longer working. Where would I start to try and find out if it is a wiring or wiper motor problem? I believe the cab is a Lambourn. It definitely isn't a quick-detach or a Duncan. Thanks in advance for any help you can give me.

■ **Denis Cahill, Co. Offaly, Ireland.**

A The original MF parts books and workshop manuals provide no information on the specific type of wiper motor fitted as the cab and motor are not MF original parts. Hence, we can only give a general answer here. Firstly, you will need a 12-volt voltmeter to check the electrical supply. Then remove any cover that is installed over the wiper motor and trace the supply cable towards the instrument panel.

If the wiper is key-controlled it will lead towards the ignition switch. As the cab on your tractor was not made by MF, the source of the electrical supply is likely to be from the upper (battery) terminal of the starter solenoid or a Lucar terminal attached to it. There should be a fuse holder in the line. Check the fuse and then use the multimeter to check that there is a current coming to the fuse and subsequently the motor. If a second wire is present this is likely to be the earth wire.

Check that the connections are good. Test the earth connection by attaching a jumper lead between the motor body and tractor chassis or negative battery terminal.

If a two-speed motor is fitted it is likely to have a separate switch and four wires going to it. These will be for earth, permanent live (key-controlled), fast speed and slow speed. Check with the voltmeter.

There is little more that you can do if the supply to the motor is satisfactory. One possibility is to remove the wiper motor and seek the advice of an auto-electrician. Once removed the unit may possibly be identified by numbers on it or visually compare it to a new unit. Generally, a replacement unit is a better option than a rebuild.

CONTACT US



E-Mail:

■ asktheexperts@sundialmagazines.co.uk



Write to:

■ **ASK THE EXPERTS, CLASSIC TRACTOR, Sundial Magazines, 17 Wickham Road, Beckenham, Kent BR3 5JS.**

JOHN DEERE 7700



Q Please can you give me some advice on a problem we are experiencing with our John Deere 7700 with a PowrQuad transmission. The PowrQuad splitter part is fine, but it is becoming increasingly difficult to engage the range gears A and B. When engaged both function fine. Is this just a question of lubricating the linkage under the cab floor or something more serious? The tractor is not used that much or often which possibly does not help the situation.

■ **Philip Killick, Welshpool, Powys.**

A Assuming the engagement is stiff throughout the full lever cycle we strongly suspect a partial seizure in the actuating linkage. Working on this theory, you will need to carry out the following procedure.

Get an assistant in the cab to waggle the AB gearstick, while someone else under the cab identifies the relevant linkage, obviously with the engine switched off and the tractor park brake on.

Now disconnect the appropriate drop rod at the clevis which connects the rod to the actuator lever. Repeat the AB 'waggle'. If you find the gearstick is still stiff the problem is in the cab linkage.

Lubricate all the joints as required. However, the gearstick will now in all probability be free. If so, follow the next procedure.

With the drop rod still disconnected, check the actuating lever for movement. This lever is welded to a horizontal shaft which is carried on an oilite bush and seal where it enters the casting before actuating the AB selector in the transmission. Over time, moisture

and dirt may penetrate the seal and cause a partial seizure between the bush and shaft. Therefore, keep spraying the shaft where it enters the casting with a freeing agent, WD-40 or even diesel fuel whilst working the lever.

Hopefully this will do the trick. If not, the shaft will require removal which is a major task and a workshop job for a qualified engineer.

JOHN DEERE 3350



Q Our John Deere 3350 has a starting problem. There is no problem with it starting first time, but then if we switch off the engine and try and start it again, it's a really slow dead turnover. If we let the tractor sit for a while and try to start it again, it starts no problem. We have replaced the starter and fitted new batteries, yet the problem still persists. Your thoughts on what it could be would be appreciated.

■ Aaron Mitchell, Co. Armagh.

A The problem you describe is probably either electrical or hydraulic. We'll deal with the former first, then the latter.

A corroded electrical connection will pass more current when it's cold than when it's warm. Therefore, disconnect all the connectors between the battery and starter and bright face them with a fine file. Then check the leads for a high resistance with an ohm meter.

Turning to the hydraulics, the closed centre main hydraulic pump is directly driven from the front of the engine crankshaft. After a few engine start-up revs it builds up standby pressure to 2750psi, before going out of stroke. The starter has to drive the pump against this increasing pressure. The said pressure is adjustable by a slotted adjuster on the rear left of the pump body. If this adjuster has been reset to give a higher system pressure, say for example to cope with heavy rockshaft implements, this will place a greater torque load on the pump when doing a restart as the system pressure will not have decayed sufficiently in time to permit an adequate cranking speed.

Check for the correct pressure by plugging a 3000-plus psi gauge into a selective control valve coupler. Anything in excess of 2750psi indicates adjustment of the pump is required, this being a job for a qualified engineer.

If this does not solve the problem come back to us and we shall have to delve deeper.

FIAT 110-90



PTO will not engage properly

Q The PTO on my Fiat 110-90 is giving me trouble. In order to engage the PTO using the lever on the left-hand side of the driver's seat, I have to switch the engine off. When I start the engine again, the PTO will run when the engagement lever on the right-hand side is down. When I pull up the handle on the right to disengage the PTO, it only slows down the speed of the PTO and doesn't stop it from turning. This seems to worsen the longer the tractor runs. It is especially bad when driving implements like slurry tankers or fertiliser spreaders. Any advice on what the problem is would be greatly appreciated.

■ Enna Cunningham, by e-mail.

A The PTO on a Fiat 110-90 uses a dry clutch plate mounted next to the main drive clutch plate, inside the bell housing. The complete clutch assembly bolts directly to the engine flywheel and directs power via the two clutch plates and two shafts to the transmission and PTO separately. The problem sounds like the dry PTO clutch plate is not releasing. This means that the PTO shaft is

continually turning making it impossible to put the PTO into gear with the engine running.

Firstly, follow the cable from the left-hand lever outside of the cab to the left side of the transmission behind the cab steps. Get someone else to operate the lever and check that the linkage works correctly. The cable can be adjusted to compensate for wear, so adjust the cable to see if it helps.

If adjusting the PTO clutch lever cable doesn't help, try using the PTO clutch lever with the main clutch pedal depressed and then released as this may help free off the linkage. If the problem continues then a new clutch assembly will need to be fitted. The tractor will need to be split, to allow access to the clutch and bell housing. Fit a new clutch assembly along with two new thrust bearings. Check that the thrust bearing carriers move freely on the input shaft. They may have become dirty from oil and clutch dust inside the bell housing. Clean all the components and lubricate them with a very light layer of copper grease. Check that both the clutch pedal and PTO lever operate the thrust bearings correctly. Finally, remove the flywheel and get a precision engineering firm to lightly skim the flywheel to remove any wear marks as this will ensure the new clutch assembly works correctly.

YOUNG DRIVER



Q I am seeking your help for my 16-year-old son who wishes to use his Ferguson TE-20 on the road. The big problem is, although his provisional license allows him to drive, no insurance company is interested due to his age. Do you know of an insurance company that specialises in young drivers? I realise this wouldn't be cheap, but he has to start somewhere. Your advice would be much appreciated.

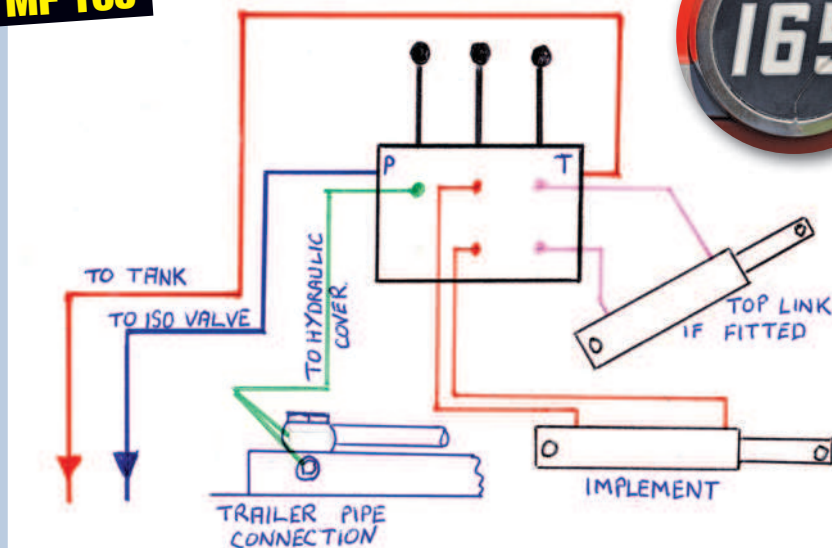
■ Simon Gravett, North Devon.

A We contacted rural insurer NFU Mutual, whose farming sector lead, David Harrison, said: "A 16-year-old is only legally allowed to drive a tractor on the road after they have taken a tractor test, not whilst they only have a provisional licence. The only exception is when driving to or from the practical driving test. So, until that point, we would look to insure them on their own land only."

"If the young person passes their test and the agricultural tractor is appropriate for their age (e.g. a legal size and using wheels rather than tracks) we may be able to insure them," he adds.

"We would need to know further details of the usage and business connection in order to determine the most appropriate product. For instance, we would look to insure for agricultural use, rather than a commute to school and home again!"

To book a tractor driving test you will need to contact the Driver & Vehicle Standard Agency (DVSA). Visit www.gov.uk to find out more or you can e-mail



Q I'm contacting you as I'm wondering if there is any way I can use my MF 165 to operate a silage grab on the three-point linkage, without having to constantly move the two-way valve under the seat and the quadrant lever in order to switch it over from lift to grab and back again?

Brian Cullinan, Co. Clare, Ireland.

A The modification to achieve this operation is quite simple and relatively inexpensive, and you will find it very beneficial. Firstly, will you be using a hydraulic top link? If so, you will require a hydraulic valve block with three functions, as opposed to two. The valve block should have one single-acting service and one or two double-acting services. It should be mounted in a location where access can be achieved whilst reversing. Perhaps not the best idea on safety grounds, but that is the way that you are likely to use it.

With the valve block in position, the supply to the 'P' pressure port (see diagram) should be taken from your selector/isolating valve. The return line from the 'T' tank port on the valve should go to the oil filler

plug next to the main gear lever with the appropriate adaptor. The return line should be 1/2in bore and the supply line 3/8in. A 3/8in tapping on the left-hand side of the hydraulic cover under the seat can be used, but be careful not to create any restrictions in the line. Connect a line from the port of the single acting service to either the banjo bolt point, in place of the trailer tipping pipe, or via the hexagon plug in the side of the cover. As an alternative if you use the trailer pipe, a connection can be made using a Dowty/Exactor or quick-release coupling at its rear end. Plumb-in the top link hoses (if fitted) and appropriately connected lines to the silage grab cylinders.

To operate, firstly select the external supply position on the isolating/selector valve. Now move the quadrant levers – the Draft lever to the fully raised position and the Position control lever to the 'Constant Pumping' position. The trailer pipe circuit and internal lift cylinder are on the same circuit so in doing this you are merely changing the direction from which pressurised oil is fed into the lift cylinder.

Speed of operation of the three-point linkage will be solely down to your 'feel' for the control.

customerservices@dvsa.gov.uk or call the DVSA on 0300 200 1122 (Monday to Friday, 8am to 4pm). Tractor tests cost £62 during weekdays or £75 in the evenings, at weekends and on bank holidays. You do not need to take a theory test before you can book a tractor test.

The tractor used for the test should be roadworthy and fully insured. At the age of 16 you can only drive tractors less than 2.45m-wide and tow trailers that are less than this width, with either two wheels or four close-coupled wheels.

RENAULT 120-54TX

Q My 1992 Renault 120-54TX loses all its brakes on a frosty or cold morning in winter. If you pump the pedals several times they will come back, until it is left standing with the engine switched off or gets very cold again. Can you tell me what the problem is and how it can be cured?

Harry Enderby, Pontefract, West Yorks.

A The brake pedal problem you describe here is quite common with these Renault TX Series models, many of which will have



encountered this issue from a relatively young age.

The dot 5 brake fluid used in the brake actuation system is technically a synthetic vegetable oil and it breaks down over time. The resulting sludge then sits against the seals in the slave cylinders and when it gets cold it causes the seals to contract and drop the fluid into the brake chamber. This actually does no harm because the brakes are in their own housing, external to the gearbox, with dry brakes being used in smaller Renaults and the 14 Series and wet brakes in the 110hp and above models. The brake fluid simply becomes diluted among the transmission oil.

ASK THE EXPERTS

■ WE REGRET THAT we can't respond to readers' enquiries directly by letter, but we will attempt to answer as many questions as we can through the 'Ask the Experts' section in the magazine. The advice of our experts is given in good faith. Photos (preferably good quality digital images of 500kb or more) are particularly helpful and can be e-mailed to: asktheexperts@sundialmagazines.co.uk

The cure 99% of the time is to simply drain out all the old brake fluid out and bleed the system back-up. Once the gunk is gone, your problem should disappear.

Occasionally you do need new master cylinders, but replacing them is straightforward. All you need is some good quality gasket glue and emery cloth to clean the faces up. The brake housings are in front of the back axles and are taken off the bull gears, so there is no need to open up the gearbox, unlike some modern tractors.

BULLETIN BOARD

Using service bulletins of the past, we pinpoint when product changes took place.



OPTION OF 4WD FOR MF 590

At the time of the launch of the MF 590 (75hp) in May 1976, four-wheel drive was not an option for this model. Customers would have to wait another nine months before a version with driven front wheels, built at the company's Beauvais factory in France, became available.

MF announced its four-wheel drive 590 to UK dealers in a product newsletter dated February 1977. The newsletter, signed by the company's then manager of market development, John Westrope, provided a brief summary of the features of the four-wheel drive 590.

The spec was similar to the two-wheel drive MF 590 with a 12-speed Multi-Power transmission. However, instead of an empty spacer between the gearbox and centre housing, a new spacer/transfer box incorporating a multiplate clutch and drive shaft outlet was fitted. The drive shaft from the transfer box ran under the centre of the gearbox and engine to the front axle. The standard wheel equipment consisted of 11.2/10 x 24 fronts with pressed steel centres and 13.6/12 x 38 rears with PAVT centres. The list price at the time of launch was £8572. The newsletter stated that a four-wheel drive MF 590 with 8-speed transmission would be available in the future.

Vehicle Wiring Products

All the parts you'll need whether it's a complete rewire or modification or repair to your wiring, you'll find the parts in our comprehensive mail-order catalogue.



Catalogue FREE

We supply a comprehensive range of wiring products for repair, modification or complete rewire to your tractor. Visit our website, phone or email for a **FREE** catalogue.

www.vehicleproducts.co.uk

Tel: 0115 930 5454 Email: sales@vehicleproducts.co.uk

Vehicle Wiring Products (CT), 9 Buxton Court, Manners Industrial Estate, Ilkeston, Derbyshire DE7 8EF



NATIONWIDE AND OVERSEAS DELIVERY

Serving the Nation with over 40 years of David Brown experience

DAVID BROWN CASE SPARES

We specialise in David Brown / Case tractors and carry a comprehensive range of spares and assemblies – new, used or reconditioned.

Service exchange units available including:

- Hydrashift gearboxes
- Hydraulic control valves
- Engine oil pumps
- Steering rams
- Short engines etc

We also specialise in Hydrashift gearbox repairs. All units are run and tested in our Hydrashift test bed.

With over 10,000 sq ft dedicated to all David Browns.

All major credit and debit cards welcomed.

BARCLEY WILLIAMS LTD

For further enquiries or advice please contact Stuart Edwards or Barclay Williams

Tel: 01386 833694 Fax: 01386 830469

Web: www.barclaywilliams.co.uk

EXCHANGE CLUTCH ASSEMBLIES



FACTORY REBUILT EXCHANGE CLUTCHES AVAILABLE FOR MOST MODELS

A full range of stock items available

We always offer a quick and reliable service

Next day delivery service for any ex-stock items

ACS Limited

Tel: 01924 453140

www.tractorclutches.co.uk

Fax: 01924 695632

Email: trevorhanson@tractorclutches.co.uk

Agricultural & Commercial Supplies Ltd

Unit 2, Hoyle Head Mills, New Street, Earlsheaton, Dewsbury, West Yorkshire WF12 8JJ

CLAAS COMBINE SPECIALISTS

HIRE PARTS REPAIRS

Over 30 years experience

Lexion & Dominator combine hire

Fabrication & repairs

Breaking 100s of machines

We supply the following new parts

CONCAVES RASP BARS BELTS

KNIVES CHAINS FINGERS

FILTER KITS

and many other wearing parts

01926 614345

JMT Engineering (Ladbroke) Ltd

email:jmtengineering@btconnect.com • www.jmtcombinehire.co.uk

BREAKING FOR PARTS

TELESCOPIC HANDLERS

LOADING SHOVELS

EXCAVATORS

Wanted – all types of machines for resale & breaking

C W Good & Son

The Foundry, Kington, Herefordshire HR5 3DE

Tel: 01544 230 167 Email: les@gwgood1.go-plus.net

Fax: 01544 231 046 (M)07710 909 100

ELECTRONIC REPAIRS

Tractor, Combine, Handler & Implement Electronics Repaired

Performance Monitors

Tractor Dash Panels

Linkage Controls

Area Meters

Joysticks

Forward Speed Radar

Transmission Controllers

PTO / 4WD/ Diff-Lock Controls



DAVID KING ELECTRONICS

Tel: +44 (0) 1789 731365 www.dkelectronics.co.uk



Quality Parts for New & Old Tractors

- ✓ 12 Months Warranty On All Parts
- ✓ Express Delivery
- ✓ Free UK Postage On Orders Over £125 Ex VAT

Buy Online

Order By Phone

Visit Our Shop

Meet Us At Shows



GRAB OUR 2020 PRICE LIST

Download Online or Ring
for Your Free Copy



VISIT OUR
WEBSITE



T: 01455 556784 E: sales@vintagetractorspares.co.uk

vintagetractorspares.co.uk

Shop Opening Times: Mon - Fri 9.00 - 17.00, Sat 9.00 - 12.00

Manor Farm, Park Lane, Walton, Lutterworth, Leics, LE17 5RQ

WELHAM DIESEL INJECTION CO LTD

FUEL INJECTION SPECIALIST

EST 1964

LARGE SELECTION OF EXCHANGE INJECTOR PUMPS & INJECTORS

Full engine machine shop service available – contact us for details

All major credit and debit cards accepted



Tel: 0116 276 6831 or 07817 914350

Email: chris@welhamgroup.co.uk

Hawarden Avenue, Coleman Rd, Leics LE5 4NL

www.welhamgroup.co.uk

NICK YOUNG TRACTOR PARTS

6000 Series
passenger seat
£150 + VAT



Suppliers of new and used
parts for John Deere tractors

We supply to UK & overseas

CHECK OUT OUR WEB SHOP
New products added weekly

Always breaking JD tractors for used parts – most models

STOCKISTS
FOR:



Tel: 01673 828883 Fax: 01673 828892

www.nytractorparts.co.uk email info@nytractorparts.co.uk

Unit 2, The Forge, Moor Road, North Owersby, Market Rasen, Lincolnshire LN8 3PR

www.johnconaty.com

Please
visit our
website

Ireland's leading supplier of Agricultural Machinery Parts and Accessories

FRESH CASE

A classic fan from North Yorkshire who has just become the proud owner of a very nice 1987 Case-IH 956XL tells us what he's got planned for his 4600-hour dream machine. Words and photos by David Ward.

FACTSHEET

- **TRACTOR:** 1987 Case-IH 956XL
- **HOURS:** 4600
- **ENGINE:** 95hp IH D-358, 5.9-litre, 6-cyl
- **OWNER:** David Ward
- **LOCATION:** York, North Yorkshire
- **PURCHASED:** April 2021



Above right: Worn seat fabric, mainly caused by clutch pedal stretching, is a common model trait. This seat is now being protected by a cover.

Right: E34 EPD on arrival. The original Kleber rear tyres, now replaced along with the fronts, had lasted for 4600 hours.



A DREAM RECENTLY CAME TRUE for me when I was able to buy a 1987 Case-IH 956XL. Growing up in rural North Yorkshire, where my family were forestry contractors, I was surrounded by tractors. When I was in my teens, my father sold up and moved, which meant we no longer had any need for machinery.

Fast forward 23 years and I now work as a solicitor for a firm in Leeds. In my spare time and at weekends I am what you could call an agricultural hobbyist. A few years ago, I bought an Iseki compact tractor to rotavate an allotment and move grass cuttings, but I've wanted something bigger for a long time.

Earlier this year I had the resources to finally buy myself a bigger tractor. My criteria were as follows: the machine had to be a similar age to myself (1987-88 ideally); it had to be four-wheel drive and around 100hp; and it had to have a cab that was spacious enough to carry a passenger.

I wasn't particularly fussy about a specific brand. A high-hour Ford 8210 came up, but was a long way away. A County 1124 Super Six was available locally, but it was short on cab space. If it had been an 1174 I would have been keen as my family used to own Countys like this. My good friends Frank and Luke Beevers of H. & B. Beevers & Sons, well-known local farmers, tractor mechanics and avid Case-IH fans, suggested I focus my search on an 1980s Case-IH with an XL cab. Frank had

worked for Case-IH dealer, Seward, when the XL models were new and had PDI'd plenty of them.

I spotted this four-wheel drive 956XL on Facebook and after messaging the seller, a deal was struck. I agreed to buy it unseen, based on photos and

“ I agreed to buy it unseen, based on photos and a written description. I wasn't disappointed when it arrived. **”**

a written description. I wasn't disappointed when it arrived in the Beevers' yard. E34 EPD, first registered in August 1987, has had one previous owner and has only done 4600 hours.

At 95hp, it's a useable classic, but I won't be going anywhere fast as it has the standard 30kph gearbox. The cab's headlining, cladding and trim are virtually unmarked and the electrics and instruments work perfectly, apart from the air-con, which needs investigating. All the glass is present and the cab

hasn't leaked. The Grammer DS85 seat fabric has a couple of wear holes, but isn't too bad.

Externally the red bodywork has had a past repaint, and I'm planning to repaint it myself in two-pack later this year. The black paintwork on the cab, chassis and grilles, etc., is original, so too the decals and wheels. The exhaust appears to have been shortened, so this will need addressing.

The lift arms are showing some wear, so they will get some new weld-on hook-type ends. Frank Beevers tested the hydraulic pressure and diagnosed a weak hydraulic pump, which accounted for the arms needing some revs to lift and lower. Fortunately, the pump is external and replacements are not too expensive. These are on the list of jobs-to-do before I put my tractor to work.

The rear tyres were original Kleber 16.9 x 38s, but they were cracked and bald, so they have been replaced by a decent second-hand set of Alliance Farm Pro II tyres. Flipping the rear wheels has given my tractor a better stance. A seat cover from Agriline Products Ltd has tidied up the seat, for now, and I've also fitted a radio.

The plan this summer is to do some local charity road runs and help out with some light work, perhaps raking grass, leading grain and ploughing at the Beevers' farm. It will be a season for me and my son to remember, that's for sure.



Starter Motors

Alternators

Clutch Kits

ZF Axle Parts

Carraro Axle Parts

Flywheels

Cab Glass

Baldwin Filters

Oils and Anti-Freeze

Radiators

Brake Parts

Engine Parts

Hydraulic Pumps

Steering Parts

Water Pumps

LED Lighting

Bodywork

Cladding and Interior

Please ring before visiting us at 1 High Street, Earl Shilton, Leicester LE9 7DH

VISA Tel - 0345 0095600 or 01455 843955 Email - sales@tractorparts.co.uk



PROBLEM WITH YOUR DIESEL FUEL INJECTION SYSTEM?

Why not give us a call!

Covering all new, classic & vintage vehicles.

Any system, including Bosch, CAV, Nippon Denso, Diesel Kiki, Simms, Cummins, Stanadeyne, supplied, repaired or reconditioned. Complete units or parts supplied.

Very competitive prices • 25 years' experience



SJ & CW WILKINSON LTD

Fuel Injection Specialists

Tel: 01772 784330 Fax: 01772 785970

Mobile: 07831 513432 or 07711 869691

www.sjwilkinson.co.uk

Email: enquiries@sjcwwilkinson.co.uk

Blundellbrook Farm, Cumeragh Lane, Whittingham, Preston, Lancs PR3 2JB



Putting driver comfort and safety first

- Quality agri seats for the OEM and aftermarket
- Leading suppliers include Grammer, KAB, United Seats, Sears and Isri
- Retrimms, parts and spares

From top to bottom:

The new Rancher seat, plus the CS85/H90 and W700 - all from United Seats, Grammer's Maximo Professional and KAB's SCIOX Super



t: 01892 515028

e: sales@tekseating.co.uk | www.tekseating.co.uk

Branches: Tunbridge Wells, Kent and Rearsby, Leics

JOHN MANNERS LTD COMBINE PARTS SUPPLIERS & HAULIERS OF FARM MACHINERY

We are the largest breakers of combine harvesters in the UK, with a stock of over 350 machines covering all makes. Also breaking balers and JCB telehandlers.

We offer a large selection of new & second hand parts and maintain a maximum delivery of 24 hours within the UK.

We can supply anything from the smallest part to a container or truck load!

Battle Bridge, Alnwick, Northumberland NE66 2BB

Tel: 01665 574231 Fax: 01665 574435

Mobile: John 07850 325404 Richard 07889 166133 Fraser 07703 114314

Email: info@mannerscombineparts.com Web: www.mannerscombineparts.com

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site



AVXLIVE . ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

RESCUE TEAM

Having rescued a 1988 Ford 7610 from its woodland resting place of the past 15 years, a pair of West Country enthusiasts are now busily resolving its many issues. Words and photos by Zach Anderson.

FACTSHEET

- **TRACTOR:** 1988 Ford 7610
- **HOURS:** 10,000+
- **ENGINE:** Ford 4.4-litre 4-cyl turbo
- **OWNERS:** Keith Walker/Simon Booth
- **PURCHASED:** Late 1990s/early 2000s
- **LOCATION:** Langport, Somerset



Right: The forlorn Ford looked better for a steam clean, but it reveal the extent of the corrosion that had gripped the cab.

Below right: Buying a refurbished Super Q cab frame wasn't cheap, but it was a better option than using the rotten original unit.



WHILE IT'S FAIRLY COMMON to find a vintage Fergie or a Fordson that has been parked up outside, out of sight and out of mind, finding a classic Ford 7610 Force II is something a bit different. That was the case with this 1988 tractor, which was parked up 15 years ago after it developed a porous engine and major drive problem, the latter thought to be linked to the input shaft.

The 7610 had been operated by Simon Booth's grandfather, Keith Walker, on his small farm near Okehampton, Devon. It had been the main tractor on the family beef and sheep farm and had been used for baling, among other jobs, prior to the onset of its problems. It ended up being parked in some woodland and left there.

More recently, discussions had taken place about the possibility of moving the tractor from its woodland resting place, rebuilding it and using it again. Eventually a plan was hatched that involved moving it to Somerset, where Simon is now based.

The February day chosen to extricate the tractor was soppy wet and the tractor was a mile from the nearest road. It was a non-runner with no steering, but with assistance from the farm's Renault, equipped with a push-pull bar, we managed to negotiate the bumpy track with tight bends using only the independent brakes for steering.

Upon arrival in Somerset the fusty Ford was steam cleaned to reveal the extent of the work

required. The Super Q cab frame was like Swiss cheese and beyond saving, and the doors and wings were rotten too. A replacement cab was located in Cornwall and collected the following weekend. It had come off a Ford TW-15 and had been fully refurbished, resprayed and reupholstered by

“ It is a shame to see a former front-line tractor like this fall into a sorry state, but it is now being shown some love and attention again. **”**

agricultural engineer Ben Mace. All it needs to finish it off are a few ancillaries before it can be attached to the tractor. It was a costly purchase, but will save an enormous amount of stress and time welding a cab that had really deteriorated too far.

The old cab came off the 7610 relatively easily with the aid of a borrowed telehandler. The front axle was removed from engine, and then the engine was

separated from the back-end. It was at this point that the damage to the input shaft was revealed, confirming the cause of the lost drive. All the teeth were chewed off the splines. This was a common issue with the Series 10 and was something I had encountered with my own 1985 Ford 7710.

The engine was sent away to bored and sleeved in the hope that it would cure the porous block, but this was unsuccessful. The back-end was stripped apart and checked over for any other damage, and while it was apart the diff was swapped for one from a Ford 4000 to give a little extra speed. The half shafts were removed and the brakes replaced, along with new seals and bearings.

Due to work and other commitments, progress has currently come to a halt but when the rush is over it will continue, with new avenues being explored to sort-out the engine. It is a shame to see a former front-line tractor like this fall into a sorry state, but it is now being shown some love and attention again.

When the refurb is complete and the 7610 is ready for work, all the time and effort that is going into it now will hopefully pay off. It also goes to show that no matter how big the task, a fancy all-singing, all-dancing workshop with all the space and tools isn't essential. In this tiny little workshop in the heart of the Somerset levels, it is all coming together, piece by piece.

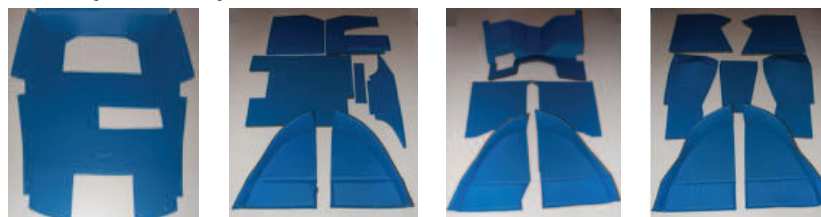




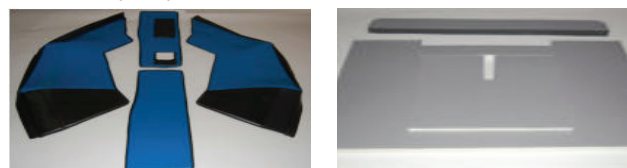
TRACTOR CAB REPLACEMENT PANELS, PARTS & INTERIORS



FORD Q / SUPER Q



FORD AP / LP / LAMBOURNE



JOHN DEERE / MASSEY FERGUSON / MARSHALL / LEYLAND



**BESPOKE
PARTS
MANUFACTURED
ON REQUEST**

IMMEDIATE & WORLDWIDE DELIVERY

MOST MAJOR DEBIT AND CREDIT CARDS ACCEPTED

SEE US ON FACEBOOK



Tel: +44 (0)28 258 61300 or +44 (0)7885 077168

www.TractorCabSpecialists.com

Tractor Cab Spare Parts

CAB

Glass (Case/IH, Claas/Renault, Deutz, Fendt, Fiat, J.D., Hurlimann, Lamborghini, Landini, M.F., N.H./Ford, Same, Valtra/Valmet, Zetor etc. + Industrial & Telehandlers)

PVC Covers/Interior Trim Kits

Glazing Rubber/Door Locks/Handles/Gas Stays/
Wiper Motors etc

ALSO AVAILABLE: TIP TOP PATCHES & ACCESSORIES

For further information contact:

UPHILL SALES & SERVICES

Uphill, Urchfont, Devizes, Wiltshire SN10 4SA

Tel: 01380 840285 Email: keith@uphillsales.co.uk www.uphillsales.co.uk

VINTAGE & CLASSIC TRACTOR BREAKERS

CURRENTLY BREAKING

Fordson F&N, E27N, Majors, Dextas JDB.R, A.R.D., IH 1020, W6 & W9, W30, B250, B275, 414, 434, Farmall M, H, Acub, Zetor, DB Cropmaster 900, 950, 990, Selectamatic, 990, 995, 885, Oliver 60, 70, 80, 90, Case LA, DC4, DEX, Ferguson TVO Diesel and P3, Allis Chalmers U&B, 5C, Nuffield and Leyland, MF130, 35, 4 cyl and TVO, Turner Yeoman, MMUTS

MANY OTHER SPARES AVAILABLE TOO

Please call Jason Smith on 07855 399487

(7 days a week - 8 am til 6pm)

Carew Cottage, High Street, Sparkford, Nr Yeovil, Somerset, BA22 7JH

www.antiquetractorparts.co.uk

Engine Fix UK

UK Precision Engine Components for
Vintage, Classic & Modern Tractors & Machinery
Tractor, Digger & Commercial Spare Parts, Equipment & Accessories

For the Busy Seasons ahead....

Case, Cummins, David Brown, Ferguson, Ford, Fordson, IH, JCB, John Deere, Leyland, Massey Ferguson, Perkins, Nuffield and Shibaura Engine Rebuild Kits, Pistons, Rings, Liners, Bearings, Bushes, Gaskets, Seals, Valve Train, Con Rods, Fuel/Oil/Water Pumps & much more



Please note new contact details and address

Tel: **01606 882621** or **0121 502 0101**

Email: poweralleurope@btconnect.com or neale.astbury@psep.co.uk

www.enginefixuk.com

www.poweralleurope.com or

www.power-source-engine-parts.co.uk

Freshfield, Cassia Green, Marton, Winsford, Cheshire CW7 2PZ

8:00 am - 18:00 pm Monday-Friday/ 9:00 am - 12:30 pm Saturdays

All Prices Inclusive of VAT



DEM names & numbers are shown for reference purposes only

All Major Cards Accepted

S.R. Haylock (Cambs, UK)

Agricultural Machinery Bought & Sold
Modern - Classic - Vintage



Ford 6600 2wd,
Dual Power, PAS, 4,700 hrs, very
tidy for its age.



Ford 5000 2wd,
Deluxe cab, 3,900 hrs, PAS, PUH,
very original.



Massey Ferguson 290 2wd,
Multipower, very clean original
example, 6,500 hrs.



Massey Ferguson 135 2wd,
2,450 hrs, exceptionally
nice original tractor.



Case 956XL Turbo 4wd,
2,500 hrs only from new, nice
original condition, air con.



Caterpillar Challenger 65,
rear linkage & PTO,
nice original condition.



BMC mini tractor,
very original condition, starts &
functions, diesel.



ERF 6x4 tipper lorry,
Gardner turbo, excellent original
condition, grain use only.



JCB 525-67 FS,
K reg, good tyres, runs & operates
well, tidy condition.

Evenings 01799 584626 Day 07831 158848 or 07766 107610
www.srhaylock.co.uk

Gwynedd Farm Machinery Ltd

Dinas, Llanwnda, Caernarfon LL54 5UG

Tel: 01286 830009

John: 07836 645802 Rhys: 07824 506169

www.gwyneddfarmmachinery.co.uk



Massey Ferguson 4260

Y reg, 4,596 hours,
manual transmission,
good condition.



Hyundai 35z-7

2008, only 371 hours,
3 buckets,
very good condition.



Thwaites 4 ton dumper



LSM 9ft toppler

Good working
condition.



Bomford Farmtrim 435

Right hand cut.

CURRENTLY BREAKING

DB950 Implematic

DB885 Selectamatic

Ford 4110 2WD

Ford 5610 S/Q 4WD

**LARGE SELECTION OF NEW & USED PARTS
FOR NEW HOLLAND, FORD,
MASSEY FERGUSON, DAVID BROWN,
CASE, LEYLAND/MARSHALL AVAILABLE.**



Alwyn Thomas Tractor Sales

www.alwynthomasttractors.co.uk



MANITOU MT625

2014, 2.5 ton lift, 6m reach, low hours,
pallet forks, excellent condition.



ZETOR 7341 SUPERTURBO

04 reg, 1122 gen hrs, 80hp, P.U.H, tyres
@95%, immaculate condition.



CASE INTERNATIONAL 4230XL

low genuine hrs, 2 x spool valves, one
previous owner, mint condition.



NEW KIMA 08, LOADER

4wd, wide tyres, self levelling, hydraulic
QH, excellent value.



NEW CARTER CT 80-9

8.2 ton, steel tracks, rubber blocks,
air con, 2 yrs warranty, fantastic value.



**SOLIS 50
Due in**

Mobile: 07979 860635 Office: 01248 670643
Caernarfon, North Wales Delivery available

TRACTORINSURANCE

ROWETT
INSURANCE
BROKING LIMITED

**PAYING TOO
MUCH FOR
YOUR TRACTOR
INSURANCE?**

**Agricultural Insurance Specialists
Offering Competitive Premiums on
Tractors, Quad Bikes and Ride-on Mowers**



With highly knowledgeable staff able to
tailor a quotation to your specific needs

We also offer competitive premiums for
your farm, small holding or house insurance



Call us today to discuss your needs:
01726 871144 – Monday-Friday 8.30am-5pm
Calls from mobile phones may incur charges
We can now offer online quotes and even quote & buy.
visit our website

www.tractorinsurance.co.uk

to get your quote today!



www.facebook.com/tractorinsurance/



Twitter.com @tractorins

Authorised and regulated by the Financial Conduct Authority, Registration Number 450475.
Rowett Insurance Broking Limited. Registered Office Address: 22 East Hill, St Austell,
Cornwall, PL25 4TR. Registered in Cardiff No. 4998729

STEVE WHITE

The Pringle, 36 High Street, Braunston, Oakham, Rutland



MF 35X



04 Kubota M8200



MF65 Mk1 I



MF 135



MF 240



Sutton Road Brush



Cooks Flat 8 Sledge



Parmeter
Post Bumper



Toro pro core SR75
verti drain

Pro Tec Post Bumper, Case 4210 4x4 c/w loader
Large selection of other tractors and machinery in stock

Tel: 01572 755900 Mobile: 07860 298778

J C Harfoot Machinery

General Agricultural Machinery Dealer

Trefinnick Farm, Trefinnick Road, Bray Shop,
Callington PL17 8QD

01579 370246 / 07702 661790 jchmachinery@rocketmail.com
www.harfootmachinery.co.uk



John Deere 3200 handler, 2002,
joystick controls, puh, pin and cone
head stock, tyres, 40%. £16,750



John Deere 459 conventional baler,
wide pick-up and wide angled PTO,
hydraulic bale tension. £POA



John Deere 1360 mower
conditioner, 10ft working width,
very tidy for age. £4,500



John Deere 331 mower conditioner,
2013, spreader plates, metal
conditioner tines. £5,250



Krone Swadro 900E, twin rota rake,
2007 electric controls, vari width.
£6,950



Krone KW 670/6 tedder, 6 star,
hydraulic head land kit, marker
boards. 1 owner from new. £3,500

ALL PRICES + VAT

MJPATEY

AGRICULTURAL MACHINERY

Tel: Malcolm
07970 471773
Totnes, Devon

ALL PRICES + VAT

Email: sales@mjpatey.co.uk

www.mjpatey.co.uk



VIGOLO MX 250, FLAIL
TOPPER, FRONT OR REAR
MOUNTED, 2.5M CUT,
HEAVY DUTY FLAILS..£5,450



NEW BUCKETS 6FT AND 7FT
..... FROM £495



GALVANISED QUAD
TRAILER, 5FT X3FT,
WOOD FLOOR £475



KRONE 3.50/10 SINGLE
ROTOR RAKE
3.5M WORKING WIDTH,
GWO £1,975



WELGER AP 52
BALER, BARN STORED,
ORIGINAL CONDITION,
GWO.....£3,250



PZ HAYBOB 200 GWO
.....£375 NO VAT



NEW LWC 8FT AND 9FT
TOPPER, BRITISH MADE,
.....FROM £2,350



NEW MALONE MOWERS
8FT & 9FT, IN STOCK, NEW
THIS YEAR, QUICK FIT
BLADES RRP FROM £6,500



JOHN DEERE 331 MOWER
CONDITIONER, 3.1M CUT,
2011 YEAR, QUICK FIT
BLADES£4,450



WESSEX 6FT TWIN
ROTOR TOPPER
.....£775.00 NO VAT



BALE HANDLER, SPIKES
AND TUBULARS, EURO 8
BRACKETS AND PIPES
.....£550



NEW PALLET FORKS,
2.5TONNES, 1,200MM
FORKS, EURO 8 AND MX
BRACKETS.....FROM. £495



CHILLTON FLAT 8 GRAB,
MX BRACKETS GWO..£550



NEW LWC BALE
HANDLER, SPIKES AND
TUBULARS, EURO 8
BRACKETS AND PIPES . £975



NEW SOFT HANDS BALE GRAB,
EURO 8 BRACKETS £875



NEW MALONE
14 TONNE HEAVY DUTY
LOG SPLITTER
IN STOCK £895



NEW MALONE POST
RAMMER
350KG WEIGHT, HYD TOP
LINK & SIDE TILT .. £2,850



NEW HYDRAULIC PAN
MIXER, 850LTR / 3/4M CUBE,
3POINT LINKAGE AND PALLET
FORK MOUNTED£3,350

LOVELY ZETOR

Many smaller Zetors, those that haven't already been exported, have been worked hard. Not so this lovely little 6911 which has done just 3500 hours in 32 years. Words by Sandy Cox; pictures by Nathan Smith.

Right: All the paintwork on this 1989 Zetor is original and very bright for its age, having been kept out of direct sunlight.

Below right: The cab interior is as good as the exterior. All the upholstery, including the lower brown padding, is in great shape.



FACTSHEET

- **TRACTOR:** 1989 Zetor 6211
- **ENGINE:** Zetor 3.5-litre four-cylinder
- **POWER:** 61hp
- **HOURS:** 3500
- **LIST PRICE (1989):** £8790
- **PRICE NOW:** £6500 (no VAT)

IT'S NOT SO LONG AGO that Zetors were regarded by some as cheap and cheerful workhorses that merited relatively little attention. Happily, that's all changing as a growing number of people are beginning to have a greater appreciation of the brand and its past and present tractors.

Zetors were once regarded as being a bit quirky, but far from being cheap, basic machines, they were, in a number of areas, well-ahead of their time. The innovations introduced by the company, such as huge rubber-mounted quiet cabs on the Crystals and a passenger seat, were often overshadowed by their lower purchase prices.

Back in the 1970s, you could buy a Zetor for around 60 per cent of the price of an equivalent-sized machine from a western competitor. This meant that the Czechoslovakian-built tractors were often worked harder than certain other brands and often not treated as well by operators, simply because they were cheaper.

As a result, many of the Zetors that were sold in the UK and Ireland in the brand's heyday in the 1970s and 80s ended-up rather the worse for wear. It was at this point that they usually headed back to Eastern Europe, where after receiving refurbishments they were put back to work. One machine that has avoided the attentions of both uncaring drivers and exporters is this outstanding little 1989 two-wheel drive Zetor 6211.

This bright looker has avoided becoming a scraper tractor, like so many other smaller Zetors in the 50-70hp power bracket. The condition of this 61hp Zetor, which is owned by Nathan Smith (Tel: 07768 721203) from Wokingham in Berkshire, is exemplary. The all-original paintwork is as good as it gets on a tractor of this age.

“ *This bright looker has avoided becoming a scraper tractor, like so many other smaller Zetors.* **”**

Nathan has owned his Zetor since 2016 and says he will be sorry to see it go. He needs to move his small collection of classic tractors and, unfortunately, the yard he's moving them to isn't suitable for the Zetor.

“Our new yard doesn't have enough undercover space for this tractor, and we feel it would soon start deteriorating if left outside,” he says. “We wouldn't want that to happen to such a genuine, honest machine, so have decided to let it go to someone who can continue to look after it well.”

“It was originally supplied new to a farm just two miles away from us by Collins & Lambourne of Henley-on-Thames in Oxfordshire, which at that time was a Zetor main dealer,” he adds. “It was used as the farm's main mowing tractor with a 6ft drum mower, and also on a baler and for a little trailer work.

“When it came to us in early 2016, we carried out a service and replaced a few light lenses that had faded over the years, but basically that's all we've touched since then,” continues Nathan. “We've put approximately 80-100 hours on the clock, using it for a couple of tractor road runs, a bit of topping and as a general yard tractor for moving equipment about.

“The paintwork is 100 percent original and if you look closely you can see some little chip marks on the rear wheel rim as a result of it being used for mowing,” he notes. “We chose not to respray the rim as the paint chips are all part of the tractor's history and its character.”

The tyres were replaced by the previous owner due to them perishing with age, and the ones that are fitted now are like new. This tractor has always been stored in a dark and dry shed, hence the bright condition of its paintwork. There are no cuts or tears to the cladding inside the cab and the roof lining is good.

“It is a nice, original, genuine tractor with low hours for its age,” concludes Nathan.



NEW Kidd Toppers,
inline or offset, rotary
or flail, adj cutting
height, parabolic skids,
gearbox and shaft
driven with shear-bolt
protection, free
swinging blades, large
range of types
& sizes in stock... EPOA



www.blackdownfarmservices.co.uk

**01823 429431
07760 236534**



**NEW Quicke Bale
Handlers,** over
the top, side tube or
soft hands designs, for
round or square bales,
large choice of
brackets, hydraulic
hoses. In stock
.....From £825



NEW SIP Disc Mowers, plain or with
conditioner, mounted or trailed, front
versions also available, quick change
blades, suspension, unrivalled 3 year
warranty. Choice of sizes. E.g. Disc Alp
260 2.6m plain mower **£6,595**



NEW SIP Spider Tedders, mounted or
trailed, 4-14 rotors, adj height, hyd fold,
pivoting headstock, interlocking finger
drive, unrivalled 3 year warranty.
Choice of sizes in stock. E.g. Spider
555/4 5.3m 4 rotor tedder **£5,595**



NEW Logic Livestock Trailer, galvanised,
5ft x 3ft, with 800mm high sides,
timber floor, timber ramp tailgate,
floatation tyres, 50mm ball hitch. Great
little trailer **£795**



**NEW BFS Work
Platforms,**
2 person
capacity, kick
boards, floor
grips, harness
point, self closing
gate, high mesh
back, pallet fork
mounted, in
high vis yellow.
Choice of sizes.
Prices from
.....**£695**



USED Alburt Bag Filling Bucket,
2019, 1m3 capacity, 1.6m wide,
hydraulic control, fill 40 bags an hour,
hardly used, excellent condition.
Brackets available at extra cost **£2,595**



**USED Major Roller Mower Finishing
Topper,** 12ft working width, hydraulic
folding, good blades, good working
order, sale due to upgrade. Well looked
after machine **JUST IN**



**USED Amazone E+S Fertiliser/Salt
Spreader,** 2009, single disc, 540rpm
pto, hydraulic open/close, electric guard,
road lights, hopper cover. Cracking little
spreader in lovely condition **JUST IN**



USED Dunbar Low Loader Trailer,
approx 24ft long, carry around 15-18 ton,
10 stud high speed tri axes with twin
wheels, air suspension, air brakes, fixed
drawbar, good floor, road lights, sprung
ramps, nice high spec trailer **£6,395**



USED Alburt B808PP Buckrake, 2020,
8ft wide, 3.53m3 capacity, 15 times, 4
side tines, twin ram push off, hydraulic
hoses. 3 point linkage. Ex demo
condition **£4,295**



USED Twose Cambridge Rollers
tandem pair, 8ft each (16ft total
working width) good bearings, good
rings, good condition and ready to roll!
..... **£3,295**



**USED NC Road Runner 700 Rotary
Brush,** 7ft wide, 3 point linkage
mounted, adjustable rear death wheels,
hydraulic drive, very good bristles,
hardly used **£1,995**



USED Weeks Bale Trailer, approx
20ft long and 7ft2 wide, single axle,
good tyres, brand new bed and lades,
very smart useful trailer **£2,295**



USED Twose 315 Hedge Trimmer,
3 point linkage mounted, cable control,
good flails, good rams, suit smaller
tractor, good working order **DUE IN**



USED Warwick Bale Trailer,
20ft long, 7ft3 wide, single axle, good
tyres, good steel floor, front & rear
lades, tidy useful trailer **£1,595**



USED Norton 6 ton Tipping Trailer,
double height sides, good floor,
6 stud axle with good tyres, road
lighting. Good useful trailer **£1,795**



USED Misc Telehandler Bucket,
7ft wide, good solid bucket, straight
front edge, shallow depth, ideal for
stone, rubble, dung etc. Pin and cone
brackets **£595**



USED McHale Bale Handler, over the
top design with rear squeeze, front
roller, good condition. Hydraulic hoses
and Manitou brackets **£950**



USED PZ Haybob 300, 3m working
width, spreads & swaths, good wide
tyres, good gates, tines all there,
good frame, good condition. Choice
..... **From £895**

ALL PRICES + VAT

RM Jackson

Supplier of Agricultural Machinery

Located near Penrith Cumbria,
Telephone Robert on: 07788 785871 or 01931 714676
All prices are plus VAT



2012 Marston Ace 10 tonne grain/silage
trailer, hydraulic back door, very good
condition **£6,000**



1979 John Deere 4040, 2wd, pick up hitch
fitted. Runs and drives well, clock shows
3,604 hours **£9,750**



Kverneland EG85 4 furrow reversible
plough. Hydraulic vari width, auto reset,
skimmers **£4,400**



2013 Teagle Tomahawk 8100 trailed straw
chopper, swivel spout, electric control
..... **£5,250**



KTWO Airo 225 Swath Wrecker/wrecker,
very good condition, all the tines are present
..... **£2,100**



Post hammers. Choice of 2. One with
hydraulic tilting ram **£200 each**



OPICO 6m spring tine Harrows with
Hazenbichler Air 16 seeder with hydraulic
driven fan **EPOA**



Grays 10 foot multi harrow **£750**



2012 Marshall QM11 grain trailer with
hydraulic back door, super singles and sprung
drawbar, recent brakes refurb **£7,500**

ALSO AVAILABLE: Claas Liner 780 rake, Claas volto 670 tedder,
Claas 50kg wafer weights, Slurrykat trailed pipe reeler,
Massey Ferguson 40 3 furrow conventional plough.

Visit our Facebook page or www.rmjacksonmachinery.co.uk

Compact equipment to maintain your property

Branson **P&D** **KIOTI**
MCCORMICK **ENGINEERING (BREDON) LIMITED** **MERLO**
Agricultural Engineers
t.01684 772912 www.panddengineering.com

Do you have a few acres and need ideas on how to maintain it?
We have the solutions. Come over and see our display areas
hosting a full range of solutions, or give us a call.
At the very least, you'll get good honest advice!



Give us a call on **01684 772912** for friendly and honest advice.
We are here to help you to make the correct choices!



Fleet Lane, Bredon, Tewkesbury, Glos. GL20 7EF

**FOR THE
ENTHUSIAST!**



**NORTHWEST
FARM MODELS**



UNIVERSAL HOBBIES 2882 1:32 SCALE
FORD 7810 SILVER JUBILEE EDITION.....£40



UNIVERSAL HOBBIES 1:32 SCALE
FORD 7810£40



UNIVERSAL HOBBIES 2701 1:32 SCALE
MASSEY FERGUSON 35X.....£28



UNIVERSAL HOBBIES 2785 1:32 SCALE
MASSEY FERGUSON 135.....£28



UNIVERSAL HOBBIES 6262 1:32 SCALE
MASSEY FERGUSON 8S.265.....£65



UNIVERSAL HOBBIES 6293 1:32 SCALE
VALTRA G135 RED.....£50



WIKING 1:32 SCALE
JOHN DEERE 7310R WITH FRONT WEIGHT£63



WIKING 1:32 SCALE
FENDT 942 VARIO.....£60



UNIVERSAL HOBBIES 1:32 SCALE
CLAAS JAGUAR 15.000 EDITION.....£160



REPLICAGRI 1:32 SCALE
CLAAS DOMINATOR 98 SL MAXI£80



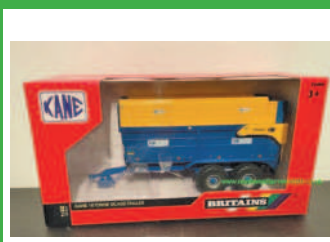
MARGE MODELS 1:32 SCALE
MASSEY FERGUSON DM 408 DISC MOWER.....£52



MARGE MODELS 1:32 SCALE
MASSEY FERGUSON TD 676 6 ROTOR TEDDER
.....£55



UNIVERSAL HOBBIES 6211 1:32 SCALE
COUNTY 1174 GOLD EDITION.....£62



BRITAINS 42700 1:32 SCALE
KANE 16 TON SILAGE TRAILER.....£20



BRITAINS 43293 1:32 SCALE
FORDSON E27N 100 YEARS EDITION£25



BRITAINS 43308 1:32 SCALE
FORD 6600 2WD TRACTOR.....£26



BRITAINS 43280 1:32 SCALE
JCB 3C MK3 RUSTY EDITION£26



BRITAINS 43138A1 1:32 SCALE
LAND ROVER SHEEP FARMER SET£24



SCHUCO 1:32 SCALE
SAME HERCULES 160 GOLD EDITION.....£115



ERTL 1:32 SCALE
JOHN DEERE 8010 4WD£110

www.northwestfarmmodels.co.uk

Tel: 07834 536907 • Email: contact@northwestfarmmodels.co.uk

COCKERMOUTH, CUMBRIA CA13 0SL

Free delivery on all UK orders over £150

Worldwide shipping available online

Standard UK shipping cost £6.00

PICKING THE FAVOURITES

Over the past decade, agricultural machinery journalist and enthusiast David Laley has built up an impressive collection of custom- and scratch-built classic tractors made by some of the UK and Europe's most talented model builders. After being asked to pick his favourites, these are the ones he selected.

AS FAR BACK AS I CAN remember I've always been fascinated by agricultural machinery. This is largely due to several generations of my family being involved in farming over the years. My Mum was brought up on a farm on the Yorkshire Wolds whilst my Dad grew up at High Rigg Farm in the middle of Dalby Forest, before pursuing a career as a plant machinery operator.

My Dad built my first toy farmyard for me when I was two years old back in 1985, and the first Britains tractor I was bought to kick start my carpet farming empire was a dual-wheeled MF 2680.

Britains tractors, combines, and implements were the mainstay of my fleet throughout the 1980s and early 90s. I have particularly fond memories of receiving a Britains Power Farm Ford TW-35, Howard Rota-Spreader and Maschio power harrow for my fifth birthday.

A local model shop also began stocking 1/32-scale Ertl and Siku tractors around this time and I became a huge fan of their rugged playability. I still have my original Siku Deutz-Fahr 36.10 combine I bought with my pocket money to replace a damaged Britains New Holland TR85.

Like many youngsters approaching their early to mid-teens I made the foolish decision to sell most of the Britains, Siku and Ertl farm toys I had accumulated, believing I was too old to play with them.

Throughout the late 1990s I reinvested the funds into tractor books and brochures.

However, a decade later, with a steady full-time job and all of my agricultural college debts paid off, I decided to start collecting model tractors again. My interest had been piqued by several very good friends I had made whilst browsing and contributing towards the Farm Toys Forum website, and speaking with model builders like Paul Capon and Martyn Reeve, whom I met on my return to Spalding Model Tractor Show in 2009.

By 2011 I had become disillusioned with collecting the glut of general modern releases so I decided to focus most of my efforts on collecting classic-era custom- and scratch-built 1/32-scale tractors. With one or two exceptions, my model collection now encompasses tractors from the late 1960s to the mid-90s, mostly machines that I can recall from my childhood.

Line-ups and subtle variations of Ford's TW Series, Massey Ferguson's 3000 Series and Sound Gard-cabbed John Deeres feature prominently alongside Fiat 90 Series tractors, Case-IH models with XL cabs and County and Roadless conversions.

As a rule, I prefer to order my models from the builders and then collect them in person at shows.

Prior to the pandemic I was attending around six model shows per year in the UK, and also had the opportunity to attend the LCN Show at Zwolle in Holland between 2011 and 2019.



Above: The first custom conversion to join David's collection was one of PDC Farm Models' Universal Hobbies/Britains-based New Holland TS110 tractors in 1/32-scale.

Below: This Britains Massey Ferguson 2680 on dual wheels came from Brian Norman 10 years ago. It is just like the one that David got in the mid-1980s, inset.



Left: David Laley has spent the past decade building a collection of custom- and scratch-built models of classic-era tractors. His favourites include a John Deere 4440 (Miniagripassion), MF 399 (PLM-Farm Models), Ford 7700 (Martyn's Farm Models) and Same Falcon 50 (Agringegno Farm Models).



Cat Challenger 65 & 55

MFM



WHEN IT COMES to scale models of modern rubber-track crawlers, collectors are spoilt for choice. But if you are after a miniature version of Caterpillar's modern classic Challenger 65, it currently has to be a custom build. Thankfully, one of my favourite scratch builders and custom conversion specialists, Martyn Reeve of Martyn's Farm Models (MFM), produces a wonderful 1/32-scale Challenger 65 based on the flat-track chassis of Norscott's Challenger E Series. He also builds an excellent Challenger 55 in both Caterpillar and Claas liveries, utilising Norscott and Ros parts. Both of these wonderful custom-built Challenger models joined my collection three years ago.

John Deere

VARIOUS



THE JOHN DEERE PORTION of my collection is dominated by tractors with Sound Gard cabs. Britains' first wave of 1/32-scale John Deere 40 and 50 Series tractors provided custom builders with a host of donor parts and opportunities. My collection contains a dozen conversions that Paul Capon of PDC Farm Models made using Britains' John Deeres. Paul was also the brains behind my fleet of John Deeres in the livery used by Lincolnshire contractor, David Leech. These include a Schuco-based replica of David's 4955. I also own several delicate resin John Deeres, including a 4240S made by Miniagripassion of Belgium, whilst Martyn Reeve was the creator of my fantastic 2850.

Massey Ferguson

VARIOUS



I'VE ALWAYS HAD A SOFT SPOT for the MF 3000 Series, so when Universal Hobbies released its MF 3080 I asked my favourite custom builders to carry out some conversions for me. My MF 3095 on row-crop wheels was one of two converted by Ian Leather. Every time I attend the LCN farm model show at Zwolle in Holland I always try and come back with at least one of PLM Farm Models' stunning MF custom builds. PLM's two-wheel drive MF 399 with removable duals is very special. A more recent eBay purchase was a lovely one-off MF 2725E conversion completed by the talented Phil Aston.

Fendt

VARIOUS



EVER SINCE I BEGAN attending the LCN farm model show in Holland I've always bought custom conversions from Pieter H. Dijkstra. He produced these superb 1/32-scale Fendt Favorit 612LSA and 611LS conversions based on standard Weise-Toys models. The 612LSA features a set of wide aluminium wheel rims whilst the 611LS uses a modified two-wheel drive axle. The Farmer 306LS, one of two produced by Roel Kuiper several years prior to the release by Weise-Toys of mass-produced versions, came home with me from my first trip to the LCN show. The bonnet, chassis and wider rear wheels and tyres were made by Roel.

International Harvester

VARIOUS



THE MAJORITY OF MY MODEL IH tractors have XL cabs. One of the first conversions to join my IH fleet in 2011 was this Britains 956XL fitted with bespoke dual wheels by Dave Towse. I've never been a fan of the mass-produced weathered models, however, this one-off 'barn find' version of a Replicagri 844XL, complete with custom weathering and a two-wheel drive front axle, by Agrimodellbau.de is much more to my taste. So is the impressive American-spec IH Farmall 1086 that Martyn Reeve custom-built using the cab from a Britains IH 3588 'Snoopy' together with various Ertl parts.

Case-IH 1455XL

VARIOUS



EVER SINCE I SAW LOCAL FARMER H. A. Simpson & Son's Case-IH 1455XL ploughing near my home in the early 1990s I've always wanted a fleet of these classic German tractors in 1/32-scale. My current line-up of eight 1455XLs includes this Schuco-based Pieter H. Dijkstra conversion equipped with wider wheels, front linkage and tool box, top. In the past three years I've also managed to buy the rarely seen resin Wagenhoff versions that came and went very quickly due to licensing issues. The most recent addition to my line-up of Case-IH 1455XL tractors is this Grassmen-liveried version produced by Modelfarmer.co.uk

Steyr

MO-MINIATUR



ONE OF MY ABSOLUTE FAVOURITE low-volume manufacturers of precision 1/32-scale resin models in recent years has been Mo-Miniatur of Germany. The company was formed just over 30 years ago by Josef Brunner and originally specialised in 1/87-scale models. More recently it has become well known for its superb limited edition range of classic-era 1/32-scale tractors, particularly Steyrs. I now own eight of them, most of which were sourced from the LCN farm model show in Holland. They include these Steyr 1400A and 768 models from the 1970s, as well as an 8110 that was produced between 1984 and 1994.

Ford

VARIOUS



I WAS SURROUNDED by blue power when I was growing up. Many local contractors were running Ford TWs whilst my uncle had a 5610 and a 6610 on his farm. As a result, there are twice as many custom Fords in my collection as any other make. My favourites include this dual-wheeled 8830 produced by WE-Miniaturen of Holland. This model is an exact replica of Brian Templeton's 8830 that appeared with Stocks duals at the Big Ford Tractor Register working day in 2018. Other favourite Fords include a Martyn Reeve-built 8100 and a 4600 that was produced in small numbers by talented scratch builder David Purdue.

Fiat

MEM



I'M A HUGE FAN OF THE STYLING employed by Italian tractor manufacturers during the 1980s, especially the Fiat 90 Series with their Pininfarina-penned looks. There were quite a few six-cylinder Fiats working on farms near where I lived when I was growing up, and their distinctive soundtrack still resonates with me today. My favourite custom-built Fiat is a heavily re-worked 180-90DT, number 42 of 100 produced Trilex Modelli in Italy. Behind this tractor's removable engine side panels is a highly detailed engine. My 180-90DT is shown here with a Hesston 4900 big baler built by another Italian custom specialist from a kit.

County, Roadless & Doe

VARIOUS



EVEN IF I SOLD MY COLLECTION one day it's still unlikely I'd ever be able to afford a real County, Roadless or Doe tractor unless my lottery numbers came up, so I'll stick with the miniature line ups I've accumulated instead. Within them they include this recently purchased first generation County 1474 made by talented Northern Irish custom builder Ian Huddleston of TAB-Models. Scratch building stalwart David Purdue produced the stunning 1164 whilst well known custom builders Cenlyn Davies and G & B Models manufactured the beautiful Doe 150 and Roadless 120.

Same, Lamborghini & Hurlimann

FM-MODELBAU



ANOTHER BRAND I WAS surrounded by on farms whilst growing up in North Yorkshire was Same. Four- and six-cylinder Lasers seemed to be well-liked by local farmers and there were several older Panthers kicking around the area. My good friend, fellow collector and Same enthusiast Mike Robinson has helped me source a lot of low volume production Same and Lamborghini models from mainland Europe. They include this impressive trio of resin 1/32-scale Same Hercules 160, Lamborghini 1556DT and Hurlimann H-6160 models produced by FM-Modellbau, a Swiss manufacturer formed by Franco Capriotti and Manuel Gemperle in 2008.

Fordson Super Major & Ford 5000

BRITAINS



GIVEN THAT I SPENT MUCH of my childhood playing with Britains toys, it is not that surprising that I've chosen two of the company's tractors, a Fordson Super Major and a Ford 5000, as my all-time favourites. They have huge sentimental appeal as my Dad actually played with these very same toys as a child. Despite being in very play-worn condition when they passed into my ownership, they had at least survived. In 2011, Malcolm Booth restored both of them to their former glory, allowing me to give them back to my Dad as a surprise Christmas present that same year.



Fast, Friendly & Reliable Service!

www.brushwoodtoys.co.uk

Tel: +44 (0)1769 574501

info@brushwoodtoys.co.uk



NOW DELIVERING to Republic of Ireland!

FARM MODELLER



SUBSCRIPTIONS AVAILABLE

£26.50p for UK ONLY
£44.00 for Republic of Ireland & Europe
£54.00 for the rest of the world

A new publication packed with diorama displays, model reviews, editor page, details of new and upcoming models, interviews with collectors, show reports as and when, auction price pages, show diary dates as and when, adverts, competition prize page, custom builders, "How to do stuff" - hints and tips pages and so much more!

Farm Modeller is a bimonthly magazine dedicated to models of farms and farm equipment. In each issue you will find 100 pages of fantastic photography of models in all major scales and from all eras, articles on the hobby, reviews, and more. The magazine is out now, has been on sale from December 2020 and we are now on to the 3rd issue

www.farmmodellermagazine.com

info@farmmodellermagazine.com • Phone: 01763 241744 (UK) • +44 1763 241744 (outside UK)

GET YOURS DELIVERED!

SUBSCRIBE NOW

Subscribe NOW to enjoy home delivery & save on the shop price!

Don't miss a single issue of **CLASSIC TRACTOR**! Get a personal copy delivered direct to your door every month for a year, usually before copies are on sale in the shops. Or why not order as a gift for family or friends?

Three easy ways to order.

Phone +44 (0)1371 853 631

Go to our website:

www.ClassicTractorMagazine.co.uk

Post the coupon to CLASSIC TRACTOR Subs,
Trinity House, Sculpins Lane, Essex, CM7 4AY, England

*UK only via direct debit



Name.....

Address

.....

.....

.....Post code

Telephone.....

E-mail

We do not allow other companies to use subscribers' details for sales and marketing

PRICES AND WAYS TO PAY (please tick as appropriate)

UK 1 year (12 issues) £46.60 ☐ 2 years (24 issues) £90.80 ☐

Eire 1 year £53.00 (€67) ☐ 2 years £102.00 (€128) ☐

Europe 1 year £57.00 (€72) ☐ 2 years £110.00 (€138) ☐

Rest of World 1 year £68.00 ☐ 2 years £130.00 ☐

I enclose my cheque payable to Sundial Magazines Ltd ☐

OR I want to pay by credit/debit card ☐  ☐  ☐

Card no

Expiry date.....Security no

Signature.....

CT0821

Classic Tractor SUBSCRIPTION FORM

OR Take my payment of £43.00 by Direct Debit (UK only) ☐

BEST PRICE

Please complete the Direct Debit form below

SUNDIAL MAGAZINES LTD

Instruction to your Bank or Building Society to pay by Direct Debit

Please complete this form and send it with the rest of the subscription form to:
Classic Tractor Subs, Trinity House, Sculpins Lane, Wethersfield, Essex, CM7 4AY

Please do not send it to your Bank or Building Society

Name(s) of Account Holder(s)

Bank/Building Society account number

Branch sort code

Name and full postal address of your Bank or Building Society

To: The Manager.....
(Name of Bank/Building Society)

Address

.....

Postcode



Originator's Identification Number

6 8 2 1 5 8

Reference (office use only)

Instruction to your Bank or Building Society

Please pay Sundial Magazines Ltd Direct Debits from the account detailed in this Instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Sundial Magazines Ltd and, if so, details will be passed electronically to my Bank/Building Society.

Signature(s)

Date.....

Banks and Building Societies may not accept Direct Debit Instructions from some types of account.

Post to: **CLASSIC TRACTOR** Subs, Trinity House, Sculpins Lane, Essex, CM7 4AY, England

TRACTORFILE

Classic items of interest from the archives of editor Rory Day and our readers.



ADVERT WITH IMPRESSIVE LINE-UP

READERS OF A CERTAIN AGE will remember Ted Moul, the late Derbyshire farmer and radio and TV personality who was a household name from the 1950s until his untimely death in 1986. In 1979, oil producer Texaco recruited Ted for a major advertising campaign for its Super Universal Tractor Oil.

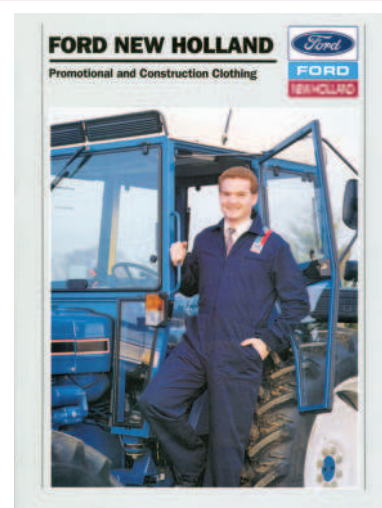
The highlight of the campaign was an advertisement featuring a group of 37 of the current machines of the time under the slogan 'One oil covers them all'. There were 32 tractors, two materials handlers and three combines. The presence of a Ford TW-10 or 20, second row, far right, and the autumn colours dates the original photo shoot to no earlier than October 1979. It could have taken place the following

autumn, as blue Leyland Synchro models were still available then – just.

Does anyone know the location? Was it on Ted Moul's Scaddows Farm at Ticknall, near Derby?

Most of the major brands that were active in the UK market were represented in the advert, the most notable exceptions being IH and John Deere. These two companies had own-brand lubricants and may not have wanted to endorse a rival oil from another producer.

Clearly, there were other tractor manufacturers, including the chasing pack of Lamborghini, Ursus, Same, Renault and Deutz-Fahr, who felt the exposure arising from being part of Texaco's advertising campaign was simply good publicity.



ACTUAL ON-FARM PRICES

AS EVERYONE KNOWS, manufacturers' list prices are irrelevant. It's what you pay after discount and the value of a trade-in has been subtracted that matters. The recent discovery of a file containing Case-IH dealer quotations from 1999 sheds some light on the huge difference that existed – and still exists, although possibly not to the same extent – between list prices and actual on-farm prices, less discount.

For example, according to my newly-found dealer quotes, in 1999 the 167hp Case-IH Maxxum MX170, as pictured, had a list price of £68,085. After a 40.5% discount of £27,585, the flagship model in the Maxxum range was being offered for a net price of £40,500. If you wanted a 135hp Case-IH Maxxum MX135, which had a list price of £53,755, then there was an even more sizable discount on this model of 55%, bringing the actual price down to £30,000. The Maxxum MX110 listed at £46,593, but after a whopping 57% discount of £19,593, the on-farm price quoted by the dealer was £27,000.

These figures are from real dealer quotations sent out to customers, but I'm not telling you where they came from. Knowing what farmers are like, the prices quoted here were probably subject to some further haggling!



Branded clothing

THERE HAS BEEN A SURGE of interest just recently in period branded workwear and merchandise, especially the items produced by Ford in the 1970s and 80s, some of which have found their way into recent issues of **CLASSIC TRACTOR** and the Tractorfile section. Being a keen collector of all forms of farm machinery literature, I was delighted to get my hands on this rarely seen brochure on Ford's range of promotional and construction clothing.

In my 35 years of collecting, this is the first time I've seen this publication. It was produced in 1989 by the Communications & Promotions Department of Ford New Holland. (FNH). The 6-page brochure lists around 20 items of promotional clothing, all supplied to FNH by 1 S Enterprises of Colchester in Essex.

If you wanted a pair of overalls of the type being worn on the cover of the brochure, they were £14.75 plus VAT.



Warkshaugh Farm Sale
17th May 2014

Painting of past DB fleet

WHEN RETIRED NORTHUMBERLAND farmer Freddie Dodds turned 75 recently, one of the thoughtful gifts he received from his daughter Erin was a unique painting of the fleet of David Browns he used to run at Warkshaugh Farm, Wark, near Hexham.

The painting by talented artist Lexie Walker was based on a photograph taken by **CLASSIC TRACTOR** contributor David Winthrop at



Freddie's farm machinery retirement sale on 17 May 2014. At the time of his retirement, he was running 10 classic David Browns, ranging in age from a 990 Selectamatic from 1971 up to a 1984 two-wheel drive Case 1494. All were in very presentable working condition.

The prices achieved – none of the DBs made more than £2400 – look positively modest compared to today's Covid-inflated values. The four-wheel drive DB 1210 in the foreground of Lexie's painting, a very tidy 1977 model with a VQ cab, 8100 hours on the clock and good tyres, made just £2100 (a bargain!), while a tidy 1971 DB 1200 with a DB power loader and a period Victor safety cab went for £1400.

Seven years on and it's clear that David Browns from the 1970s and 80s, especially the earlier four-wheel drives, are attracting much more interest.

SPECIAL GOLD PAINT JOB

I'M SURE I'M NOT ALONE in finding special edition tractors, past and present, quite fascinating. While reading an old issue of the late Richard Lee's excellent *Tractor & Farm Machinery Trader* magazine, I was intrigued by a very small and poor quality photo showing a gold-painted tractor on display at the 1984 Newark & Notts Show.

The tractor, a four-wheel drive Fiat 1280DT, had been given a gold paint job as part of dealer John I. Fearn's celebrations to mark its 50th Golden Jubilee anniversary in 1984. Back then, the Fearn business was operating four depots in the Nottinghamshire and Yorkshire area, three of which held the John Deere franchise, with the fourth, at Worksop, representing Fiat.

The gold Fiat was the centrepiece of John I. Fearn's stand at that year's Newark & Notts Show, where it was joined by a Saunderson Universal, a Fiat 702 and another vintage tractor. There was also the

promise of a gift of £600 for the wife or partner of the customer who bought the gold Fiat.

So what became of this eye-catching machine after the show? Was it sold and did the buyer retain its gold livery or promptly return it to its original factory colour scheme? Do any of our readers have a better photo of the tractor either at the show, at John I. Fearn's depot at Worksop or with its future owner?



READERSRESPOND

RANSOMES CAVALIERS The recent Tractorfile item (June 2021 issue) on a pair of MF 500 combines with consecutive registration numbers that worked on a Norfolk farm in the 1960s and 70s caught the eye of reader Matthew Youngman. He tells me that David Rash, a tenant farmer from Hall Farm, Felbrigg, Norfolk, ran two Ransomes Cavaliers with consecutive registrations (BPW 753J and BPW 754J) in the 1980s. BPW 753J was previously owned by Robert Buxton of Booton, near Reepham, and had been sold by Randells of Reepham, the same dealer that supplied the MF 500 combines mentioned in the June 2021 issue. The second Cavalier, BPW 754J, was previously owned by Walter Callaby of Matlaske, near Holt, and was sold by Randells of North Walsham. Matthew, who drove BPW 753J for David Rash, recalls that the Cavaliers were very slow. "The most they could do in a day between them was 30 acres, but they produced an excellent sample that was almost seed quality," he says.



FARMING JIGSAW Continuing our thread on jigsaw puzzles with a farm machinery theme, reader Stewart Thomas has sent in a photo of a 500-piece jigsaw that he received as a Christmas present in the early 1980s. The photo that was used on the box of the jigsaw clearly dates from an earlier era, possibly the early 1960s, as the Fordson Major Diesel (Mk2) that is driving the threshing machine is equipped with a post-1960 pulley guard, notes Stewart, a keen Fordson enthusiast. "The jigsaw itself was part of the Good Companion range, which seems to have featured a lot of real-life scenes from the UK," he says. The Good Companion range was produced by Tower Press, once said to be the world's largest manufacturer of jigsaw puzzles. The company was acquired by rival Waddingtons in 1969. Stewart's jigsaw was No.6 in a series of six pictures, so did the others in this set have a farming theme too, I wonder?



DEUTZ FLAGSHIP Following recent coverage of Deutz-Fahr's former DX230 and DX250 flagship models in Tractorfile, reader Bryce Douglas dropped me a line to tell me more about the first time he encountered one of these models. "The DX230 made its first UK appearance at a national Deutz dealer convention at Aviemore in the Scottish Highlands in the autumn of 1979," he says. "I was working as a salesman for a Deutz dealer at the time and attended the convention. The DX230 was brought over specially from Germany for the event and I remember it made light work of pulling a Rabe seven-furrow reversible plough. I've still got a copy of the Deutz Farmer newspaper (Winter 1979 issue) with a report from the convention on the front page."

GET IN TOUCH

Contact us by e-mail:

tractorfile@classictractormagazine.co.uk



**Share your photos,
add to what you've
seen in Tractorfile
and raise queries
on classic tractors**



EST. 2010

GRASSMEN

New lines added!

Get summer ready with our wide range of **GRASSMEN** clothing and merchandise.



GRASSMEN SUNGLASSES



GRASSMEN T-SHIRTS

AVAILABLE IN BLACK, NAVY, PINK, GREY, GREEN & BLUE



GRASSMEN CLEAN BOGGIN



GRASSMEN POLO SHIRT

AVAILABLE IN BLACK, GREEN, PINK, RED, NAVY, GREY AND BLUE



GRASSMEN BASEBALL CAP

AVAILABLE IN BLACK AND NAVY



GRASSMEN KIDS COVERALLS

AVAILABLE IN GREY & GREEN, NAVY & PINK AND GREY & RED

Shop now at: **WWW.GRASSMEN.COM**

Classic Tractor

**NEXT
ISSUE**

FOR TRACTOR OWNERS, OPERATORS AND ENTHUSIASTS

FORAGE FEST!

As silage makers finally swing into action, CLASSIC TRACTOR'S annual Forage Harvesting special, delayed for a month due to the later start to the season, is all set for the September issue. Highlights include a visit to a family of Ford and Holland fans who use this TM190 and many other older models to make their silage; a team of MB-tracs tucking into grass in Ireland; a Hesston self-propelled harvester working in Suffolk; classic forager gatherings galore; and so much more. Photo: Simon Henley.



**ON SALE
30 JULY**



MASSEY SALES

A former sales manager for Massey Ferguson dealer John H. Gill & Sons of North Yorkshire reflects on the company's huge success selling the 100 Series 'Red Giants' during the 1960s and 70s.



GREAT DEERES

Eight John Deere 7710 and 7810 owners, all from Ireland, where these models remain highly popular, especially with silage making gangs, give us their views on their endearing modern classics.



FORD S-O-S FIX

In the second part of his career story, former Ford demonstrator Arthur Battelle recalls how serious problems with the early 6X tractors and their Select-O-Speed transmissions were overcome.

SEPTEMBER ISSUE ON SALE 30 JULY

THE DAVE VANSTONE COLLECTION

HIGHER CLOVELLY, BIDEFORD, DEVON, EX39 5SQ

ONLINE
BIDDING AVAILABLE

AUCTION SALE OF VINTAGE AND CLASSIC TRACTORS, VEHICLES, IMPLEMENTS AND SPARES



25 vintage and classic tractors: Caterpillar: D2, D4, Fowler: MK VF, FD3, Tract Continental crawler, International: TD9, B100, Farmall M, W9, B414, County: 1124, Full-Track, David Brown: 30D, 30TD, Track Marshall, Fordson: E1A, Standard N, E27N, Cletrac, Allis Chalmers M, Bristol 20, Ferguson TE-20 P3, Ford 550 digger/loader, 1996 Sanderson TL6 telescopic loader, 1981 John Deere 1640. 1999 Massey Ferguson 6270 4wd, 2018 John Deere XUV 865M. **Vehicles:** 1943 Willys Jeep, 1925 Ford Model T, 1928 Vauxhall Doctors Coupe, **Motorcycles:** 1929 BSA S29 Sloper, 1951 Royal Enfield Model G, 1943 Velocette MAC and 1960 Norton Model 50. **Also:** modern grassland machinery, trailers, spares and equipment

SATURDAY 17TH JULY 2021 AT 10.30AM

CAMBRIDGE VINTAGE SALE

MACHINERY SALEGROUND, SUTTON, CAMBRIDGESHIRE, CB6 2QT

ONLINE
BIDDING AVAILABLE

AUCTION SALE OF VINTAGE AND CLASSIC TRACTORS,
MOTORCYCLES, CLASSIC VEHICLES, SPARES ETC



FURTHER ENTRIES INVITED

Categories include: vintage and classic tractors, steam engines, classic commercial vehicles, classic cars, automobilia, models, stationary engines, spares, literature and bygones etc

SATURDAY 24TH JULY 2021

Catalogues available £12 by post from the auctioneers two weeks prior.

HARROGATE VINTAGE SALE

GREAT YORKSHIRE SHOWGROUND, HARROGATE, YORKSHIRE, HG2 8NZ

ONLINE
BIDDING AVAILABLE

AUCTION SALE OF VINTAGE AND CLASSIC TRACTORS,
MOTORCYCLES, CLASSIC VEHICLES, SPARES ETC



CONSIGNING NOW

Closing date Friday 23rd July 2021

Categories include: vintage and classic tractors, steam engines, classic commercial vehicles, classic cars, automobilia, models, stationary engines, spares, literature and bygones etc

SATURDAY 21ST AUGUST 2021

Catalogues available £7 by post from the auctioneers two weeks prior.

THE SHRUBBS FARM COLLECTION

SHRUBBS FARM, SHEERING, ESSEX, CM22 7LL

MAJOR AUCTION SALE OF OVER 90 CLASSIC AND VINTAGE TRACTORS, IMPLEMENTS AND SPARES

ONLINE
BIDDING AVAILABLE



Roadless Ploughmaster 95



Northrop 5006 prototype



Steiger Bearcat II



Ford 7810 SJ, Ford 8830, Ford 8210



Doe-130



County 1474



Ford 7000



Massey Ferguson 1200



Roadless Ploughmaster 6/4

To include over 90 classic and vintage tractors: County 1474 (2nd owner), Northrop 5006 prototype, Doe-130, Ford 7810 Silver Jubilee, J.J Thomas 95/120, Steiger Bearcat II, Massey Ferguson 1200, Turner 'Yeoman of England' MK.3, **County:** 1454, 1004, 1004FC, 11F, Super-6 (2), Super-4, Four Drive. **Roadless:** 120, 95, 90, 65, Ploughmaster 6/4, J17 (2). **Ford:** 8970, 8830, 8210, 8200 4wd, 8100 4wd, 8100, 8000, 7000, 5000, 4000, 3000 Super Dexta Narrow, 3000 Super Dexta, 2000, 1000. **International:** 634 AWD, 634 Roadless, B-450 Roadless, TD-6. **Caterpillar:** D6, D4 (2), D2. **Fiat:** G170, M115, M100. **Fordson:** Super Major Roadless, Super Major NP, Super Major NP 6cyl, E1A Major (4), E1A Major p/p, Power Major, Super Dexta NP (2), Super Dexta Hi-Clear, Howard Trencher, Jumbo crane, Muir-Hill shunter, E1A County Full Track (2), P55, E27N; P6, L4, DG4, P6 CFT, Standard N P6, Standard N rowcrop. **Track-Marshall:** 70, 55 (2), Ferguson 2N P3, BMC Mini, Ransomes Crusader 2800B, Claas Matador, New Holland M103, Weatherill loading shovel 12HB (2), Ford 550, Greens roller. **Also:** implements and spares

SATURDAY 3rd JULY 2021 AT 10.00AM

Catalogues available for £7 by post from the auctioneers two weeks prior.

Thorpe-in-the-Glebe, Notts

A pair of clean four-cylinder turbo John Deere tractors were the star lots of auctioneer Bagshaws' machinery dispersal sale for Macer Brothers at Thorpe-in-the-Glebe in Nottinghamshire. David Laley reports.



All three of the Macer family's tractors made good prices at their retirement sale at Thorpe-in-the-Glebe, Notts, from left: MF 590 (£5600), JD 6400 (£16,500) and JD 6430 with loader (£35,600).

Main results

1990s	Maschio 3m power harrow. Average.	£1000
1990s	Deutz-Fahr FH900 trailed forager. Average.	£430
1990s	AS-Marston 8t silage trailer. Good.	£2050
1990s	AS-Marston 8t silage trailer. Good.	£3100
1990s	John Deere 590 round baler. Excellent.	£3600
1990s	Kverneland Volac 7550 bale wrapper. Good.	£480
1990s	JF FCT850 trailed forage harvester. Good.	£440
1990s	Kidd 6-10 round bale shredder. Good.	£300
1999	Reco 6300 Feeda-Wagon. Good.	£560
2001	Sulky DPX Prima fertiliser spreader. Good.	£480
2010s	John Deere 324A mower conditioner. Very good.	£3900
2013	Hi-Spec 1000 rotary manure spreader. Excellent.	£4200
2010s	Bateson stock trailer. Excellent.	£2550
1969	IH 434, original, hours? Tyres F30%/R60%. Good.	£1900
1969	John Deere 1120, restored, hours? Tyres F80%/R70%. Excellent.	£6400
1981	MF 590 2WD, 9488hrs. Tyres F30%/R90%. Good.	£5600
1984	Ford 4610 4WD, 5160hrs. Tyres F80%/R70%. Good.	£5600
1996	John Deere 6400 4WD, 8149hrs. Tyres F40%/R80%. VG.	£16,500
2012	JD 6430 c/w 633 loader, 6392hrs. Tyres F60%/R30%. Excellent.	£35,600
2004	Ford Ranger pick-up, 88,000m. Tyres F/R60%. Good.	£3550

THE MACER FAMILY'S process of retirement commenced last March with the dispersal of their Friesian dairy herd. Auctioneer Bagshaws was then instructed to sell the remaining machinery and milking parlour at Oaktree Farm on 5 June. The gradual relaxation of the covid restrictions allowed socially distanced in-person bidding to take place, with a limited crowd of mainly dealers and local farmers in attendance.

Most viewers had come to inspect the Macers' pair of John Deere tractors. The younger of the two machines, a nine-year old 6430 with a 40kph transmission and a John Deere 633 front loader, had been on the farm since new, clocking some 6392 hours. It was no surprise to see the mint four-cylinder turbo model make a whopping £35,600.

The Macers' 1996 John Deere 6400, another very fresh-looking modern classic with sensible hours (8149), pulled in a pleasing £16,500. The oldest of the family's three tractors, a late-model 'red cab' Massey Ferguson 590 that had been purchased new in 1981, made a solid £5600.

Turning to the implements, most items had been on the farm since new and had been well maintained. Highlights included a John Deere 324A mower conditioner and 590 round baler that sold for £3900 and £3600 respectively, and an immaculate 2013 Hi-Spec rotary muck spreader that went for £4200.

There were a further three tractors among the entries by permission, these being an IH 434 (£1900), a well-restored 1969 John Deere 1120 (£6400) and an AP-cabbed 1984 Ford 4610 that had previously been used by a local match ploughman (£5600).

TRADE VERDICT Dealers were out in force at this genuine retirement sale, buying up many items of kit for above-average prices. Both of the four-cylinder turbo John Deeres sold well, especially the 6430, a model that remains flavour of the month on the second-hand market.



Model John Deere 6400 Year 1996 Hours 8149



Model John Deere 1120 Year 1969 Hours n/a



Model Ford 4610 Year 1984 Hours 5160

H.J. Pugh & Co.

Ledbury
Tel: 01531 631122

HAZLE MEADOWS AUCTION CENTRE, LEDBURY, HR8 2LP

Only 4 miles off M50 junction 2

Two day "Steam Rally Replacement Sale"

**VINTAGE, CLASSIC AND LATER TRACTORS, COMMERCIAL VEHICLES,
ENGINES, IMPLEMENTS, SPARES, MODELS AND LITERATURE**

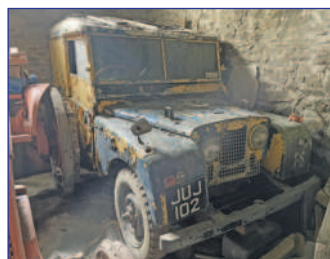


SPARES - FRIDAY 16th JULY. TRACTORS, VEHICLES – SATURDAY 17th JULY.
Now consigning

NEAR LLANDEILO, CARMARTHEN

Dispersal sale for deceased estate

**TRACTORS, LAND ROVERS, STATIONARY ENGINES,
COLLECTABLES AND SPARES**



WEDNESDAY 21st JULY. Full details and catalogue online shortly.

BUCKINGHAMSHIRE

Private dispersal sale for deceased estate

**TRACTORS, CRAWLERS,
IMPLEMENTS AND TOOLS**



SATURDAY 7th AUGUST

WEST SOMERSET

Private dispersal sale of

**TRACTORS, IMPLEMENTS, SPARES,
OLD COLLECTABLE TOOLS**

WEDNESDAY 15th SEPTEMBER

NEAR MALVERN. WORCS

Private retirement sale for George Price

**EARLY FORDSON AND FERGUSON TRACTORS,
MATCH PLOUGHS, FERGUSON IMPLEMENTS,
THRESHING MACHINE, IMPLEMENTS, SPARES**



WEDNESDAY 11th AUGUST 4pm

KENILWORTH, COVENTRY

Retirement sale of

**CRAWLERS AND TRACTOR, PLOUGHS,
IMPLEMENTS AND SPARES**

WEDNESDAY 29th SEPTEMBER

If you have a single item or whole collection to sell please contact us.

NEW Free catalogue subscription and email sale notification service.

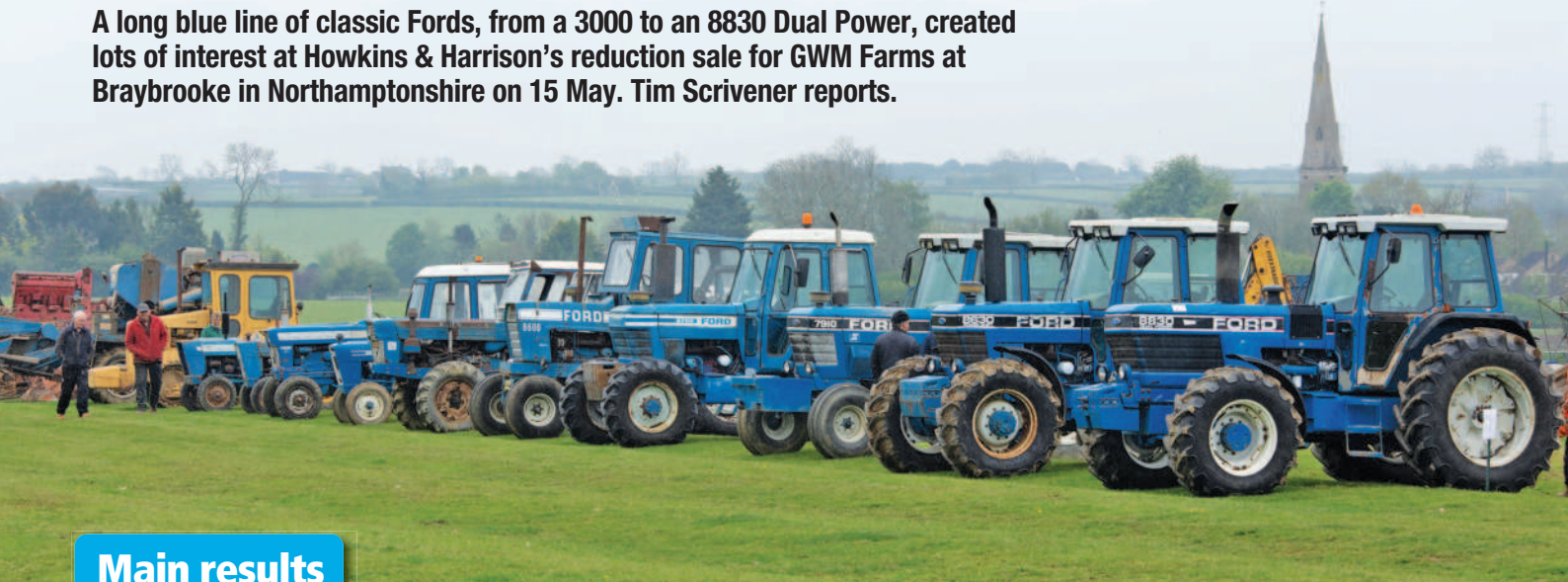
ALL ENQUIRES TREATED IN CONFIDENCE.

Pre sale appraisal available.

www.hjpugh.com

Braybrooke, Northants

A long blue line of classic Fords, from a 3000 to an 8830 Dual Power, created lots of interest at Howkins & Harrison's reduction sale for GWM Farms at Braybrooke in Northamptonshire on 15 May. Tim Scrivener reports.



Main results

1980s	Dowdeswell DP7B 5-furrow plough, 12in. Good.	£520
2010	Bailey TAG 14t grain trailer, roll-over sheet, etc. Very good.	£10,200
1940s	Fowler FD3 crawler, repainted. Good.	£4700
1950s	Massey-Harris 744PD c/w qty spares, for restoration. Avg.	£950
1950s	Massey-Harris 780 combine, Perkins L4 engine, bagger, 2.4m header. Average.	£320
1950s	Howard trencher , based on Fordson Power Major c/w Perkins 270 and Rotaped tracks. Good.	£2900
1960s	County CD-50 crawler (Super Major), yellow. Good.	£3400
1965(D)	Ransomes 801 combine, Perkins engine, 2.4m header. Good.	£2050
1967	Roadless Ploughmaster 95 , 3756hrs. Tyres F/R90%. Gd.	£17,800
1967	Ford 5000 S-o-S , 2659hrs. Tyres F15%/R5%. Good.	£3200
1970	Ford 3000 , 9707hrs, rebuilt engine. Tyres F30%/R70%. Avg.	£2050
1970	Ford 3000 S-o-S , 1763hrs. Tyres F60%/R90%. Good.	£2250
1974(N)	Ford 8600 , 6980hrs, gearbox fault. Tyres F80%/R30%. Good.	£3900
1970s	Ford 2600 , Q cab, hours, repainted. Tyres F70%/R25%. Avg.	£3550
1978(T)	Ford 9700 4WD , 10,349hrs. Tyres F100%/R70%. Good.	£9400
1985	Cat D4E , 3696hrs, c/w rear linkage and hydraulic top link. Tracks 70%. Good.	£13,600
1987(E)	Ford 7910 2WD , 4200hrs. Tyres F80%/R60%. Good.	£11,300
1989	Ford 8830 Dual Power , 10,760hrs, rebuilt engine. Tyres F/R100% Good.	£23,600
1993(L)	Ford 8630 Powershift , 7714hrs. Tyres F/R100%. Good.	£17,800
1985(C)	JCB 3CX backhoe loader, 6933hrs, c/w 4-in-1 bucket. Good.	£6600

Classic Fords dominated GWM Farms' dispersal at Braybrooke in Northants, where highlights included an 8830 Dual Power (£23,600), a four-wheel drive 9700 (£9400) and a Roadless 95 (£17,800).

THE VENDORS OF THIS SALE, Geoffrey, Carolyn and Edward Mills, trading as GWM Farms, have farmed at Wantage Farm, Braybrooke, since 1967. Having taken the decision to restructure their farming activities – a neighbouring farmer will be handling the Mills' arable operations from this autumn, allowing Edward to concentrate on developing his rape straw business – the family called in auctioneer Howkins & Harrison to disperse the machinery they no longer require, along with many interesting vintage and classic collector's items. Geoffrey and Edward have been avid collectors of vintage and classic tractors, crawlers and other items of farm machinery for several decades. The family's association with the Ford, Fordson and New Holland brands actually began almost a century ago when Geoffrey's grandfather bought a new Fordson model F in the 1920s. Fordsons and their successors have been a feature of their farming operations ever since.

It was classic Fords, some 10 in all, mostly still in their original working clothes, that dominated their sale. The day's top-seller, a Ford 8830 Dual Power with 10,760 hours clocked, had been imported by Edward from Holland in 2010. The majority of these flagship Series 30 models have powershift transmissions, making the Mills' Dual Power-equipped machine a real rarity in the UK. It was always expected to be in demand and didn't disappoint with its sale-topping price of £23,600.

Other strong sellers included a Roadless Ploughmaster 95 (£17,800) in original condition, a tidy Ford 8630 Powershift (£17,800) on new tyres and a 3696-hour Cat D4E (£13,600).

TRADE VERDICT Classic blues, especially models from the 1980s and early 90s, continue to be flavour of the month on the second-hand market. This was evident from the firm prices achieved by GWM Farms' Ford 8630 and 8830, the latter being an unusual Dual Power version.



Model Ford 9700 **Year** 1978 **Hours** 10,349



Model Cat D4E **Year** 1985 **Hours** 3696



Model Roadless PM95 **Year** 1967 **Hours** 3765

AUCTION OF VINTAGE TRACTORS, CARS, BARFORD & PERKINS ROLLER, STATIONARY ENGINES & FARMING IMPLEMENTS

ON INSTRUCTION OF THE PERSONAL REPRESENTATIVES OF MR DESSIE ARMSTRONG (DECEASED)

"ONE MAN'S PRIVATE COLLECTION"

TO BE HELD
148 BALLAGH ROAD FIVEMILETOWN
CO TYRONE BT75 0QP

SATURDAY 3RD JULY 2021

Commencing At 11am Sharp

VIEWING: Thursday 1st & Friday 2nd July 2pm - 9pm



Auction in brief: Rear David Brown 900 Tug, 1995 Bentley Brooklands Reg J6 TOP (Mint), 1961 Ford Consul Delux Saloon, 1954 Ford Consul (Reg OXY 18), 1963 New Performance Super Major Live Drive, 1952 Ferguson TED 20 Complete With Mowing Machine, 1960's Deutz D25, Bolinder Munktel, 1948 Massey Harris Pony, 1951 Ferguson TEF20 With Transport Box, 1966 Ford 3000, 1953 David Brown 25D, 1963 Nuffield, 1948 Ford 8N, MF 135, 1961 Fordson Dexta Live Drive, 1951 Ferguson Complete With Rear Hedge Trimmer, 1944 International W6, 1941 International W4, 1967 International 434 With Front Loader, 1959 International B275, 1955 International BWD 6, Minneapolis Moline Complete With Matching 4 Furrow Plough, 1949 David Brown Crop Master, 1965 International B414, 1955 Fordson Major, 1961 Fordson Dexta, Ford 801 Select O Speed, Ex MOD 1 Tonne Digger With 3 Buckets, 2003 Iveco Tilt & Slide Flatbed Lorry, Barford & Perkins Roller, Jap Engine, Douglas Kingswood Engine, Bamford Royal Mower, 2 x Amanco Engines, Ruston Hornsby Engine, Lister Engine, Large Avery Scales, Top Links & Accessories

REGISTER ONLINE WITH easyliveauction.com or JOIN US ON THE DAY

FMCAuctions Ltd.

BALLYMONEY

[fmcauctionsLtd](https://www.facebook.com/fmcauctionsLtd)

For Further Details Contact Frank McCaughan FMC Auctions Ltd
22b Seymour Street, Ballymoney, Co Antrim BT53 6JR

Give us a call: **028 276 67444**

or email: frankamccaughan@gmail.com

easylive
Auction
.com

Auctioneers

Valuers

Estate Agents



FARM AUCTION

at Wetwood Farm, on behalf of the late
Gerald Parsons.

SATURDAY 24TH JULY

An un-reserved sale of vintage & classic tractors and machinery with over 500 lots of cherished and well maintained workshop tools, garden machinery and spares. Viewing for this auction will be available on Friday 23rd July between 10:00am - 6:00pm.

This auction includes two Ford 118 Roadless Tractors 1978 and 1979, Fordson Super Major 1963, International 434 and loader 1998, Bray 4wd loading shovel 1965, Land Rover 4x4 light utility vehicle 1957 and many more!

***We will be taking quality late entries for this auction!**

Wetwood Farm, Honeywood Lane, Oakwood Hill, Dorking, Surrey, RH5 5PZ

Sale Start: 10:00am (Double selling from 12:30pm)

Machinery Auction Starts at 12:30pm and will be sold live and online through bidspotter.co.uk. Full catalogue will be available online prior to the auction.

If you have any questions please contact Rob Snelgar or Tom Lofts:

Rob Snelgar: 07966437095 | rob@wellersauctions.com
Tom Lofts: 07771 556000

WE HOPE YOU CAN JOIN US!



WWW.WELLERSAUCTIONS.COM
ROB@WELLERSAUCTIONS.COM | 07966 437095

SUNDERLANDS

LIVE AND ONLINE AUCTION OF
A LIFETIMES COLLECTION
FOR AGRICULTURAL MUSEUMS & COLLECTORS

AT HEREFORD ON SATURDAY 24TH JULY 2021 AT 10.30AM

Tractors: Allis Chalmers B, Standard Fordson 1938, Ferguson TE20 1952 with Mid Mounted Mower, Case 1394 2WD C Reg with Loader, Leyland 154 Horticultural Mini J Reg with Loader, Ford 4100 with Cab P Reg, Dexta 1959.

Machinery: Pezaga CM164 2 Drum, Kuhn 4 Disc, Vicon 300 Haybob, Vicon Acrobat, McCormick B46 x 2, Bamford Super BL58, Thyregod Single Row Potato Lifter, PTO Mixer, Transport Box, Twose Topper, Honda Quad 2012, Vicon Spreader, Grain & Flat Trailers, Log Splitter.

Vintage: Ferguson: 2F Plough x 2, Spring Tine, Spring Loaded, Potato Ridger & 2 Person Potato Planter. 4 x Trailed Wheel Drive Manure Spreaders, 2 Seater Trailed Cabbage/Leek Planter, John Wilder Pitch Pole Harrow 1938, Mill 2 Row Potato Planter, Harrison McGregor Albion 5A Binder, Horse Drawn Dray, Corbett & Chipchase Chaff Cutter, British Anzani Iron Horse, Allen Scythe, Auto Culto Petrol Single F Plough, Horse Heel Rake, Mark & Co Chaff Cutter, Lankester & Co Grinder Mill, Harrison McGregor Grinding Mill, Massey Harris Trailed Seed Drill, Cooch & Sons Potato Riddle, Canadian Maize Kibbler, Winnower, Seed Harrows, Merry Tiller Cultivator, Modern & Vintage Hand Tools.

Misc: Petter Bates 1000 RPM Diesel Stationary, Lister Water Pump, Lister D, Qty Hand Seed Drills, Howard Gem & 30in Rotovators, Clifford 1936 Rotovator, 8 Drawer Incubator, T&S Blower, Wooden Skittle Alley with Pins & Balls, Full Sized Snooker Table, Garden Rolls, Metal Framed Folding Cricket Chairs, Anderson Shelter Steels, Twin Prop Propeller, RAF Flag, Qty Fuel Drums, Blacksmith Sheep Hurdles, Cast Iron Troughs, Scrap Etc.

No VAT on equipment. Approx 500 Lots. 5% BP.

www.sunderlands.co.uk

BUSY TIME FOR BAGSHAWS

CLASSIC AND MODERN classic tractors have featured prominently in a string of dispersal sales by auctioneer Bagshaws. At Highfields Farm Dairy at Clifton Campville, near Tamworth on 30 April, a straight-looking D-plate two-wheel drive John Deere 3040 on its second rime around the clock went to a Cumbrian bidder for £8750. Case-IH classics were

then to the fore on 7 May at Porter Brothers' sale at Hill Farm, Teversal, Notts. A four-wheel drive Case-IH 1056XL on 11,500 hours achieved £16,500, while a 1999 Case-IH Maxxum MX135 (7135hrs) pulled in a whopping £27,800. The farm's S-registration Case-IH 2166 Axial-Flow combine sold for £27,600. More recent tractors were a 2006 New Holland TM155

(£28,200), a 2011 New Holland T6090 (£27,600) and a 62-plate New Holland T7.200 (£48,800).

Machinery at G. & D. Shuker & Sons' retirement sale at Whaley Bridge on 21 May included a 1968 MF 135 (£5000), a 7781-hour 2004 John Deere 5820 (£15,400), a 2012 John Deere 6430 on 3272 hours (£37,800) and a 13-plate, 2500-hour John Deere 6150M (£47,200).



G. & D. Shuker & Sons' John Deeres, from left: 5820, 6430 and 6150M.



Model Case-IH MX135 Year 1999 Hours 7315

MINT MF 390T STARS AT SALE

THE MASSEY FERGUSON 390T has always been a strong selling model in Ireland and Northern Ireland, but attendees of Euro Auctions' vintage and classic collective sale at Castle Irvine in Co. Fermanagh on 1 May got to see one of these pocket rockets hit new heights, reports Sandy Cox.

The four-wheel drive 1995 MF 390T in the sale set a new UK auction record of £30,000. The selling price of the tractor, which had been subject to a full nut-and-bolt refurbishment, topped its original 1995 list price of £28,315.

The sale included a number of

classic Fords, many of which sold well. A 1989 Ford 7810 Silver Jubilee led the way with a hammer price of £23,500 and a 1975 Ford 7000 achieved a hefty £18,500. In contrast, a 1978 County 4600-Four looked good value at just £4100.

Massey Fergusons proved popular, especially an articulated 1975 MF 1200 that made £14,000 and a 250 with Sankey cab and power steering that sold for £9000.

Euro Auctions reported that more than 1000 people attended the sale. The next auction at Castle Irvine will be on 28 August.



Model Massey Ferguson 390T Year 1995 Hours n/a



Model Massey Ferguson 698 Year 1982 Hours n/a

ONLINE AUCTION DOES WELL

PENTLAND AUCTIONS continues to achieve some good prices at its online dispersals. Its recent sale on 17 May contained items from Stonywynd Farm of St. Andrews in Fife, plus many other vendors, all of which added up to a 36-strong offering of vintage and classic tractors, plus other lots.

A smart four-wheel drive Massey Ferguson 698 that had been given the full refurbishment works, inside and out, was the top selling tractor at £12,400.

Stonywynd Farm's own 1987 Ford 7610 Force II, a very tidy off-farm example with four-wheel drive, a generally solid Super-Q cab and plenty of tread on its tyres, wasn't too far behind the MF 698 at £12,000.

The farm's other tractors

consisted of a G-plate MF 135 with a roll bar and loader (£3600) and a 1977 MF 135 with a QD cab (£5200).

Other notable entries by permission included a restored 1976 MF 575 (£8200), a partly restored 1969 MF 165 Multi-Power with cab and MF loader (£6800), an off-farm 1968 MF 175 with cab (£6700), a restored 1971 MF 135 (£6000), an MF 148 (£5200) and a D-plate Ford 2000 Dexta with loader (£5000).



Model Ford 7610 Year 1987 Hours 5126

NUMBER PLATES

CLASSIC - VINTAGE – MODERN – BIKE

From tractor to trike we manufacture all types of number plates

OBLONG PRESSED

BESPOKE PLATES
SHAPES

OBLONG PLASTIC DIGIT

SQUARE
PRESSED
CLASSIC

CLASSIC

TRACTOR

SQUARE
PLASTIC
DIGIT

CAR

For a fast & friendly service
please contact us

Tel: 0121 572 1400 / 01543 578099 / 07778 661652

Email: jandjservices@hotmail.co.uk

HOW REG CONQUERED HIS BAD BACK!

72 year old Reg Sheppard from Chesterfield was suffering from a bad back and neck. Despite taking 8 paracetamols a day he had not left the house for 6 weeks and was very depressed.

Reg says, "I couldn't drive my tractor or enjoy my usual active lifestyle. I've always kept busy and was really missing shooting, gardening and walking in the countryside. When I saw an advert for Bioflow magnetic therapy wristbands. I thought anything was worth a try so I contacted distributor, Jenny Ryan

I was amazed when my back soon felt better and I was able to move my neck more freely! I'm now back out of the house and enjoying shooting and gardening. An added bonus is that I've lost the pain in my left knee which I've suffered from for years.

I recommended Bioflow to my friend, Robin, for his bad knees. He was thrilled by the improvement. A few days ago, the 2 of us moved and planted 2000 trees. We ached a bit by the end of the day but we were fine the next morning. We've both said goodbye to our painkillers!



For more information contact: Jenny Ryan, 0114 2307844 / 07817671259,
16 Den Bank Crescent, Sheffield, S Yorks, S10 5PD,
jennyryan@magneticpower4u.com www.magneticpower4u.net

GIBBARD TRACTORS

Specialists in rare original
literature for collectors



We buy and sell:

Sales brochures, manuals
and parts books for a wide
range of British, American
and European tractors
Also combine, implement
and earthmoving literature



Prospect House, 196 Moulton Chapel Road,
Moulton Chapel, Spalding PE12 0XB

Telephone: 01406 380740

www.gibbardtractors.co.uk



Celebrating the world of vintage
farm machinery



Available
Now from
all good
newsagents

For further information and to subscribe visit
www.heritagetractormagazine.co.uk

Walker Midgley

A big wheel in vintage tractor insurance

Get a quote and buy instant
cover online at

www.walkermidgley.co.uk/vintage-tractor-insurance

From only £41.38 (inc 12% IPT)*

Key features:

- £5,000,000 Public Liability
- Social, domestic and pleasure including your own agricultural use
- Third party cover including Road Traffic Act
- Rallies, shows, road runs, working demonstrations and competitions
- Any driver including under the age of 17

If your vehicle is at least 25 years old, contact us today

"I do prefer to organise my insurances on line, so I was delighted when I entered your website and found that I was able to gain a quote on line. I found your website very clear and easy to navigate, entering all my details in a few minutes. Within 5 minutes I had gained my quote, made my payment and received my documents by email, which was a pleasant experience."

Mr N Wiltshire

Tractors
from only
25 years
old

0114 250 2770

enquiries@walkermidgley.co.uk www.walkermidgley.co.uk

Walker Midgley
Insurance Brokers

*Premium shown is for a 12 month policy – please note that administration fees apply

Walker Midgley is a trading name of Towergate Underwriting Group Limited. Registered in England with company number 4043759. VAT Registration Number: 447284724. Registered address: 2 Minster Court, Mincing Lane, London EC3R 7PD. Authorised and regulated by the Financial Conduct Authority.

Tractor Trader

Mark Hellier Tractors

Quality Tractors - Expertise - Established for over 35 years



County 1454, 1975, in running order, clock showing 3,675 hours, spent most of its life on a snow plough, contact Mark. £35,000. Tel: 07903 732363.

Mob: 07836 723944 Tel: 01580 291271
www.markhellier.co.uk mail@markhellier.co.uk

CG PARTS CENTRE Carpenter Goodwin Ltd

Over 1,500 paint products for Tractors & Machinery, Plant & Trailers



VAPORMATIC

Phone: 01568 616266

Bridge St, Leominster, Herefordshire HR6 8DU
www.carpentergoodwin.co.uk

T.R. VINTAGE RESTORATION

Tel: 07714 329023 (day) 01604 882631 (evenings)
Email: trvintage@btinternet.com



Tractors and Implements Full or Part Restoration Sand Blasting/Spraying (Transport can be arranged)

www.trvintagerestoration.co.uk

SEE WEBSITE FOR TRACTORS, IMPLEMENTS AND PARTS FOR SALE (stock arriving daily)

BREAKING

NEW IN: MF 4708

CLAAS ARION 640. MF 575 4WD, 595, 698, 699, 1080, 1200, 2645, 2725, 4445, 3060, 3070, 3080, 3630, 3680, 3095, 4370, 6140, 6180, 6480, 6615, 7495 & 8120. FENDT 716, 933. VALMET 6400

RICHARD HOYLAND, W YORKS

01924 252129 or 07710 153603
www.MasseyFergusonTractorBreaker.co.uk

Lotus Designs
Tractor & Machinery Decals For All Makes & Models

Tel: 028 295 41332 ebay
www.lotusdesignsni.com

HYDRAULIC PARTS DIRECT

Tractor Pumps, Spool Valves, Hose Repairs, Hydraulic Rams & Ram Repair Service

Nationwide collection on units for repair

Fast turn round

For an unbeatable deal contact:

HOWFORD HYDRAULICS

Tel: 01290 551428 Fax: 01290 550549
E-mail: sales@howford-hydraulics.co.uk
www.hydraulicpartsdirect.co.uk

NEW & USED PARTS FOR SALE

For Leyland, Nuffield & Marshall Tractors
Tractors for Sale & Wanted

Tel: 01609 881710 Mob: 07702 734715

HUNT BROTHERS

Great Smeaton, North Allerton

IAN GLOVER TRACTOR SPARES

CASE IH/FORD/MF/JD/McCORMICK/CLAAS/VALTRA

ENGINE PARTS: CRANKS/HEADS/BLOCKS

4WD AXLE PARTS: DANA SPICER/CARRARO/ZF/CLARKE

TURBOCHARGERS: NEW OR EXCHANGE 2 YEAR WARRANTY

PICK UP HITCHES: NEW OR USED ALL MAKES + MODEL

TYRES/WHEELS NEW + USED

CAB PARTS/GLASS/FENDERS/DOOR FRAMES

MOBILE: 07836 505833

Email: irglover@btinternet.com

Nationwide Delivery ALL MAJOR CREDIT CARDS ACCEPTED



Our's is the original and longest established IH club in the country formed 5 years ago for Users Fans and Enthusiasts of all things IH.

All of our committee and many members farm or work with IH equipment to this day, we attend shows countrywide when permissible As a member you are entitled to discounts from various suppliers, access to Facebook and website for information and assistance, a range of IH club merchandise and you'll receive regular editions of our RedLines Magazine.

Email Secretary Richard Dunning.
rdunning21@googlemail.com Tel: 07812 341323 or visit IHCGB website.

Tractor Trader

To advertise call
Chris
on

020 8639 4412

MAGNETOS, DYNAMOS & STARTERS

rebuilt and guaranteed for 3 years.
Components manufactured to sample/drawing.
Full machine shop facilities.

D.H. Day

Aldrans, Church Hill, Wroughton,
Swindon, Wiltshire SN4 9JR

Tel: 01793 812323 www.dhday.co.uk

E-mail: dhday31@hotmail.com

Quote: Classic Tractor



READ **Classic Tractor** ANYTIME, ANYWHERE



Available on
Pocketmags



Download on the
App Store



Available on
Google play

Tractor Trader



International Harvester Heritage Association

'First choice for the genuine IH enthusiast'

IHHA promotes the preservation and use of all IH built and derived equipment.

- We attend shows across the UK and Europe
- Has Worldwide membership
- Members receive 3 colour magazine/newsletter annually
- Full access to our website to view 100's of IH brochures & sales info
- Assistance with your DVLA registration

If you are new to IH or a lifelong enthusiast the Association has everything for you.

Website: www.ihha.co.uk

Email: Secretary Jacqueline Carpenter – secretary@ihha.co.uk
Tel: 07909 978744



Ferguson Club members

sincerely hope we all remain safe as we exit from lockdown. It will still be some time before we can welcome you, personally, to join us, but meanwhile we can tell you how, on our website fergusonclub.com, on Facebook or by emailing our Membership Secretary, Mrs Lynn Turner at membership@fergusonclub.com or by phone 01964 562239.

We look forward to welcoming you and **it will still be the best £20 you spend this year!**

JAPONICA PRESS

FOR THE LARGEST RANGE OF BOOKS, DVDs & MANUALS ALL FROM ONE SUPPLIER

POSTAGE ONLY £1.50

No matter how many items you buy

Low Green Farm, 31 Orchard Lane, Hutton, Driffield YO25 9PX

Tel: 01377 270209

Email: sales@classictractors.co.uk
Website: www.classictractors.co.uk

40 years' experience in agricultural radiators

VINTAGE AND MODERN, ALUMINUM, COPPER OR BRASS RADIATORS
REPAIRED OR MADE TO SPECIFICATION

For free quote call **Beverad Radiators**
01482 860876

BREAKING FOR SPARES FORD & NEW HOLLAND TRACTORS

10, 35, 40, 60 Series
TM, TS, TSA, TL, TLA
New and used parts available
TNT or next day delivery service

MJ ROBINSON TRACTORS LTD

01254 877011/07831 497923
Read, Burnley, Lancs BB12 7RT

Gearbox & rear axle problems? Call the transmission specialist!

* Massey Ferguson Specialist *



Tel: +44 (0) 24 76 38 38 76
or visit
www.agri-transmissions.com

FARMING FINANCE

Equipment – Livestock – Feed – Fertiliser – Seed – Cash Flow
Diversification Projects – AgChem – Building – Debt Consolidation



- Finance from £10k to £5m
- Simple, quick phone application
- Tenant farmers welcome
- 6 month to 10 year terms
- Bad credit history, large debts – no problem!



Contact Dean Pollen on 07902 645650 or dean.pollen@abftfd.co.uk
Only available in England, Wales & Scotland



CAB PARTS INTERIORS LTD
DELIVERING QUALITY CAB PARTS

REPLACEMENT INTERIOR TRIM



MF 800 Series

Cope 1H XL 6 CYL

MF 550

Tel: 01873 811631

e-mail: sales@cabpartinteriors.co.uk
www.cabpartinteriors.co.uk



VINTAGE TRACTOR STICKERS & FARM SIGNS

01709 817732 or 0786 605 2510
cathy@edwardsigns.co.uk

Send a photo of decals required with dimensions & we will give you a quote for supply & delivery



GREAT EXPORTATIONS



JCB & MATBRO SANDERSON
Spare Parts
Genuine and Alternative

Tel: 01666 500094 Fax: 01666 500194
info@greatexportations.com

AUTOCOLOUR & INDUSTRIAL COATINGS LIMITED

Paint for all jobs
From painting the parlour
to restoring an old tractor

Tel: 01782 747100 sales@coatit.co.uk
www.coatit.co.uk

CAB PARTS, PANELS & TRIMS



Mobile: 0788 5077168 International: +44 788 5077168
www.TractorCabSpecialists.com

Tractor Trader

Hundreds of tractors, implements and parts for sale in Classic Tractor's fantastic free classified ad section

TRACTORS FOR SALE

ALLIS CHALMERS

Allis Chalmers B, barn find, electric start, engine turns freely, in good overall condition. £1,100. Tel: 07880 742186. Staffordshire. [HI]

CASE



Case 856 XL, Dromone PUH, 420X38, very original, with just 6,854 hrs. Tel: 07710 372273. N Ireland. [HIW110]



Case CS150, c/w F linkage, 50K and air brakes, 9,700 hrs. Tel: 07718 367212. N Ireland. [HIW114]



Case JX1090U, 4,050 hours, regularly serviced, good tyres, loader fitted 1,000 hours ago, smooth ride on loader, owned for the last 9 years and only done light work, selling due to needing a bigger machine. £23,000 ono, no VAT. Tel: 07545 232823. Cumbria. [GHW2R]



Case Puma 220 c/w FL and PTO, 2018, 50K, 3,000 hrs, one owner. Tel: 07718 367 217. A Mills, N Ireland. [GHW203R]



Case Puma CVX 125 with 230hrs, Puma 160 PS and CVX both 3,700 hrs. £POA. Tel: 01673 885200. Lincolnshire. [GHW89R]

COUNTY



County 1454, 1975, in running order, clock showing 3,675 hours, spent most of its life on a snow plough, contact Mark. £35,000. Tel: 07903 732363. Mark Hellier Tractors. [HIW93]



County crawler, 6cyl, 1955, ex farm all good tracks rollers good starts on the button, pulls very well. Tel: 07759 800564. Newark. [HT16W10R]

DAVID BROWN



David Brown 995, has stood for a few years, for more details call. Tel: 07805 017630. Leicestershire. [GHW48R]



David Brown 995, ideal project for someone, the tractor has stood and not been used for a few years, the bonnet is off in the pictures but is available, manuals are available along with the log book. Tel: 07805 017630. Leicestershire. [GHW50R]



David Brown 880, offers around £2,000. Tel: 01594 569739. Forest of Dean. [GHW76R]



David Brown 996, has stood for a few years, for more details call. Tel: 07805 017630. Leicestershire. [GHW49R]

FERGUSON



Grey Fergie, engine stamped 1954, it all works but needs attention to the paint work, full PTO so no adapter needed. I have new parts for the bit that need restoration. It has a roll frame but not fitted until paintwork is sorted. Tel: 01952 810499. Telford, Shropshire. [HIW2]



Ferguson TED 20, 1952, in good working order, originally grey but has been painted in Regency cream, ex-Ministry of Supply, new battery, front tyres good, rear tyres fair. £2,750. Tel: 07737 321994. Poole. [GHW139R]

FENDT



Fendt Diesel ross F15, 1951, 15hp single-cylinder engine, restored in Germany in 2008 (photos available) lights, indicators and everything in very good working order, ideal for shows and road runs. £5,000. Tel: 01993 891566. Oxon. [GHW111R]

FORD



Ford 7810, 1989, genuine, air con, pick up hitch, Dual Power, new clutch, hydraulic pump and starter, solenoid recently fitted. Lovely tractor only selling because of changing farm policy, ideal working or collectors tractor, dual wheels available to fit if required, this has been the main rolling tractor on a arable farm covered approximately 1,000 acres last year. £15,000 + VAT or nearest reasonable offer. Tel: 01584 856377. South Shropshire. [HIW30]



Ford FW30, 1981, 9,000 hours approx, linkage, super singles, brakes good, just serviced, ready for work. £25,000. Tel: 07831 401089. Cambridgeshire. [GHW15R]



Ford 7000, completely rebuilt, front to back, nut and bolt. £POA, very sensible offers considered. For any details call Joe. Tel: 07968 167 926. Devon. [GHW84R]



Ford TW25, good condition for age, start and drives good, built in Belgium, Series 2, 1987, 9,263 hours, front tyres 20%, rear tyres 50%. £14,000 + VAT. Tel: 07885 245650. Loughborough, Leicestershire. [GHW113R]

FORDSON



Fordson Super Dextra, 12 x 28 tyres, really well looked after. Tel: 07710 372273. A Mills, N Ireland. [HIW111]



Fordson Standard, 1934, now in its original orange paintwork, 2 new mud guards, wide spec, used through the WW2 in West Sussex. £Offers. Email: D.Smith.57@btinternet.com. Tel: 01952 727326. Shropshire. [HIP2]



Fordson Power Major, 1960, good runner, starts on the button, tyres 50% dials missing, slight leak to fuel tank. All in good condition. £3,200 ono. Tel: 07512 461534. Surrey. [HT16P2R]

INTERNATIONAL



International 574, Pre-Q cab, engine rebuilt, tyres very good all round, good strong solid tractor, easy starter all weathers. £3,450. Tel: 01289 381205. Berwick-upon-Tweed. [HIW9]



International BTD6, 1957/8, 14 inch plates, pto, low hours has had new rad new main clutch slew clutches overhauled uprated heater plugs, very good ex farm condition. Tel: 07759 800564. Newark. [HT16W9R]



International 400, 1950s, electric start, very original, serious offers only, private sale. Tel: 07521 966657. Dorset. [HT16P3]



International 674, with Grays loader with Euro-fitting for forks and bucket two spare back tyres, new wiring loom, starter, alternator, starts and runs well, power steering, any inspection. £4,750. Tel: 07850 470961. York. [GHW31R]

ISEKI



Iseki 546, unregistered made 2008 onwards 46hp/ immobiliser /A/C /good tyres / PUH /tidy inside and out, near side door missing, known local history, 1,888hrs. £7,950 + VAT. Tel: 07973 117993. Beds. [HIW108]

JCB



JCB 525-60, December 2017, 2,050 hours, very nice condition, 4WS. Tel: 07976 702858. Powys. [HIW1]



JCB 526-56, January 2018, 3,800 hours, big engine, new tyres, powershift, choice of headstock. Tel: 07976 702858. Powys. [HIW84]



JCB 1135 Fastrac, overall condition very tidy, 1996, 10,500 hours, new pistons and liners last year, 40% tyres, recent service including many new parts. £14,950 no VAT, for more information call. Tel: 01264 710595 or 07785 557366. [HIW13]



JCB 416S, 2011, 3,450 hours, new tyres, Smooth Ride, big weight, extra fuel tank, very nice machine. Tel: 07976 702858. Powys. [GHW116R]



JCB TM 320S, 2017, 5,000 hours, 40k, SRS, choice of headstock. Tel: 07976 702858. Powys. [GHW127R]



JCB 419S, 2020, 550 hours, 5 years/ 3,500 hours warranty, Contractor Pro package, lots of extras. Tel: 07976 702858. Powys. [GHW125R]

JOHN DEERE



John Deere 3130, early type 1973, NVJ 242M, Duncan cab, engine starts and runs, barn stored for last 10 years, ideal restoration project, best offer secures. Also complete JD 6-cyl turbo engine out of JD 965 combine available, crank needs grinding. Tel: 01570 480 239 after 8pm. West Wales. [HIW90]



John Deere 4020, 1966, engine and transmission all working, in the Devezes Area, £9,500. Tel: 07811 434470. Devezes. [GHW1R]



John Deere 6620, 40k, Power Quad, air con, TLS, front axle suspension, 9,980 hours, 2001. £POA. Tel: 07951 291545. Shropshire. [GHW106R]



John Deere 6410, 2001, 40k, Power Quad, 8,400 hrs, excellent condition, very tidy. £22,000 + VAT. Tel: 07432 013174. North Yorkshire. [GHW74R]

LAMBORGHINI



Lamborghini Turbo 775F, 4wd 4,200 hrs, fruit spec, 40K. £9,900. Tel: 07710 372273. N Ireland. [HIW115]

LEYLAND / MARSHALL



Marshall 602, Y reg, 1983, in working order with good tyres, originally supplied by Tipton and Morley. £POA. Tel: 07976 794383. Yorkshire/Durham. [GHW53R]



Leyland 154, 1971, with power loader in very good working condition, comes with toppler, harrows, and fort spinner, V5 present. £3,500 no VAT. Tel: 07984 293524. Lincs. [GHW104R]

MASSEY FERGUSON



Massey Ferguson 135, c/w front loader, starts, runs and drives well, recent new rear mud guards. £5,500. Tel: 07817 832978. Kirkby Stephen. [HIW16]



Massey Ferguson 375, 4x4, 1987, Goodyear 16.934 and Goodyear 13.624 tyres. £11,500. Tel: 01994 484 245 or 07970 771011. [HIW79]



Massey Ferguson 135, Multipower 1967, fully restored engine, steering, new mudguards all new tyres, respray, excellent condition. £POA. Tel: 01902 850861. Staffordshire. [HIW41]



Massey Ferguson 290, 14x34 tyres, PAVT wheels, twelve-speed combined flow kit, PUH, three spools, professionally sprayed, 2-speed PTO, very good condition, new front steering shaft. Tel: 01666 840021 or 07712 249900. Chippenham. [HIW85]



Massey Ferguson 135, 1969, V5, pick up hitch, fresh restoration and ready for summer road runs!! £8,400. Tel: 07718 897765. Forfar. [HIW81]



Massey Ferguson 35, tractor has been in the same family for over 60 years purchased brand new, original bill of sale and other paperwork. It has been working every week up to December 2020. It is the 3-cylinder engine so starts every time, It has also had an engine refurb, all paper work for that too. Genuine working condition, tatty. £4,000 ono (also trailer for sale, see trailer section). Tel: 01536 710305. [HIW19]



Massey Ferguson 690, c/w loader and bale spike, in fair condition, please call for more info. £POA. Tel: 07451 234480. Truro. [HIW27]



Massey Ferguson 250, with loader 2,800 hrs only, one owner from new, complete with quick detachable loader and front bucket and fork, £10,000 + VAT. This tractor is exceptional, delivery can be arranged. Tel: 01548 521278. Devon. [HIW39]



Massey Ferguson 135, lovely little tractor, slight leak from bell housing, starts and runs well. Tel: 07377 728194. Dorset. [GHW12R]



Massey Ferguson 165, V5, 1975, PUH, p/steering, great runner. £7,500. Tel: 07718 897765. Forfar. [GHW131R]



Massey Ferguson 35, 3-cylinder diesel, a very honest barn find tractor that has good, quiet gears and clutch, working PTO and hydraulics, swinging drawbar, roll bar, never been on a yard scraper so steering is all good, engine is running and sounds fine but blowing oil out of the dipstick hole so needs investigating, may only be a head gasket but I am an optimist but could be more involved like valve leaking or broken piston ring, I don't really want to bother to strip it down to have a look so offering as a gamble and a bargain at £2,500 and no VAT. Tel: 01548 521278. Totnes. [GHW39R]



Massey Ferguson 65, 1958, red and grey, well maintained, fitted with new tyres and tubes, new draw bar fitted one year ago has done a few long runs and charity runs, engine checked regularly. £4,000 ono. Tel: 07885 846166. Runcorn. [GHP6R]



Massey Ferguson 6290, 2003, 7,050 hours, Dynashift, front/rear shuttle, fitted with auto drive, air con, hydraulic push out hitch, good condition, £17,500 + VAT. Tel: 07976 693828. Nottinghamshire. [GHW26R]



Massey Ferguson 3065 Datatronic, average condition, PTO not working and had new battery fitted last November, approximately 7,700 hrs. £8,500 ono no VAT. Tel: 07775 723857 for more info. Spilsby. [GHW71R]

Massey Ferguson 550, yellow, cab, £2,600. Tel: 07801 431946. Preston. [HI]

Massey Ferguson 35X, 1963, tidy tractor, £3,800. Tel: 07801 431946. Preston. [HI]

MASSEY HARRIS



Massey Harris 333, 1956, petrol, hydraulics, in original condition, has an oil leak on the prop shaft. £2,850. Tel: 07751 410344. Norfolk. [GHW122R]

MCCORMICK



McCormick Deering, 1930, with V5, has road bands for rear wheels, excellent starter and runs well. £4,200. Tel: 07718 897765. Forfar. [HIW89]



McCormick Farmall Super BMD, 1954, hedgerow find, new front rims, mud guards, all pipes, fuel injection and fuel renewed, engine lots of work, too much work and parts put in to mention. £9,500. Tel: 07480 136728. Northumberland. [GHP3R]

NEW HOLLAND



New Holland T7.210 with F linkage and only 4,626 hrs, front axle and cab suspension, one owner. Tel: 07718 367214. N Ireland. [HIW116]



New Holland TM165, 8,515 hours, 2001, front linkage, super steer, front weight, 4 rear spools, 40k power shift gearbox, fronts 50%, rears 70%. £25,950. Tel: 07949 078781. Luton. [GHW18R]

NUFFIELD



Nuffield 4/65, 1969, good working order, good tyres, saw bench, log splitter and Fleming box included, exhaust taken off for now as stored inside. £3,600. Tel: 07584 160279. East Sussex. [HIW44]



Nuffield BMC Mini, rare petrol model, instant starter, two new Goodyear front tyres, no lift arms still very original. £1,850 ono. Tel: 07768 481831. Harrogate. [GHW75R]

RENAULT



Renault 70.34, 4wd with low profile cab, Dromone PUH, £5,500. Tel: 07718 367212. N Ireland. [HIW113]

SANDERSON



Sanderson teleporter 227TS, with pallet forks, 1985, two wheel drive, good working order. Tel: 07811 434470. Devizes. [GHW10R]



Sanderson GX 525, 6,200 hours, very clean tidy machine joy stick control Perkins turbo engine. Tel: 07976 702858. Powys. [GHW11R]

OTHER BRANDS



Whitlock 370, 3,607 hrs, 1 owner driver, £5,000 no VAT. Tel: 01493 750999. Norwich. [HIW3]



Same Leopard 85, 1978, new battery, starter motor and alternator, steering ram and kingpins, starts and drives off the key, some electrical issues but nothing that can't be fixed. V5 logbook with tractor, message for further details if interested. Tel: 07415 366171. Stafford. [GHW72R]



Track Marshall 55 dozer, starts, runs and drives, very good running gear, tracks, etc. cab rotten, engine hours unknown, a few jobs to tidy up and make good. Tel: 07944 640696. Louth. [GHW129R]



Wheelhorse C-101, garden tractors comes with trailer, grass sweeper, mower deck, roller and spiker, good working order. £1,400 the lot. Tel: 07901 591650. Chesterfield. [GHP5R]

TRACTORS WANTED



John Deere 6910, ideally mechanically sound and original. Anywhere in UK mainland considered. Tel: 07515 514 521. Mid Wales. [FGW71]



Leyland tractor wanted, please call if you can help. Tel: 07989 322710. [HIW21]



Leyland, in any condition, please call, 4x4. Tel: 07989 322710. [DEW31]



Marshall 904XL, sold in 2010 on ebay, it was sold with a black "Kellie" loader and distinctive stainless exhaust, registration number B230KHH, anyone with information with its whereabouts please get in touch, cash paid. Tel: 0061 467082772. Australia. [CDW43]



JWD 494 tractor, any condition, running or not, cash paid and collected. Tel: 0061 467082772. Australia. [CDW200]



Volvo BL71 wheeled digger, other makes also considered, email Info@jamesmurrell.co.uk. Tel: 01493 750999. J Murrell. [HIW120]



John Deere 00, 10, 20 and 30 Series tractors, Norfolk farmer requires email your machine to Info@jamesmurrell.co.uk or call 01493 750999. Norwich. [BCW89]



Fendt tractors, Norfolk farmer wants all models of Fendt, email details to farm@murrell1.plus.com, Tel: 01493 750999. Norfolk. [BCW90]

Ford 4000 x 2 wanted, reg PUJ 752M and reg GNT242N, if you have any information please call anytime. Tel: 07789 904156. [HI]

County 1124, clean, must be complete, linkage, cab, V5 etc. cash waiting for the right tractor. Tel: 07966 159208. Cornwall. [HI]

Fordson Dexta, 1959, non-Live Drive, any condition considered, distance no object contact. Tel: 07827 872887. Llanelli. [HI]

Massey Ferguson 2640-80, must be in good condition, with low hours and must have good tyres. Tel: 01388 746315. Durham. [HI]

Ford 4610, with AP cab, 2 or 4 wheel drive, runner or non-runner. Tel: 07890 604250. Holbeach. [HI]

JCB Fastrac, any condition spare or repair private buyer cash waiting. Tel: 07921 188931. Penrith. [GH]

Muirhill 121, ex-farm, please call if you can help. Tel: 07801 862062. Northampton. [GH]

Roadless 115, in any condition, please call if you can help. Tel: 07548 106703. Berkshire. [HI]

Kubota 8200, with front loader and back actor, similar machines considered. Tel: 07813 068520 or email mark@thegardenmakers.co.uk. North Yorkshire. [FG]

Muirhill 121, Series 3, wanted, any condition, private buyer. Tel: 07921 188931. Penrith. [FG]

Zetor collector looking for nice 7211, 7045, 7745 Turbo other models considered, good price paid. Tel: 07710 161670. North Yorks. [FG]

Ford 4000, registration GSJ 653N owned by my uncle and father. Believe it went to Ireland around 1993, possibly Ballymena area would love to know what happened to it, any information please call. Tel: 07719 451184. Ayrshire. [FG]

Allis Chalmers, Model B, 4-speed, straight axle, for restoration. Tel: 01379 688554. Bressingham, Diss. [EF]

Massey Ferguson 35, 3-cylinder donor tractor, dead or alive, seized engine, abandoned project. Anything considered other than scraper tractors. Tel: 07980 467213. North Yorkshire. [EF]

Ford County crawler, non-runner, project preferred, but not essential. Will arrange transport. Cash waiting. Tel: 01926 612461. Warwick. [EF]

Ford County 1254 or 1454, wanted dead or alive, any condition, cash waiting. Tel: 07774 041235. [EF]

Looking to find a 1975 Ford 4000, GSJ 653N, owned by my father and also uncle. I believe the tractor went to a dealer in N.Ireland around 1993. Any information, please call 07719 451184. Ayrshire, Scotland. [EF]

International 485XL, tractor wanted, any condition, private cash buyer. Tel: 01794 340922 or 07976 281713. Hampshire. [EFW512]

John Deere 6820/6920, or New Holland TM 175/190 both must be 50k, contact me on 07765 015700, send pictures via Whatsapp. Caernarfon. [EF]

Massey Ferguson 135 or 148, must have a Herefordshire registration and V5, no scraper tractor. Tel: 07974 345088. Hereford. [EF]

LOST & FOUND



Massey Ferguson 185 Multipower, looking for the whereabouts of this model, Registration is LWV 458P as in the picture, I had this tractor from new for 4 years and would like to know if it is still a working tractor, would like to see it again if possible. Tel: 07812 171273. East Sussex. [FGW26]

Looking for the whereabouts of an M-B Trac 800 reg no CFH 748Y.

Previously had a distinctive window sticker on top of the windscreen 'wake up with a young farmer'. Sold to Emyr Evans dealership in Denbigh, Wales and then believed to have been sold on to a new owner in Preston. If anyone has any idea of its whereabouts, please get in touch as we'd like to see a picture of how it is now and possibly see the old girl again. Please contact George. Tel: 07766 733273 or e-mail georgejones2006@icloud.com [JKW16]

Massey Ferguson 65 MK 1, reg 191 BPT bought in the Darlington area, I would like to know where it is now just for sentimental reason or possibly sale if interested? Tel: 07903 393861. Darlington area. [GH]

David Brown 990 GSE268G, Super Major ASE268B, Massey Ferguson 65 RSA69, Major ESE235, Not looking to purchase just looking for the whereabouts of these tractors for old time sake to see if they are still in use today, any information would be gratefully received, please contact George, e-mail george.still1@btinternet.com. Tel: 07811677644. Aberdeenshire. [HI]

International 885, would Peter James from Penzance who purchased the International 885 in Dec 19 contact me please? Tel: 07816 347623. Leicestershire. [CD]

Ford 6600, registration number DSR 757V, do you own it or know of its whereabouts? My family acquired it new in May 1980. It had a Duncan Supercab, Dual Power, flexible ends, and a pick-up hitch. It is currently taxed and the last log book was issued on 8 March 2016. I would be interested in finding it. Tel: 07540 635435. [AB]

Looking for the whereabouts of Fordson Standard N, reg JRF 118, green wide wings, 1940, split rim, 24" rears, E27N block, engine mounted toolbox, sign written, Mr E Ward, Coalpool farm, sold at Wintertons auction, Lichfield, 1987, with buff log book, was restored when sold and ran well, I have history to it. Tel: 07808 855076. [EF]

MOTOR BIKES



Sherco trials bike, in excellent condition 125cc. £3,650 + VAT. Tel: 07741 206449. Chorley, Lancashire. [GHW59R]

OTHER VEHICLES FOR SALE



Hydrema 912 dump truck, only 8,400 hrs, very original. £17,500. Tel: 07710 372273. N Ireland. [HIW119]



John Deere 965 combine harvester, 1976, in good working order and maintained regularly, provides a very clear sample, kept indoors, condition commensurate with age. £3,500 + VAT. Tel: 07747 893502. South Ayrshire. [HIW40]



Schaeffer HR26B (6.5T) on steel tracks, three buckets. £3,900. Tel: 07718 367214. N Ireland. [HIW117]



Kubota/Bobcat 1.5T digger, c/w 2 buckets. £5,900. Tel: 07718 367214. N Ireland. [HIW118]



Iveco 7.5t horsebox, N reg, 1995, runs well, good engine starts on the button, spares or repairs, comes with V5. £650 ono. Tel: 07512 461534. Surrey. [HIP4]



Iveco Euro Cargo 75E16, sleeper cab, 2009, new 20' beavertail body, 3m ramps, electric winch, 50mm ball hitch, with recent MOT and service. £POA. Tel: 07825 013196. Biggar. [GHW98R]



Nissan Digger, 2.5t, runs, digs, stops, spares, repair restoration steel tracks BMC Diesel 3 refurbished buckets sold as seen. £2,750 ono. Tel: 01625 575798 or 07904 883201. [GHW112R]



Land Rover Series 2, 1971, 94,700 miles, recent repairs and new parts, many spares included, very good condition. £10,000 ono + VAT. Tel: 07870 963478 or 01823 421338. Taunton, Somerset. [GHW99R]



New Holland TX36 combine, 20' cut, 3,100 hours, SL sieves, rape extension, reverse camera £13,500. Tel: 07971 033339. Leicester. [GHW58R]



Massey Ferguson 780 combine, 8 foot header, barn stored with canvas over the rear part, comes with 1t bulk hopper fitted. The bagger/cleaner unit, standing area, bag slide is also still with it ready to fit, been on the farm from new. £1,100. Tel: 07835 071745. Midlands. [GHW73R]



VW Golf, 2000, MOT and serviced, good condition, silver with black interior. £995 ono. Tel: 07860 905520. Hampshire. [GHW19R]



Mercedes E320 CDI Avantgarde, auto, 3226cc diesel 5-door saloon, 2002, dark blue with light beige leather, MOT, 87,000 miles, full service history, amazingly economical, fast and powerful from its superb 3.25litre diesel engine, would make an excellent tow car. Please note MBZ registration. £2,600 part-ex old car, kit car, motorcycle or 3 wheeler. Tel: 07756 567248. Dorset. [GHW138]

Volvo S900 combine, last used 2014, £1,500 ono. Tel: 01884 860667. Crediton, Devon. [HI]

Ford Iveco cargo tipper, 1993, lined body, tarmac shuts, crane, solid cab, good condition. £4,000 Tel: 07981 213648. Northamptonshire. [HI]

OTHER VEHICLES WANTED



Old classic cars and tractors wanted, in all conditions, good prices paid and careful removal from your premises. Tel: 01548 521278. Totnes, Devon. [FGW126]



Car, van or motorbike, anything considered in any condition, pre 1990's, private buyer, cash payment. Tel: 07891 500116 or email harley1824@gmail.com. Northumberland. [IJW29]



Jeep in any condition, please get in touch, I will pay good prices and interested in all conditions, please call. Tel: 01548 521278. Devon. [IJW21]



Willy's jeep, or similar, all conditions, good price paid, I am easy going with no pressure, call anytime. Tel: 01548 521278. Totnes, Devon. [ABW98]



Land Rovers wanted, Series 1, 2, 3, Defenders, anything considered, nationwide, cash on collection. Tel: 07775 203208. Norfolk. [ABW121]

JCB 3CX Sitemaster wheeled digger, email Info@jamesmurrell.co.uk or call James Tel: 01493 750999. Norwich. [AB]

Peugeot 205 1.9 GTI, wanted any condition spare or repair private buyer cash waiting. Tel: 079211 88931. Penrith. [GH]

JCB 527-58 loadall or similar, mid 90s model ideally, please call if you can help. Tel: 07831 767126. Hampshire. [FG]

JCB Fastrac wanted, any condition, spare or repair, engine or gearbox fault, private buyer, cash waiting, will travel. Tel: 07921 188931. Penrith. [FG]

Old cars, motorbikes, even aeroplanes wanted, pre 1970s, any condition at all. Tel: 07785 391874. skyhighdesigner@yahoo.co.uk. [BC]

BALERS AND BALER SPARES



Bamfords Super 58 baler, with handbook, not used for several years but too good to scrap, has been barn stored. £350 buyer collects. Tel: 07706 807669. Lincolnshire. [HIW109]



New Holland 274 baler off small holding, good working order, £1,650, can be seen Carlisle. Tel: 07710 372273. A Mills, N Ireland. [HIW112]



Welger WSA350 low density baler, ideal for restoration, open to offers. Tel: 07761 796012. N Yorks. [HIW92]



Massey Ferguson 20-8 conventional baler, very original condition, tinwork is excellent, has been in storage for 15 years so will require service before use, all turns etc. £900 plus VAT. Tel: 07850 367464. Cirencester. [HIW74]



International 553 baler, excellent condition, very little use always dry stored used all last season, no problems. Tel: 07836 772426. Wellington. [HIW83]



Massey Ferguson 4 square baler, little used on one owner farm, reliable and no dents. £4,750 plus VAT. Tel: 07718 897765. Forfar. [HIW80]



Cherry Products bale grab, brand new, 2019, barn stored from new, Manitou brackets, will pick up 3 x 80cm bales. £2,500 + VAT. Tel: 07966535492. Maidenhead. [HIW78]



MF 228 square baler, 1984, great original condition, no rust, runs well. £5,250 + VAT. Tel: 07718 897765. Forfar. [GHW132R]



Bale wrapper with Honda diesel power pack, on 500mil, it also has a 750mil kit to go with it. £1,950 ono. Tel: 07831 541937. Leominster. [GHW137R]



Meijer Flat 8 bale sledge, with hitch bracket for baler, tyres all up and good to go. £450. Buyer to collect, can load, does unbolt into 2 for easier transport. Tel: 01889 500303 or 07850 525693. Staffordshire. [GHW101R]



Jones MK16 Super baler, in original working condition, delivery possible, please call. £1,950 + VAT ono. Tel: 07976 794383. Shropshire. [GHW57]



Massey Ferguson 550 round belt baler, for more information call. Tel: 07805 017630. Leics. [GHW45R]



Three point linkage rear mounted big bale spike, complete also with brackets to fit David Brown loader. £100 no VAT. Tel: 07764 764027. Lancaster. [GHW43R]

BUCKETS, LOADERS AND ATTACHMENTS



Foster D2P 3 point linkage back actor, c/w own PTO pump and four buckets, good condition but requires a seat and one ram is rusty. £1,300 no VAT. Tel: 07850 367464. Cirencester. [HIW75]



Massey Ferguson 35 front loader, taken off a Massey Ferguson 35, front loader, all there, strong heavy construction, £250 ono, 2 x tyres 12.4/11/28 a good 50% tread, some surface cracking but good useable, £80 for both. Tel: 01509 412662. Email: pmonk83@yahoo.com. Leicestershire. [HIW4]



Grays Lyncon 420 tractor loader, complete with all pipes spool valves brackets bolts etc, excellent condition only used for light work never in cow muck, ring for more details. Tel: 01270 524579. Nantwich. [HIW29]



Four foot bucket, to fit Massey Ferguson loader in very good shape. Tel: 07976 702858. Powys. [HIW107]



Front end loader with bucket, to fit Massey Ferguson 35, no hydraulic rams. Tel: 07811 434470. Devizes. [GHW9R]



Manitou earth bucket, pair of them. £800 each. Tel: 01673 885 200. Boccasson Ltd, Lincs. [GHW93R]



Agrimec 3-point linkage forklift, side shift works perfectly comes with lever block. £700 ono. Tel: 07399 824493. Maidstone, Kent. [GHW57R]



Root ripper, very strong fit job, 5 tines. £350. Tel: 07976 421725. Worskop. [GHW87R]

Horndraulic front end loader, for Fordson Dexta, with fork. £250. Tel: 01473 310440. Ipswich. [HI]

Three buckets, Quicke original early bucket with V front, very good condition £90, Ferguson bucket, grey, good condition £110, Tanco 6ft bucket, condition fair, Tanco brackets £180. Also Ferguson ridger, complete with original marker £180. Tel: 07729 010733. Berwick-upon-Tweed. [HI]

BUCKETS AND LOADERS WANTED

Front end loader, for a Fordson Dexta tractor, would consider a Dexta with a loader, Yorkshire area only please. Tel: 01904 704659. York. [AB]

JCB pallet forks for 4:1 bucket mid-eighties machine wanted, please let me know if you have anything available. Tel: 07592 614051. Westbury-On-Severn, Gloucester. [LA]

Front loader and brackets, for JD 6810, JD or other, all considered will collect/remove if required. Tel: 07745 131990. [LA]

CULTIVATORS



Cultivator, 1950/60 with original rare plough, has been stored 15 years, needs tidying up a bit. Offers. Tel: 07410 620986. Shaldon. [GHP10R]

MOWERS, FLAILS, TOPPERS AND CUTTERS



Bomford Powertrim 587 hedge cutter, in good working order when last used 3 years ago, sold as seen, strong heavy duty built trimmer with cable controls, axle mounted and comes with axle brackets for a Ford tractor. £1,295 no VAT. Call for more details. Tel: 07970 823055. Southwick, Wiltshire. [HIW49]



Ferguson SA EE B20, 5ft rear mounted mower, in barn stored condition, complete except for swath board, easy restoration, a nice addition to your Fergie. £220. Tel: 07774 816630. Notts. [HIP1]



Wessex 4 foot mower, ideal for small holding, paddocks, etc. works perfectly comes with PTO shaft. £250 ono. Tel: 07399 824493. Maidstone, Kent. [GHW61R]



Major/Oxdale 9' topper, new 2016 hardly used as grassland contracted out kept under cover. £1,350. Tel: 07973 117993. Beds. [GHW77R]



Samasz 1.65 twin drum mower, good condition, not had much use. £1,350 ono. Tel: 07563 634657. Cheshire. [GHW142R]

PLOUGHS



International 2 furrow plough, good straight all round condition has land wheel, used in competitions. £275 ono. Tel: 07512 461534. Surrey. [HT16P1R]

David Brown PW1 trailing plough, please call for more info. £1,500. Tel: 07749 806446. Exeter. [HI]

Ransomes TS91 4-furrow plough, straight but may need some freeing up. Tel: 07889 761759. South Yorkshire. [HI]

SPRAYERS



Ray crop sprayer, 24m booms, jets every 1/2m, section shut off, induction tank, for sale through no fault, retirement, no test. £2,250 + VAT. Tel: 07718 897765. Forfar. [GHW300R]

TRAILERS



Ferguson trailer chassis, for refurbishment, Chassis complete, good tyres. £220 ono. Tel: 07729 010733 or 01289 381205. Berwick-upon-Tweed. [HIW8]



Vintage farm tipping trailer, hydraulic tipping works, no tail gate, metal trailer bed OK, sold as seen, call for more details. £395 buyer collects. Tel: 07970 823055. Wiltshire. [HIW46]



Trailer, grain bucket, muck fork, belt drive, stabilizing bars, 3-point linkage, 25 litres of gear oil, (only because we have nowhere to get rid of it so may as well go with tractor MF 35 in Massey Ferguson section) barn stored, being sold due to farm sale and downsizing. £4,000 ono, bank transfer or cash, with MF tractor. Tel: 01536 710305. [HIW20]



Feed trailer, call for more info. £400. Tel: 07773 467079. Chorley, Lancashire. [GHW64R]



AW 16t trailer, commercial axles spring draw bar choice of wheels. Tel: 07976 702858. Powys. [GHW125R]

Bailey trailer, 2010, 14t, air and hydraulic brakes, commercial axels, roll over sheet, 15 x 22.5 tyres. £10,250. Tel: 07780 997901. Wisbech, Cambs. [GH]

Bailey trailer, 2011, 16t, air and hydraulic brakes, commercial axels, roll over sheet, 560 x 60 x 22.5 tyres. £11,250. Tel: 07780 997901. Wisbech, Cambs. [GH]

Trailer 6ft x 4ft, good, £400, Stihl chainsaw MS170 working, extension ladder aluminium 3m, wheel barrow galvanised, brush cutter damaged but working. Total price £500. Tel: 01792 701549. Swansea. [GH]

Low loader, 30 feet, 7 feet fold up ramps, twin axle, springs at the rear, with dolly, hand winch fitted at the front. £2,250 ono. Tel: 07715 020528. Peterborough. [GH]

TRAILERS WANTED



Farmer and contractor requires 12-20t Agri dump trailers. Email: details to farm@murrell1.plus.com. Tel: 07770 692891. Norwich. [LAW7]

Warwick monologue 8t grain tipping trailer, in good condition. Tel: 01652 656572. Lincs. [EF]

IMPLEMENTS FOR SALE



Teagle 4-row root/kale drill, 1950's or 60s, tractor mounted, complete with some dents, £100. Tel: 01285 821406. Cirencester. [HIW12]



Ransome trailed disc's, 9 foot all good bearings. £300. Tel: 07968 090662. North Yorkshire. [HIW82]



McConnel Shakerator, three leg with packer roller. Tel: 07495 989958. Carlisle, Cumbria. [HIW56]



Bamfords perfect root cutter, ideal for restoration or reused as garden planter, open to offers. Tel: 07761 796012. North Yorkshire. [HIW91]



Hydraulic harrows, had a few repairs but usable, please phone. £295. Tel: 07831 541937. Leominster. [HIW71]



Chain harrows, 12-feet wide, in good order. £250. Tel: 07831 541937. Mid Wales. [HIW73]



Weed wiper, call for more information. £675. Tel: 07831 541937. Mid Wales. [HIW72]



Vintage Hawkes and Sons field roller, good solid vintage field roller. £325 buyer collects. Tel: 07970 823055. Southwick, Wiltshire. [HIW47]



Teagle Toucan 6 forager, fully working machine, unused for several years, surplus to requirement, open to offers. Tel: 07876 716403. Llanelli, Carmarthenshire. [HIW53]



Vicon Acrobat hay turner in good condition couple broken tines, but all works. £200. Tel: 07980 472329. Somerset. [HIW43]



Acrobat hay turner, was used many years ago on our Massey Ferguson 165, nearly all the tines are in place, sold as seen. £295 buyer collects. Tel: 07970 823055. Wiltshire. [HIW45]



Webb 5-row beet drill, ideal for parts or repairs, open to offers. Tel: 07761796012. N Yorks. [HIW105]



Ventacrop drier, little used, has a Ford 5000 engine, on wheels. £2,000 or swap a Massey Ferguson 35 or Dexta, comes with V5. Tel: 01694 751287. Shropshire. [HIP3]



Taskers Paterson fertiliser spreader, 1960s, 21ft spread, believed to be in working order with a spare hydraulic motor, an ideal companion for a vintage tractor. £100. Tel: 01285 821406. Cirencester. [HT16W3R]



Wilder pressure harrow, 6.6m with crumbler rollers, hydraulic folding, surplus to requirement, £2,350 + VAT. Tel: 07949 078781. Beds. [GHW17R]



McConnel PA55E HyReach, joystick control power slew in good working order. Tel: 07976 702858. Powys. [GHW128R]



Mashio Lely combination drill, new blades on power arrow, drilled 35 acre in 2021. £2,100 + VAT. Tel: 07899 713286 no texts. Scarborough. [GHW56R]



Working Treadel knife sharpener, about 1890, £125, also a working seed drill, similar age, £55. Lastly an old bull leading poll £35, ring Dave. Tel: 01677 470597. North Yorkshire. [GHW83R]



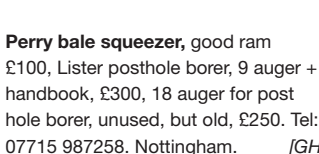
Farm Force, 4m front press hyd fold. £1,850. Tel: 01673 885200. Boccasion Ltd, Lincs. [GHW88R]



Grays 8 flat roller, water ballast with scraper, kit in good condition. £700. Tel: 07973 406825. Oxon. [GHW110R]



Subsoiler pan buster, £285. Tel: 07831 541937. Mid Wales. [GHW135R]



Perry bale squeezer, good ram £100, Lister posthole borer, 9 auger + handbook, £300, 18 auger for post hole borer, unused, but old, £250. Tel: 07715 987258. Nottingham. [GH]



Hay sweep, in very good condition. £70. Tel: 07876 660849. Cambridgeshire. [GHW108R]



Atlas Terex 45.2 crane, very good condition, lifts up to 2t in weight, tractor mounted. £4,700 + VAT. Tel: 07768 288440. Stratford upon Avon. [GHW37R]



Reco Mengele twin hyd barrel carrier, fastens over drawbar. £300. Tel: 07966 212938. Shropshire. [FGW164]



Tamkin Bros potato spinner, unusual static exhibit for shows but would need a bit of painting. £330 including VAT, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffordshire. [GHW102R]



Deering 1902 horse drawn mower, seat and shaft is missing but still a great restoration project, for more information call. Tel: 07805 017630. Leicestershire. [GHW46R]



Johnston Roersev horse drawn beet toppler, working order and complete. £50 ono. Tel: 01430 430295. Howden. [GHW3R]



International trailed combine, ideal project for someone, manual is available, for more information call. Tel: 07805 017630. Leics. [GHW47R]



Howard paraplow, 5-leg, good metal, discs to go with it but need fitting, ideal period implement for a classic tractor, collection only and VAT to be added. Tel: 07711 290922. Wakefield. [GHW40R]



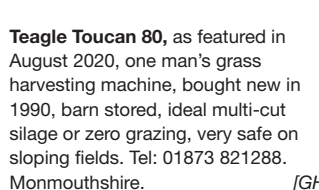
Massey Ferguson 510 seed drill, 4m Suffolk coulters. £1,000 ono. Tel: 07563 634657. Cheshire. [GHW140R]



Massey Harris 703B pickup header, to fit 222, 722 and 726 combine, very good condition for age, mid 1950's possibly, all turns and metalwork is sound, original instruction manual included. £350 ono. Tel: 01430 430295 / 07801 667918. East Yorkshire. [GHW4R]



Twose buck rake gate, H frame and 2 x return springs to fit 10 tine push off buck rake, not bent or twisted, 1 of 3 bottom scrapers missing, good order. £75. Tel: 07970 919666. Totnes. [GHW51R]



Teagle Toucan 80, as featured in August 2020, one man's grass harvesting machine, bought new in 1990, barn stored, ideal multi-cut silage or zero grazing, very safe on sloping fields. Tel: 01873 821288. Monmouthshire. [GH]



Parmiter post knocker, is in very good condition, ready to go. £800. Tel: 01327 361531. Northampton. [GHP8R]



Heavy duty flail mulcher, 4ft, front mounted, good working order. £1,500 + VAT. Tel: 07768 288440. Stratford upon Avon. [GHW34R]

Teagle flail shaft, out of topper, £325, Teagle 510 offset single blade grass topper, £1,275, Bamford 4-furrow plough, with discs/skims, £385, John Deere ride-on-mower, £1,275. Tel: 07502 661861. Northamptonshire. [HI]

Ferguson 11-tine spring-release grubber, a bit rusty, hence only £95. Tel: 07729 010733 or 01289 381205. Berwick-upon-Tweed. [HI]

Massey Ferguson 30 grain drill, good working order, 11-28 Goodyear tyres, Reekie harrow, £500. Tel: 07889 761759. South Yorkshire. [HI]

David Brown three-row ridger, good metal, just needs painting. £120. Tel: 07738 951502. Northamptonshire. [HI]

IMPLEMENTS WANTED



Balers wanted, International: 430/440/435/445, Massey Ferguson: 120/124/128/220/224/228, Claas Markant 55/65 any condition, will fetch anywhere in UK. Tel: 07794 154003. Derbyshire. [EFW107]

Merry tiller and Westwood garden rotovators, running or not. Tel: 01865 407920 or 07771 566172. Abingdon. [HI]

Galvanised water troughs, any size for cash, not too worried about condition as long as they aren't rusted out, will collect pretty much anywhere in mainland UK. Tel: 07852 766192. Lancashire. [FG]

Small slurry tanker 400/500g manufactured by Camel of Bodmin, Martin Markham, Wallace of Stirling or other make, wanted for restoration. Tel: 07976 511732. Cumbria. [EF]

Howard low density big baler, MK 1, 2 or 3, anything considered. Tel: 0781 723085 or 07855 418 665. Devon. [EF]

Chestnut paling wiring machine, please contact me Tim Smith on 07947 080726 keep trying sometimes out of range. Tel: 01335 371996. Ashbourne. [DE]

Lemken DI110/DI120 4 furrow reversible plough, wanted in working order and reasonable metal. Tel: 07746 457402. Stirling. [DE]

Kearsley of Ripon mower, horse drawn or tractor, anything Kearsley. Tel: 01845 567412. Thirsk. [LA]

Mengele forage harvester, main drive belt unused, please call if you can help. Tel: 01668 216285. Northumberland. [LA]

Husqvarna 346XP chainsaw, must be in good working order. Tel: 07786278900. Lancaster. [JK]

New Holland 575 baler wanted. Tel: 07791 047336. Yorkshire. [LA]

SEATS

Bamfords tractor seat, very genuine, not a copy, very heavy, very nice, painted grey at the moment -bargain £95 + £15 if posted, it's heavy, sorry no offers. Tel: 07980 105313. Derbyshire. [HI]

WHEELS AND TYRES



Shepherd Hut iron wheels, 36", plus one small 24", plus two axles. £50. Email: hwg@colesbourne.net. Tel: 07973 432712. Glos. [HIW10]



Brand new Mitas tractor tyres, 12.4 11 36, £600, collection from Tirley, Glos, unless own courier is arranged and paid for by yourselves, more photos available on request. Tel: 07774 467 439. Glos. [HIW15]



Secondhand Goodyear 12x4/11x28 tyres, x 2, original straight bar Diamond wall tyres 60% tread, wall very good. £POA. Tel: 07972 913704. West Midlands. [HIW14]



Stocks duals DW20 R30, set of stock dual wheels. £400 clamps as extra. Tel: 01673 885200. Boccasion, Lincolnshire. [HIW99]



Row crop 420/80R46 & 16.9R28 for Claas or MF 8-studs or 10-stud front axles. £2,100. Tel: 01673 885200. Boccasion, Lincolnshire. [HIW100]



Stocks dual wheels, 18.R38 dual wheels clamps, ex John Deere 6820. £450. Tel: 01673 885200. Boccasion, Lincolnshire. [HIW102]



Lemken pair of wheels, 550/60-22.5 10-studs, PCD 320mm, centre hole 280mm. Tel: 01673 885200. Boccasion, Lincolnshire. [HIW101]



Kuhn spare wheels with BKT 420/55-17 tyres. £150. Tel: 01673 885200. Boccasion, Lincs. [HIW104]



Tractor rear wheel outer rims, 9 x 36, make/model unknown. £Offers. Tel: 07860 229194. Warks. [HIP5]



Alliance 30.5R32 wheels, to fit New Holland combine, with replacement spacers to fit New Holland TM165. £1,500 + VAT. Tel: 07718 897755. Forfar. [HIW86]



David Brown Selectamatic wheel centres, 3 no1 x 1200 2 x 990, collection only, £60 for all three. Tel: 01460 73734. Somerset. [HIP25]



Ferguson rear wheel weights x 2, fit 28" wheel, original condition, no cracks. Tel: 07827 872887. Carmarthenshire. [HIW68]



Wheel and tyre, 13.5/75-17, slight age cracking, tread almost unworn, holds air, 6 stud, centre hole 600mm diameter, opposite stud holes 210mm apart. £90, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffs. [GHW8R]



Wheel for Vaderstad carrier or Rexuix rolls 400/60-15.5, BKT. Tel: 01673 885200. Boccasion Ltd, Lincolnshire. [GHW94R]



Set of dual wheels (13.6/12-36) with all fixings required for use, tyres in useable and good condition. £200 for the pair. Tel: 07583 766474. [GHW78R]



Firestone 250/85/24 9.5x24 as new, pair. £450. Tel: 07831 189762. South Yorkshire. [GHW38R]



Goodyear Sure grips 16.9 x 34. 80% tread, very good condition. £1,000. Tel: 07432 013174. York. [GHW121R]



Wheels, to fit any Ford, MF, Leyland, John Deere fronts, in good condition. £150. Tel: 01327 361531. Northamptonshire. [GHP4R]



Wheels and tyres, 11x28 grassland tyres complete with rims, tyres very good, rims rusty. £120. Tel: 01289 381205. Berwick-upon-Tweed. [GH]

WHEELS AND TYRES WANTED



Massey Ferguson 34" PAVT wheels wanted, in good original or restored condition, ideally with tyres. Tel: 07593 945692. Cambridge. [ABW6]



24" wheels/rims, with 2 scallops and tyre locking rings. Tel: 00 31 455320246. Netherlands. Email: hansipeter@ziggo.nl [GHW147]

David Brown 7.50-16 wheels and tyres, 2x, nearly new. £150. Tel: 07810 110226. Nuneaton. [HI]

Rowcrop wheels wanted, to fit 4 cylinder JD6030 standard series tractor. Ideally 13.6 R46 or R44 rears with compatible fronts, of a similar width or narrower. Tel: 07979 984796. North Yorkshire. [CD]

Wheel Centres and tyres wanted to fit JD6000-30 4-cylinder model, 13.6R38/11.2R28 or similar matching narrow equipment. Tel: 07979 984796. North Yorkshire. [CD] **Rear wheels**, pair of them, for Ford 4000 12.4 x 36. Tel: 01986 788389. Harleston, Norfolk. [DE]

Goodyear 12 x 38 traction Sure Grip, either new old stock or very good, looking for one or a pair, cash waiting. Tel: 07964 282833. Leicestershire. [DE]

WOODCHIPPERS & SAW BENCHES



Ferguson cordwood saw bench A-LE-A20, badged with serial no.9337, requires restoration, blade turns freely, blade may also be serviceable, missing 'V'-bracket which attaches to belt pulley. £100 ono. Tel: 07919 441357. Dorset. [HT16W7R]



Kity 419 saw bench, sliding table for cross cuts, tips over to 45 degrees, good working order, can be seen working. £275. Tel: 07946 282011 or e-mail: Imason9@hotmail.com Kent. [GHW25R]



Kity 637 planer, capacity 10" wide x 8" thick, good working order, can be seen working. £475. Tel: 07946 282011 or e-mail: Imason9@hotmail.com. Kent. [GHW24]

CABS, CAB PARTS, PANELS & GLASS



Ford 3000 cab, £75, breaking for parts. Tel: 01652 656572. Briggs, Lancashire. [HIP20]



Cab doors, x 2, and windscreen, to fit MF 35. Offers. Tel: 07572 060199. Rotherham. [GHP1R]

David Brown cab doors, full set of glass, windows for 885 - 1212. £175 ono + VAT. Tel: 07712 652267. Ipswich. [GH]



Scirocco Multi Comfort cab doors, for MF35/65/135/165, pair of used, may fit others, buyer to collect. £270 including VAT. Tel: 01889 500303 or 07850 525693. Staffs. [GHW103R]



Back window, to fit cab of Ford 5000, please call for more info. Tel: 07572 060199. Rotherham. [GHP2R]

CABS WANTED



Hurlimann H 6160 cab frame, in good condition, side panels wanted and cab interior parts, this cab fits some smaller 6-cylinder models, if you have a Same or Lamborghini 6-cyl tractor to sell with same type of cab I would consider. Tel: 07944 640696. Horncastle. [EFW63R]

ENGINES AND GENERATORS



Kipor KDE11SS Super Silent diesel generator, on trailer 8kw output, little used. £2,250 including all manuals. Email: hwg@colesbourne.net. Tel: 07973 432712. Glos. [HIW11]



Moser Welder TS 300, 10k VA, three phase 110 and 240 volts, three cylinder water cooled engine approx 5,500 hours. £2,500 plus VAT. Tel: 07768 288440. Stratford upon Avon. [GHW36R]



SIP Alleycat, 200 amp mobile petrol welder/generator, as new condition, used briefly twice, electric start, 240/110 socket outlets, age and health forces sale, user manuals, bargain. £1,200 cash on collection, more details. Tel: 01375 891142 or 07434 306773. Email: 28tonyrogers@gmail.com. South Essex. [GHW6R]



Engine protection kit, to suit older type of engine with pull stop, use on irrigation pumps or driers. £100. Tel: 07793 889831. Scunthorpe. [GHW13R]

Perkins engine, from Claas Dominator 85, £1,000 + VAT, Also remains of Combine for breaking (no bed or discharge auger) Tel: 07850 0152240. North Yorkshire. [GH] **Super Dexta engine**, complete, £375. Pair of Major/4000 28" wide wheels and tyres, £120. Tel: 07522 929336. Somerset. [GH]

VARIOUS OTHER PARTS FOR SALE



Arps halftrack kit, to fit Massey Ferguson 65/165 very good original condition. Tel: 07827 872887. Carmarthenshire. [HIW69]



Ford Pre Force bonnet, in good condition, please call for more info. Tel: 01652 656572. Lincs. [HIP23]



Ford grille, for 2600 - 7600, new. £35. Tel: 01652 656572. Briggs. [HIP222]



Fordson E27 lift arm levelling box, £100 ono. Tel: 07850 152240. North Yorkshire. [HIW55]



Ford Vicon Acrobat 40, new. £75. Tel: 01652 656572. Briggs. [HIP21]



County 1184 radiator, in good condition, call for more info. Tel: 07850 565545. Northumberland. [HIW94]



Weeks 8t trailer rear door, with grain chute, may fit other trailers, fairly straight and not twisted, £80 ono. Tel: 07549 420361. Wokingham. [HIW106]



County 7600 four front axle, limited slip differential, as new, very little use. Tel: 07850 565545. Northumberland. [HIW96]



Pea and grain telescopic lifters, set of 20 for Claas combine header, as new, offers. Tel: 07850 565545. Northumberland. [HIW95]



Brass Fordson F wheel hub caps, pair. £50 + postage. Tel: 01480 472315. Cambs. [HT16W11R]



Case front wheel hubs, call for more. £30 + postage. Tel: 01480 472315. Cambridgeshire. [HT16W12R]



John Deere 6920 set of steps, please call for more items. £60. Tel: 01673 885200. Boccasion, Lincs. [HIW98]



Sauermann complete continental rear hitch for New Holland TM155. £350. Tel: 01673 885200. Boccasion, Lincolnshire. [HIW103]



Ford 3000/4000 front wheel weights, with studs and nuts. £175. Tel: 07873 366295. Angus, Scotland. [HIW57]



Weights to suit 101, please call for more info. £275 no VAT. Tel: 01670 822270. Northumberland. [HIW76]



David Brown bonnet guard, not sure what model. £70, to collect from ST19. Tel: 07773 271202. [HIW31]



Exhaust for David Brown 885, £20, to collect from ST19. Tel: 07773 271202. [HIW32]



Pair of Allis hub caps £30 + postage. Tel: 01480 472315. Cambs. [HIW23]



Ford 7610 1000rpm pro shaft, never been used. £100. Tel: 07718 897765. Forfar. [HIW87]



Titan plugs genuine, new, original. £100 plus postage. Tel: 01480 472315. Cambridgeshire. [HIW25]



Amazon's in cab black power box, call for more. £250. Tel: 07718 897765. Forfar. [HIW88]



Lucas Marine mag, for Fordson. £30 plus postage. Tel: 01480 472315. Cambridgeshire. [HIW24]



Hydraulic shutter control, for Amazone ZAF fertiliser spreader, single acting, new condition. £80 with postage or £60 if collected. Tel: 07738 818901. Shropshire. [HIW6]



Mahle 3.1kw high speed starter motor, for Case IH 956/1056. £60 plus £10 postage, no VAT. Tel: 07900 801655. Northumberland. [HIW22]



Auxiliary service spool valve, for 100 Series Massey Ferguson tractors with Multipower, single lever, foot plate mounted, can be piped to combine flow from main hydraulic pump and Multipower pump for increased flow. £250 ono. Tel: 07970 919666. Totnes. [HIW17]



Massey Ferguson 100 Series oil cooler, bracket to bolt to radiator included. £75. Tel: 07970 919666. Totnes. [HIW18]



Massey Ferguson 135 bonnet, good condition, call for more info. £170. Tel: 01993 852133. Oxford. [HIW5]



Six spare shafts for the Hayter topper, three of the shafts have blades, also 2 spare gearboxes for the Hayter topper. £Offers in the region of £100 for the lot. Tel: 07730 409023. Sussex/Kent border. [HIW7]



David Brown 1212 steps, offside bent, comes c/w outer plate and original mounting studs, when fixed on tractor should pull straight, nearside looks good. £55 + VAT for pair. Tel: 07850 152240. North Yorks. [HIW34]



David Brown 1212 PTO guard, £45 + VAT. Tel: 07850 152240. North Yorkshire. [HIW35]



Case/David Brown 1494 PTO guard, £45 + VAT. Tel: 07850 152240. North Yorkshire. [HIW36]



David Brown 1212 full nose and sides, incl. lights, £270 + VAT ono. Tel: 07850 152240. North Yorks. [HIW37]



David Brown 1212 bonnet, £180 + VAT ono. Tel: 07850 152240. North Yorkshire. [HIW38]



Vintage battery tester, Allen Electric and Equipment Co, Kalamazoo, Mich, USA, Allen Model E-51-X. Battery Tester Universal Q.M. Model 3-41 serial number 13278, from 1950s or 60s, un-tested, has vintage workshop patina, ideal as display item. Measures 12cm high, 23cm wide, 16 cm deep. Tel: 07502 001950. [HT16W1R]



Brook Crompton 3.7hp single phase motor, 1455rpm, originally off a grain auger, c/w starter and cable, £50. Tel: 01285 821406. Cirencester. [HT16W4R]



International 24.1 loader tines, 60's or 70s, one slightly bent. £60. Tel: 01285 821406. Cirencester. [HT16W5R]



Anti-roll bar frame, for Massey Ferguson 165 or 135. £150. Tel: 07946 771499. Norwich. [GHW133R]



Side knife for Claas Dominator 98. £550 + VAT. Tel: 07850 152240. North Yorkshire. [GHW109R]



Drawbar frame, Nuffield DM4 etc. as removed from DM4. £150 buyer to collect. Tel: 01889 500303 07850 525693. Goodwin Tractor Parts, Staffordshire. [GHW7R]



Front weight frame, for a Massey Ferguson 165. £150. Tel: 07751 410344. Norfolk. [GHW123R]

Claas drum belt for 203-204 megs, new Claas grain lifters, David Brown 1212-1210 solid rear windows good, various Webb spacer wheels for swedes and turnips, David Brown potato spinner, please call for details. Tel: 07831 542544. Penrith. [HI]



Hydraulic power pack, 3ph 22 kw ready to connect to your machine in very good condition. £390. Tel: 07976 421725. Worksop. [GHW82R]



Tow weight and 4 standard weights and pin. £500 no VAT, collection from York. Tel: 07432 013174. [GHW105R]



H/D Walterscheid PTO shaft, new, genuine, 6ft long with wide angle yoke plus shear bolt at implement end, six spline couplings (big baler type). £390 no VAT. Tel: 07764 764027. Yorkshire or Lanashire [GHW44R]



Case IH rotor, for Axial Flow 1660, 2166, 2366. £2,750. Tel: 01673 885200. Lincolnshire. [GHW90R]



Oxy/acetylene/propane heating, cutting and welding equipment. £175. Tel: 07721 530520. Dorset. [GHW100R]



Horsch Muller control box and wire harness, unused. £1,850. Tel: 01673 885200. Lincolnshire. [GHW91R]



Bio drill bracket, for Vaderstad Rexuis rolls. £400. Tel: 01673 885200. Boccasion Ltd, Lincs. [GHW95R]



Rear linkage kit, to fit HR power harrow. £2,000. Tel: 01673 885200. Boccasion Ltd, Lincs. [GHW96R]



Leyland 272 bonnet, no rot or rust. £85 ono. Tel: 07546 832530. Farthingstone. [GHW134R]



Amazon fertiliser discs, OM 12/16 kit. £200. Tel: 01673 885200. Boccasion Ltd, Lincs. [GHW97R]



Massey Ferguson 12 47kgs weights on a 3 linkage frame. £650. Tel: 01673 885200. Lincolnshire. [GHW92R]



Land Rover parts, 1965, alloy body with front wings and radiator. Offers. Tel: 07410 620986. Shaldon. [GHP9R]

Keeping it Original
Keeping it Massey Ferguson

MASSEY FERGUSON



International obsolete parts for Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs, Transfers, track rod boots, tractor meters, check chains, levelling boxes, axle pins/bushes, B250, 275/414 handbrake repair kits, many other mechanical parts. Tel: 01524 751220. Lancs. [DEW60R]



IH hand brake repair kits, for International Harvester B250, B275 and B414 tractors, 276 and 434, air cleaner hoses, circuit breakers and many more obsolete parts for Bradford built tractors. Tel: 01524 751220 or 07774 579609. Lancashire. [DEW61R]



Massey Ferguson 135 tractor original front weight frame, and full set of original weights can sell separately. £550 ono. Tel: 07399 824493. Maidstone, Kent. [GHW27R]



Front axle beam and casting (DB) used, removed from red 3 cylinder DB 880. £144 including VAT, buyer to collect. Tel: 01889 500303. Goodwin Tractor Parts, Staffs. [GHW20R]



David Brown 990 AD447 timing gear set, good condition used. £180 incl VAT. Tel: 01889 500303. Goodwin Tractor Parts, Staffs. [GHW22R]



Raised PTO, pcall for more information. £POA. Tel: 07976 712113. Bradford. [GHW41R]



Massey Ferguson 135 tractor fenders, old stock never used still in original grey primer. £300 ono. Tel: 07399 824493. Maidstone. [GHW66R]



Camshaft and Followers DB 990 AD 447, used, good condition. £108 incl VAT. Tel: 01889 500303. Goodwin Tractor Parts, Staffs. [GHW23R]



Flywheel to suit IH 574 etc, used with 11 inch clutch. £120 buyer to collect. Tel: 01889 500303 or 07850 525693. Goodwin tractor parts, Staffs, price includes VAT. [GHW21R]



Massey Ferguson wafer weights, set of nine, would suit MF 135, 165 etc. £350. Tel: 07793 889831. Scunthorpe. [GHW14R]

International B250 radiator, holds water but needs re-coring, steering column for restoration. Offers. Tel: 01289 381205. Berwick-upon-Tweed. [GH]

Perkins P3 engine parts, professionally welded block, very good liners, pistons and con-rods. Offers. Tel: 01289 381205. Berwick-upon-Tweed. [GH]

Cylinder head for Grey Ferguson diesel. £75. Tel: 07775 696190. Wisbech. [HI]

Radiator for Grey Ferguson Tractor. £85. Tel: 07775 696190. Wisbech. [HI]

Grey Ferguson diesel tank. £85. Tel: 07775 696190. Wisbech. [HI]

PARTS WANTED



Sitrex 8ft finishing mower parts needed, top right hand cover wanted as viewing from the back, Fleming, D.W. Tomlin etc. mowers also fit. Tel: 07549 420361. Wokingham. [HIW77]



Engine for Holder A60 tractor. Tel: 07768 288440. Stratford upon Avon. [GHW33]



TW30 valves and connections, see picture, please call if you can help. Tel: 07791 545629. [EFW98]

Pump for Ransomes Mk1 tractor sprayer, fits on PTO shaft, others will fit, must be in working order. Tel: 07775 867311. Anglesey. [HI]

Compressor, to charge diving bottles up to 50 bar, also engine side panels for a BTD6 IH crawler. Tel: 01434 674627. Hexham. [HI]

Massey Ferguson lift arms and flexi-cab panels and fabric. Tel: 07946 488797. Lancs. [HI]

Massey Ferguson 41 two-furrow plough or parts, including disc and arm, skimmer and arm mouldboard extensions, originals stand. Tel: 07725 658973. Littlehampton. [HI]

Massey Ferguson 100 Series suspension seat, for 165, in good condition, original secondhand. Tel: 01625 426055. Cheshire. [HI]

Complete fuel injection pump, for a 1967 John Deere 710, Rosamaster pump, working or needing repair must be complete, please call. Tel: 01356 624382. [GH]

Engine for International 454, wanted, please ring or text. Tel: 07792 981556. [GH]

Wooden bearings (new) to fit Ferguson disc harrows. Tel: 01595 890295. Shetland. [GH]

Compressor to charge diving bottles to 250 bar. Tel: 01434 674627. Hexham. [GH]

Engine side panels for a BTD6 International crawler. Tel: 01434 674627. Hexham. [GH]

Massey Ferguson 845 combine wobble box + 14 header knife, grain spout, cab door + front cab class + cab load sensor units and some other parts. £150 Job lot. Tel: 07944 640696. Louth. [GH]

Massey Ferguson 100 Series suspension seat for 165, in good, original, s/h condition. Tel: 01625 426055. Cheshire. [GH]

Con rod for K.3B Mitsubishi engine or scrap engine. Tel: 07779 045833. Staffordshire. [FG]

International 6-cylinder engine, 0310, 0358. Will collect. Tel: 07970 892895. Dorset. [EF]

Left hand cab door, for a Lambourn low profile Q cab to suit Ford 4600 (not off 2600 or 3600 as they are different. Tel: 01666 504150. [EF]

Cab to fit 1976 Muirhill 121. Tel: 07971627574. Newark. [FG]

David Brown 850 Implematic engine 4-cylinder or 950 Implematic engine, crack free if possible. Tel: 01484 845652. Huddersfield. [EF]

MISCELLANEOUS



Seats, petrol cans and more, various items of interest, no sensible offer refused contact. Tel: 07810 110226. Nuneaton, Warwickshire. [HIW28]



Pallet racking, call for more items. £45. Tel: 07976 421725. [HIW60]



Oxy/acetylene cutting torch, a very old an ideal item for tool collectors. It looks like it is made completely of brass covered in the signs of age, the price is £25 plus £5 postage. Please reply by email. Tel: 01974 272632. Llannon. [HIW53]



Archdale pillar drill, comes with x7 no5 Morse taper drill attachments, all working. £2,250 ono. Tel: 07771 643487. Derbyshire. [HIW26]



Brand new tiles, 58 boxes cream colour 44 per box £5 per box. Tel: 07741 206449. Chorley. [HIW61]



Lely 550 mobile corn dryer, in working order, some new parts, dry stored. £3,250 + VAT. Tel: 07899 713286. Scarborough. [GHW55R]



Steel rack, 18 feet long £150. Tel: 07976 421725. Worksop. [GHW86R]



Taywil mangle, in excellent condition a really good example. £160. Tel: 07741 206449. Lancs. [GHW63R]



Bowtop traveller's caravan, good condition, no rot, new tyres and shafts, needs new canvas roof. £2,500. Tel: 01759 983595. Glos. [GHP7R]



Brice Baker grain bin, 25t, in good condition, can dismantle. £300 ono. Tel: 01270 623933. Cheshire. [GHW32R]



Vintage galvanised corner troughs, can be used as planters £50 each. Tel: 07741 206449. Chorley. [GHW80R]



Table, 12 feet long x 1m wide made from wood good work bench. £45. Tel: 07976 421725. Worksop. [GHW80R]

Electric winch and electric ramps, approximately 611,000kms, new MOT, new batteries, rear camera, good runner. £9,000. Tel: 07747 014817 for photos and more. Bucks. [HI]



Pipe layer, for laying blue water pipe, only need 120hp tractor to pull it can lay 1,000 m/day. £450. Tel: 07976 421725. Worksop. [GHW81R]



Fibre cement sheets, 1m wide and 7ft long, large quantity available, approx 4 tons, ridges also available, any offers considered, they have to go, loading service on site situated near Devon County Showground at Exeter. Tel: 01548 521278. Totnes. [GHW67R]



Pedrotti large 27 grain drier, three phase electric powered, 2010, 1,909 hrs, very good condition. Tel: 07873 563890. East Yorkshire. [GHW16R]



Tig inverter ac/do arc welder, 3ph bottle gauge as new. £225. Tel: 07976 421725. Worksop. [GHW85R]

MISCELLANEOUS WANTED



Newark 8 diam water pumping farm windmill, any parts for restoration wanted, would consider complete machine, also would like any literature about wind pumps. Tel: 07513 262634. Grimsby. [ABP200]

Horse-drawn wagons, drays, implements for restoration, must be reasonably complete. Cash waiting for right project. Tel: 07772 053322. Preston. [FG]

Stone picking machine, tractor driven. Anything considered, we will collect. Tel: 01633 482619. [BC]
Kearsley of Ripon horse drawn mower or tractor. Anything Kearsley considered. Tel: 01845 567412. Yorkshire. Tel: 01845 567412. [LA]

MODELS, COLLECTABLES, LITERATURE AND DVDs



Spare parts manual for Meadows petrol engines, parts for Minneapolis Moline combine, late 1940's, hardback cover damp marks but clean inside, £10. Tel: 01285 821406. Cirencester. [HT16W2R]



Kuhn mower/conditioner FC 200 leaflet, £6. Tel: 07962 891469. West Yorkshire. [HIW70]



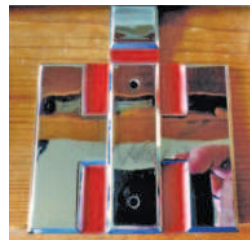
John Deere 6 tractor brochures, Greenstar and baler brochures, 2006/2007, average 18 pages each, very good condition. £20 ono plus postage. Tel: 07583 673321. Hereford. [HIW50]



Massey Harris literature, £25. Tel: 01994 232893. Carmarthen. [HW500]



Hartwells dealer plate, £28. Tel: 01994 232893. Carmarthen [HW501]



IH 275/414 badge, £38. Tel: 01994 232893. Carmarthen [HW502]



Massey Ferguson 2640 brochure and press photograph, £30. Tel: 01994 232893. Carmarthen [HW503]



Claas Vision/Harvest Times/Tractor Times 11 issues, circa 2004, 2005-2007. £15 plus postage. Tel: 07583 673321. Hereford. [HIW51]



Claas Vision number 28 & 30/Harvest times/Tractor Times magazines, circa 2004/2005, £12 plus postage. Tel: 07583 673321. Hereford. [HIW63]



Three 7200 MF combine brochures, 2009, different models, A4, average 22 pages each, brochures pages £18 plus post. Tel: 07583 673321. [HIW65]



John Deere combines 7 brochures, circa 2008/2009, average 25 pages, A4 brochures, 2001 to 2007, vgc. £25 ono plus postage. Tel: 07583 673321. Hereford. [HIW64]



Claas product range brochures, four 2006-2009, in very good condition. £12 plus postage. Tel: 07583 673321. Hereford. [HIW52]



Kuhn Gyrostar GRS 25N brochure, 4 pages. £10. Tel: 01423 733487. West Yorkshire. [HIW62]



British Lely Haymax brochure, 4 pages. £12. Tel: 01423 733487. West Yorkshire. [HIW58]



Perkins diesel engine conversions booklet, A4 size, £5 plus postage. Tel: 07583 673321. Hereford. [HIW48]



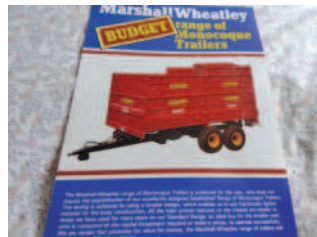
McConnel Foreload range brochure, 6 pages. £12. Tel: 07962 891469 or 01423 733487. West Yorks. [HIW33]



Massey Ferguson tractor models, 1:32 model MF tractors. £100 ono. Tel: 01908 613865. Chrishelsdon@hotmail.co.uk [HIW42]



Massey Ferguson Activa, Activa S Beta combine brochures, A4 size, very good condition. 33 pages, 2015. £16 plus postage. Tel: 07583 673321. [HIW66]



Marshall-Wheatley Budget range leaflet, models EM/6 TO EM/10. £7. Tel: 01423 733487. West Yorkshire. [HIW59]



Case thermos mug, never used. £39 plus postage. Tel: 07583 673321. Hereford. [HIW67]



Cake breaker plate, Tearsley Bros, Darlington £50. Tel: 07717 127970. East Anglia. [GHW107R]



John Deere cotton cap, never used, £8 plus postage. Tel: 07583 673321. Hereford. [GHW28R]



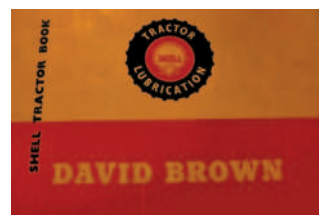
Massey Ferguson key ring, an original by Manhattan Windsor, in mint condition and still in the wrapper, real leather fob with silver colour emblem, ideal present for the MF man and extremely rare. £30 incl UK postage. Tel: 01872 575140. Truro. [GHW114R]



Fordson diesel drivers badge, in unused condition, 1960s stick pin, bright colours. £28 free UK postage. Tel: 01872 575140. Truro. [GHW118R]



Ferguson collectable cards, x 12, hard to find, £60. 01994 232893. Carmarthen. [GHW501R]



David Brown lubrication brochure, Cropmaster, rare, vgc, £60. 01994 232893. Carmarthen. [GHW502R]



Land Rover badge, early model. £28. Tel: 01994 232893. Carmarthen. [GHW503R]



Road Haulage Association aluminium badge, £65. Tel: 01994 232893. Carmarthen. [GHW504R]



Rare driver's badges, Claas and Shell tractor fuel, for sale separately, £25 each or £40 the pair. 1960s stick pins in nice condition, free post UK. Tel: 01872 575140. Truro. [GHW120R]



Weatherill hydraulics drivers badge, in good used condition, original enamel badge with good colour and a buttonhole fixing. £32 free UK postage. Tel: 01872 575140. Truro. [GHW119R]



Rare Tinplate German clockwork tractor/trailer/pig/farmer, heavy, gears wind up at wheel steerable, limited addition with certificate, factory long since closed and no longer available, never played with, in original tissue and box, includes postage. £130. Tel: 01872 575140. Truro. [GHW115R]



Massey Ferguson tractor drivers coat badge, a genuine original badge from the 50/60s in good used condition but has a chip in the enamel. £28 free UK postage. Lots of tractor and machine badges, selling my collection. Tel: 01872 575140. Truro. [GHW117R]



Kuhn mower conditioners brochure, models FC250 GT to FC 301 G, 8 pages. £9. Tel: 07962 891469 or 01423 733487. West Yorkshire. [GHW62R]



Kuhn GA gyrorakes, 12 pages. £8. Tel: 01423 733487. West Yorkshire. [GHW68R]



Case Axial Flow A4 brochure, 48 pages. £10 plus postage. Tel: 07583 673321. West Yorks. [GHW70R]



Massey Ferguson 698 tractor brochure, very good condition, does have hole punches, 16 pages. £30 inc postage. Tel: 07376 596878. Bideford. [GHW69R]



Misc books brochures, history of combines in UK book, all makes well illustrated A4 hardback book, 212 pages. £20 plus postage. Tel: 07583 673321. Hereford. [GHW29R]



AMG hardback book, dealer supplied, dated 2004, 14 models, great photos, specs, unmarked pages, as new. £12.50. Tel: 07399 359072. Canterbury. [GHW130R]



Kidd 600,650,800 muck spreader brochure, four pages. £8. Tel: 07962 891469. West Yorkshire. [GHW52R]



Massey Ferguson 525/625 combine brochure, great condition, 16 pages £36 inc postage. Tel: 07376 596878. Bideford. [GHW60R]



Massey Harris 735 brochure, three pages folds out. £7 plus postage. Tel: 07583 673321. Hereford. [GHW30R]

MODELS, COLLECTABLES, LITERATURE & DVDs WANTED



Britain's Ltd Farm / Autoway models, private collector would like to purchase a collection of, or individual, boxed originals preferred. Tel: 07879 475484. Woodbridge. [DEW24]



Wanted Britains Farm Models. Tel: 07724 453250. [JKW2]



Britains Power Farm and Ford models and sets wanted. Standard Ford TW25 and 8730 box sets also of interest. Interested if there are any Power Farm ex-shop displays out their also, other Britain's shop displays also of interest. Tel: 07805 363904. Tenbury Wells. [ABW31]



Wanted, anything E H Roberts, Deanshanger, nameplates, cast iron seats, spanners, catalogues, etc, top money paid. Tel: 07958 381278. Buckingham. [HIW54]



Old wind pump or windmill like the picture shows, any condition considered good price paid call. Tel: 01548 521278 Devon. [IJW58]

Toy model tractors, good prices paid, David Brown Cropmaster, Orange Nuffield 1950s, please call if you can help. Tel: 01327 261038. West Farndon. [FG]

BBC Countryfile magazines, early issues no 1 to issue 36, top cash paid, name your price! Tel: 01434 220496. Hexham. [DE]

Universal Hobbies Fordson Dexta 1960-62 UH2898, mint and boxed. Tel: 07770 995859 evenings. Shropshire. [HI]

Dowdeswell Roller mower brochure wanted, featuring the 6 foot and 8 foot models. Main mower body orange colour, with green top guards. Tel: 07770 995859 evenings only please. Shropshire. [FG]

Any of the following advertising literature, Wickham-Poole quick hitch transport system, James Jones Highland forestry equipment, CoTil cranes Barth, Hoes, Howard and Salmon trench diggers/drainage machinery. Tel: 01769 560634. Email: angaengin@gmail.com [FG]

NOTICES

Wanted farm 150 + acres, mainly arable would prefer 4+ bedroom house and modern buildings but not essential cash buyer most areas considered please call. Tel: 07814 312903. Worcs. [CD]

SERVICES



Heavy duty 1.5m tractor transport box, built by Arc One Engineering, highly durable paint coating. Reinforced steel frame comes with Cat 1 and Cat 2 multi pins, custom build to order, any size, any colour. Tel: 07484 876889. Axminster. [BCW149]



Land wanted, arable, pasture, and orchards or a mixture to metal detect, Kent and Sussex areas, generous fee to detect on your land, digs held on Sundays. To find out more, contact Medway History Finders or request a guide for at www.medwayhistoryfinders.co.uk. [FGW110]



4x4 wheel covers, custom made wheel covers to advertise your business or personal design, covers all 4x4 vehicles, since 1985, nationwide and Europe. www.wheelcover.com Tel: 01473 652940. [FGW154]



Character holiday cottage, sleeps 2 in historic Middleham, ideal base for exploring the Yorkshire Dales, good selection of pubs and tearooms close by, short breaks available all year. Owner maintained to a high standard. Tel: 01969 640010. Email: enquiries@oldcartmelcottage.co.uk and www.oldcartmelcottage.co.uk. Leyburn. [EFW43]



Burgess dealer decals, exact reproduction, as fitted to many classic tractors/machinery sold by this companies branches, 2x decals for £7.00 including postage. Email: carl.kaz@live.co.uk, call/text (eves only) 07493716090. Derbys. [CDW53]

Service and repair for Land Rovers, covering all models from Series 1 to the present day, servicing 20 mile radius of Knockholt, Nr Sevenoaks, Kent. Please call Knockholt 4X4. Tel: 01959 533305. [LA]

Tractor and light machinery transport service, 7.5t beaver tail lorry. Located south England, any UK location considered! Tel: 07857 147746. [EF]

Holiday cottage, sleeps family a four on dairy farm, on edge of Cotswolds midway between Gloucestershire and Bristol, only available in July and August. Tel: 01453 844852. [FG]

Signs for homes, farms, business and commercial applications for over half a century, working only with high quality materials, we produce a wide range of plaques using traditional & modern manufacturing techniques. Tel: 01493 751778. [F-E]

Haulage of all agricultural machinery, seven days a week good rates, no job too small, any size tractors, special loads. Tel: 07867 306845. Tenterden. [CD]

ADVERTISE HERE FREE
FOR DETAILS
SEE PAGE 145

Tractor Trader

Republic of Ireland classified section (If calling from UK please add 00 353)

TRACTORS FOR SALE

CASE



Case 85C, 2015, only 989 hours. Grassland tyres can be changed to standard wheels if not needed. Power shuttle, Dual Power, 95hp, front fenders, 2 manual spools, front weights, hydraulic hitch, VAT receipt. As new tractor with very low hours. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ7]

INTERNATIONAL



International tractor puller, 358 engine, Holset Hyper Max turbo, ringed gasket, ported head, twin disc clutch, p/s, hyd brakes, ready to go, also DT466 engine with adaptor plate to ZF IH back end, new turbo to match. Buyer collects. Tel: (0) 86 810 5042. Co Waterford. [GHW141R]

JCB



JCB 526S, 2004, 7,699 hours, turbo, manual joystick, hitch, very tidy, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ9]



JCB 531.70 Agri Super, 2005, 8,000 hours, hydraulic head stock, Q-fit head stock, hitch and air con, front tyres at 79%, rear tyres down, road gear (torque lock). VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ11]

NEW HOLLAND



New Holland T7.210, late 2016, new shape, 50k, air con, only 4,000 hours, manual spools, LED light kit, Michelin 650/540 tyres at 85%, passenger seat, air con, big mirrors, twin beacons, front fenders, weight carrier, VAT receipt, as new condition. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ1]



New Holland T6080, 2008, 5,800 hours, 40k, Range Command, full suspension, air con, joystick for spools, hydraulic push-out hitch, new 480/580 tyres. Mint tractor, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ2]



New Holland 8360, 2000, Range Command, front fenders twin spools, tyres at 50%, tractor just in from work, will clean up very tidy. No VAT. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ3]



New Holland TS100A, 2000, 7,800 hours, 40k, SLE, right-hand shuttle, air con, tyres at 80%, new hitch. VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ4]



New Holland T7/235, Dec 2015, 3,400 hours, 50k, Sidewinder, Michelin 30x42 tyres at 70%, front links, front fenders, air con, hydraulic push-out hitch, chrome exhaust stack. Mint tractor, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ5]



New Holland T6030, 2008, 5,800 hrs, 40k, 130hp, Dual Power, air con, hydraulic push-out hitch, tyres at 80%, manual lift, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ6]



New Holland T6040 Elite, 2011, 7,900 hours, 140hp, 16 x 16 SLE, cab suspension, front fenders, Quicke loader brackets. Can fit new X4 loader if needed. Mint tractor. No VAT. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ8]



New Holland T6040 Elite, 2011, 7,900 hours, 140hp, 16 x 16 SLE, cab suspension, front fenders. Lock & go Quicke loader brackets, can fit new X4 loader if needed. Mint tractor, no VAT. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [EZ3R]

New Holland TD5050, 2008, 4,000 hours, 100hp, manual tractor, no electrics, good tyres, very original. No VAT. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [CZ2R]

OTHER VEHICLES



Manitou 526 Turbo, 2004, 3,400 hrs, Manireach, manual joystick, rear hitch, very tidy & original. VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [HZ10]

IMPLEMENTS



Simba 4m twin ring press, hydraulic up-and-down, road gear, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [GZ3R]



Red tine harrow, €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [EZ7R]

PARTS



Ford Q cab and AP front lights. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [DZ9R]

Tail lights for steel wings, Ford 5640 to 8340, new. Ring for details. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [DZ]

PARTS WANTED

Front casting (tombstone) for Massey 399 4WD, 1000 Series engine, 8 stud axle. Tel: (0)86 2055949 or email: boolan.martin@gmail.com. Limerick. [GH]

Tractor Trader

Hundreds of tractors, implements and parts for sale in **Classic Tractor's** fantastic free classified ad section

PRIVATE ADS ARE FREE!!

There's no better place to advertise than the **TRACTOR TRADER** classified pages in **CLASSIC TRACTOR**.

And remember, private adverts are **FREE** and you can also have a **FREE** picture.

Complete the form below and post it to us with your photograph, email your advertisement to classifieds@sundialmagazines.co.uk or place your advert online at www.classictractormagazine.co.uk

If required, your photo (Jpeg only) should be sent as an attachment to your email message. In addition to the wording required, please provide your full name and address (not for publication).



**FREE ADS!
FREE PHOTO!**

Classic Tractor

Make sure you fill in all relevant parts of the form and please write/print **VERY** clearly.

CONDITIONS

FREE ADVERTISEMENT OFFER APPLIES TO PRIVATE ADVERTISERS ONLY. MAXIMUM OF TWO ISSUES, SUBJECT TO AVAILABILITY OF SPACE. TRADE ADVERTISEMENTS ACCEPTED AT £5 + VAT FOR UP TO 50 WORDS. TRADE PHOTOS £30 + VAT. PHOTOGRAPHS MAY BE EXCLUDED IF CONSIDERED UNSUITABLE FOR ANY REASON. WE REGRET WE CANNOT RETURN PHOTOGRAPHS. NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS OR THE NON-APPEARANCE OF ADVERTISEMENTS.

TRACTOR TRADER CLASSIFIED FORM

PRIVATE advertisers: up to 50 words FREE.

Photographs are FREE. Multiple entries accepted subject to space.

TRADE advertisers: £5 + VAT for up to 50 words per insertion. Photographs £30 + VAT each.

Post your ad or e-mail to: classifieds@sundialmagazines.co.uk

Free advertisement details cannot be taken over the phone.

I wish to place the following classified advertisement in the next 1 ☐ or 2 ☐ issue(s) of **Classic Tractor**

To appear under the heading of:

- | | | |
|---|--|--|
| ☐ TRACTORS FOR SALE | ☐ TRACTORS WANTED | ☐ PARTS FOR SALE |
| ☐ PARTS WANTED | ☐ IMPLEMENTS FOR SALE | ☐ IMPLEMENTS WANTED |
| ☐ OTHER (please specify) | | |

Tel: No: Town

Sundial Magazines (publisher of *Classic Tractor* magazine) would like to keep you updated about the latest offers, products and services. To receive these please tick the box. You can unsubscribe at any time ☐

Post this coupon to: **Classified Ads, Sundial Magazines Ltd,**
17 Wickham Road, Beckenham, Kent BR3 5JS
or e-mail your ad to: classifieds@sundialmagazines.co.uk

Important Notices

The Editor, Publisher or Printer cannot accept any responsibility for the quality of tractors, parts or services advertised in *Classic Tractor* magazine or for failure in payment, etc. Contracts are between the individuals concerned and no liability can be attached to Sundial Magazines Ltd or its officers. Particular attention should be paid by advertisers to the requirements of the Trade Description Act 1968 governing trade descriptions, especially when detailing accurate descriptions of goods offered for sale. The Business Advertisements (Disclosure) Order 1977 requires all advertisements by people who sell goods in the course of a business to make that fact clear. The responsibility for this lies with the advertiser. It is a further legal requirement that when VAT is to be charged, it is made clear whether VAT is included in the price shown or not.

I enclose my cheque/PO for £..... (payable to *Classic Tractor*)

OR, I wish to pay by ☐ ☐

Card number Start date or issue no

Expiry date..... Signature.....

PLEASE COMPLETE THIS FORM

Name

Address

Postcode

Tel. No.

Email

MACHINERY MISHAPS

Your chance to share your pictures of farming machines in trouble. Send us a picture and tell us what happened, and we'll do the rest. Each 'Mishap of the Month' wins £20!



Leicestershire farmer William Hibberd wondered what the loud clattering noise was at the end of the row. He looked around to discover that what had previously been a six-rotor Fanex 642 tedder was now packing one less rotor.

**MISHAP
OF THE
MONTH**



1



2



3



4

- 1 This New Holland went from trimming this hedge to becoming part of it after it lost its footing on a slurry-covered slope and slid into the undergrowth. That's the operator's explanation and he's sticking to it. Photo: Daniel Kent.
- 2 This mower man found himself in a tight corner, with no way out. He went down fighting mind you, with much forward and reverse shunting, spinning of tyres and rut-making, before bowing to the inevitable and admitting defeat.

- 3 As Peter Lenton, a 50-year veteran on the Oxtan Estate, discovered, there's a fine line between grabbing a few extra metres of sticky ground and getting away with it, or becoming well and truly stuck. Photo: Richard Cross.
- 4 Just think, if John Bousfield had not got stuck twice this spring, his son Martin would not have been able to take pleasure from sending us the evidence, and we would not have seen the family's lovely pair of working Fords.

There are some things
in life that are simply
unavoidable...

Don't let poor maintenance become
a risk to the operation of your machine

A well maintained automatic
greasing system will look after
your machinery all year round.

Groeneveld maintenance inspections

**Greasing System
Health Check
from £350**

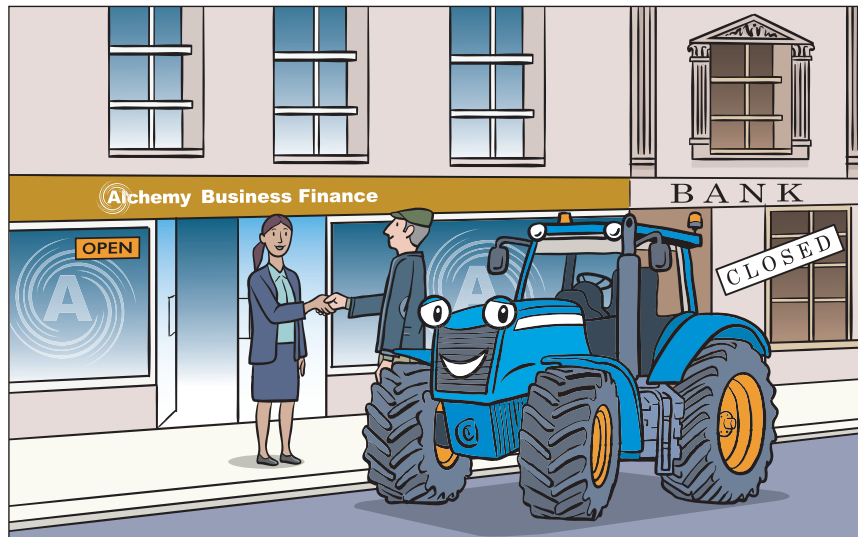
GROENEVELD-BEKA
LUBRICATION SYSTEMS BY TIMKEN

Lorna McDowell | T. 07896 318329 | E. l.mcdowell@groeneveld-beka.com

FARMING FINANCE

No matter what you need it for!

Equipment – Livestock – Feed – Fertiliser – Seed – Cash Flow
Diversification Projects – AgChem – Building – Debt Consolidation



There's a load of reasons to call us

- Finance from £10k to £5m
- Excellent rates
- Simple, quick phone application
- Tax efficient
- High street banks unsupportive
- Tenant farmers welcome
- 6 month to 5 year terms
- Decision within 24 hours
- Bad credit history, large debts – no problem!



Contact Dean Pollen on 07902 645650
or dean.pollen@abfltd.co.uk

Only available in England, Wales & Scotland

DON'T COMPROMISE

Choose the authentic tyre for your vintage tractor



Goodyear Farm Tires offer the most complete range of tyres for your antique tractor

- ◆ Having the right tyres can give your antique tractor the true-to-period look.
- ◆ Traction Sure Grip and Super Rib Vintage feature the original diamond pattern on the sidewall.
- ◆ With a broad range of sizes and styles, you can be sure we have the tyre to match the machine – whether it's a vintage John Deere, Massey, Farmall® or Case.

The specialist for vintage Goodyear Farm Tires

The British Rubber Company

Tong Park Garage, Otley Road, Shipley BD17 7QA

Tel: 01274 585427

www.britishrubberco.co.uk



MADE BY TITAN®

goodyearfarmtires.eu