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Welcome



NEW HOLLAND
AGRICULTURE
RUSSELLS



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DEALER STAFF PROJECTS



“Dowdeswell owners can be now assured that parts for their ploughs will continue to be available in the future”

AS ONE FARMING YEAR DRAWS TO A CLOSE, so another begins. What had been a golden tapestry of fields is rapidly turning brown as combines complete their work and cultivators are brought to bear on cleared ground.

The big news, if you are one of the many owners of a Dowdeswell plough, is that there is now a new point of contact for replacement parts for these machines. Well-known plough parts specialist Mark Weston of Westlake Plough & Tractor Parts of Peterborough, tells me that he has acquired Dowdeswell's former parts division. When what was known as Dowdeswell Parts Services ceased trading in February 2020, it was left to a small number of specialist dealers to provide parts continuity as best they could.

Following Mark's purchase of the former Dowdeswell parts business, which includes not only a huge stock of parts, but also the drawings, patterns, jigs and tooling, owners can be now assured that parts for their ploughs will continue to be available long into the future. Mark is planning to have the parts sorted and ready for resale in September, with the manufacturing of new parts, built to the original spec using the factory jigs, set to commence in January. Beyond that he is hoping to be in a position to assemble whole new ploughs from existing parts in early 2022. We wish him well with the venture.

Turning to other matters, the arrival of the NFU Mutual's Annual Crime Report always makes ominous reading. Although the cost of rural theft fell by 20 per cent in the UK in 2020, possibly due to the restricted movements brought about by the pandemic, it still amounted to a huge £43.3mn. The message is clear: stay vigilant and keep locking those doors and gates.

Finally, just as we went to press, auctioneer Howard Pugh of H. J. Pugh & Co called to tell me about a juicy sale he's holding for Richard Veitch near Hook in Hampshire on 22 September. There is a strong classic MF theme among the lots, with 11 of the 13 tractors on offer coming from the red and grey stable. Highlights include a full set of the original MF 'Red Giants' (130, 135, 165 and 175), along with an MF 178, 1080, Super 90 and 1100. With a good selection of classic MF implements also available, it should attract a good crowd.



Rory Day

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KEEPING IT CLEAN

Cumbrian farm with
spotless classic kit



Reader Rebuild Same Jaguar 95 Export

SIMPLY THE BEST SAME

A tired and tatty 1979 Same Jaguar 75 that had languished in a shed for years after being retired from work has been rebuilt into the finest example in the country by its long-term owner, Welsh farmer Aeryn Williams. He has been telling Simon Henley about the challenges he faced during the six-year rebuild of this Italian classic.



IF YOU HAVE A SHORT DRIVE for an excellent example of the past, there isn't a good chance you will be familiar with the Jaguar 95. Launched in 1979, this iconic range will have never featured a regular member of the Same range, sitting well alongside the likes of the Caterpillar 75. Launched by the time of the Jaguar 95's arrival at the end of the 1970s, Same (Giacca, Anconipolenta, Motol) producers had already earned itself an enviable reputation for producing well-built tractors fitted with reliable air-cooled engines and excellent factory-fitted four-wheel drive systems.

In the UK, the four-wheel drive model had initially been distributed by the specialist third companies of Bradfield Tractors and County Commercial Cars. The big players, namely Henry Ford, David Brown, Bedford and so on, all of whom had large UK factories, passed to these



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This stunning 1979 Same Jaguar 75 has been rebuilt into the best in the country.

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Front cover: Fendt Favorit 515C, fresh from a recent refurb, and Fendt Xylon are part of Herefordshire farmer Matt Barnett's five-strong fleet of modern classic Fendts, profiled in this issue. Photo: Simon Henley.

Main picture: The Palmer family's Case-IH 1594 and Case 2094, supported by Matthew Harper's Case-IH 1056XL, making silage the classic way at Whitehaven in Cumbria. Photo: Julia Bowes.

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FORD 7610

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Water Pump
£74.99



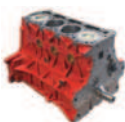
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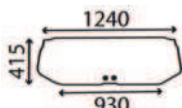
50601
Starter Motor
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50347
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2739
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FENDTS IN FAVOUR



Herefordshire farmer Matt Barnett first discovered Fendts as a student in the late 1990s. Impressed by the superior build quality and performance of the German machines, over the past 15 years he has put together an interesting collection of the company's modern classics. Simon Henley has been finding out more about Matt's fascination for Fendt, the tractors he now owns and the roles they play in his busy farming business.

G**ROWING UP** on his father's farm in Herefordshire, Matt Barnett drove an eclectic mix of Massey Ferguson, Ford and Case-IH tractors, all of which were purchased for their ability to squeeze between the rows of trees in the family's apple orchards. In fact, until Matt left home in the late 1990s to go and work for potato grower C. M. Mercer at Leominster, he had never even seen a Fendt tractor, let alone driven one.

With 1200 acres of land dedicated to growing spuds, there was plenty of opportunity for Matt to become familiar with the Fendt tractors favoured by the former Herefordshire potato grower. The Mercer fleet included a Fendt 924 Vario, two Fendt Favorit 818s and five Fendt 512s. It was while working there that Matt was infected by the Fendt bug, and he's never fully recovered.

"Fendt built the best tractors money could buy in those days," he says. "I can remember being blown away by the comfort, power and speed of the tractors on the road. There was nothing else to touch a Fendt at the time, and I developed a fascination for them that has remained with me ever since."

In 2004, Matt established his own business. Today, he farms 600 acres of grassland on which he grazes a 90-strong herd of pedigree Hereford and Speckled Park suckler cows and produces hay for sale. In addition to his farming enterprise, Matt also owns MRB Engineering, which specialises in the manufacture of farm buildings and bespoke harvesting equipment for the cider-fruit industry.

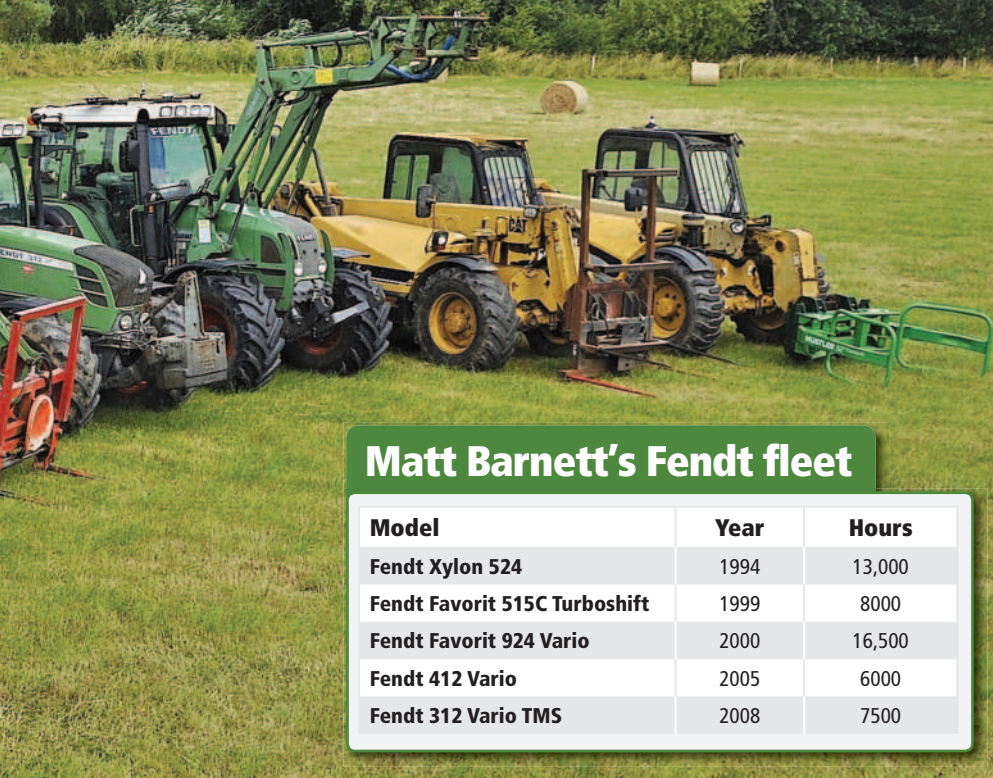
"My Dad (Roger) manages the home farm, which has 90 acres of apple orchards," explains Matt. "My brother Russell works in the engineering

business with me. The cider-fruit industry is an important part of the local farming economy and most of the equipment we use today is actually what we have developed and built ourselves.

"I bought my first Fendt, a 1998 Favorit 512C, in 2007. I fitted it with an RTK GPS guidance kit, which back then cost me more than the tractor! The RTK set-up was used for precision tree planting, which was unheard of at the time. Using the Favorit 512, I could plant 6000 trees in a day with pinpoint accuracy. I've still got the RTK unit, but the tractor was sold a few years back."

Favorit 515C

There are several Fendts in Matt's fleet today, but if you had to pick one out of the crowd, it would almost certainly be the 1999 Fendt Favorit 515C that has recently been refurbished by his lifelong friend Steve Hodges. Steve is a self-employed agricultural engineer who previously worked for machinery dealer Pallisers of Hereford. His 21-year tenure at Pallisers was at a time when the company was a Fendt distributor, and besides developing an impressive mechanical knowledge of all things Fendt, Steve also developed Fendt fever, to the



Matt Barnett's Fendt fleet

Model	Year	Hours
Fendt Xylon 524	1994	13,000
Fendt Favorit 515C Turboshift	1999	8000
Fendt Favorit 924 Vario	2000	16,500
Fendt 412 Vario	2005	6000
Fendt 312 Vario TMS	2008	7500



Above top right inset: Matt Barnett, left, with his pristine Fendt Favorit 511C, his son Alfie and his life-long friend Steve Hodges, who refurbished the tractor.

Above: Matt Barnett's frontline fleet of Fendt tractors and Caterpillar telehandlers, left to right: 1999 Fendt Favorit 515C, 2000 Fendt 924 Vario, 1994 Fendt Xylon 524, 2008 Fendt 312 Vario TMS, 2005 Fendt 412 Vario, 1998 Caterpillar TH62 and 2002 Caterpillar TH62.

Right: Matt Barnett was introduced to the prestige Fendt brand while working for C. M. Mercer in the late 1990s. This Fendt Favorit 818 was one of two operated by the business, which also owned a 924 Vario and five Favorit 512s.

a genuine Fendt front loader, so he bought a Favorit 512, onto which we fitted the linkage and Trima loader from the 515, in exchange for its front linkage system which had not been modified.

According to Matt, it took a long time to find a Fendt loader for the tractor.

"It was Fendt specialist Peter Rose at PHR of Rayne in Essex who eventually found one for me in Somerset," he notes. "I fitted it onto the Favorit

515 and we used it for several years, until the tractor's clutch failed.

"The refurb was only meant to be a mechanical overhaul and a tidy-up, as the fenders had started to rot through," admits Matt. "However, once Steve got started, it just seemed to escalate. Firstly, he replaced the main drive clutch and fitted a new bearing in the hydraulic pump idler gear. Then he overhauled the brakes and resealed the back-end.

point where he now owns three of the German tractors himself.

"The tractor I refurbished for Matt originally came from Scotland," says Steve. "Matt bought it from a local contractor who had fitted it with a Trima front loader, which to be quite truthful was a horrible thing to use.

"This generation of Fendt tractors had a front linkage system with integrated loader brackets," he continues. "Matt wanted to fit his Favorit 515 with





Above: The comprehensive two-year refurbishment of this 1999 Fendt Favorit 515C was completed a few weeks before our visit.

Right: Matt's gleaming 1999 Fendt Favorit 515C, fresh from its just-completed refurb, has already mown more than 250 acres this season. Power comes from a six-cylinder MWM 6.2-litre engine.

Systems tractor spec



A Fendt Xylon being demonstrated with an Eberhardt front press and rear power harrow at a press event in Germany in 1994.

THE FENDT XYLON RANGE, introduced in 1994, consisted of the 520 (110hp), 522 (125hp) and 524 (140hp). All three models were powered by 4.58-litre, four-cylinder turbo-intercooled MWM engines and equipped with Fendt Turboshift 44R/44R shuttle transmissions with a four-stage powershift and Variofill turbo clutch.

There were a generous 24 shuttle gears in the main working range plus 20 more creep speeds. The working range ratios provided speeds from 3-50kph, while the creep range covered 0.5-5.3kph. The top speed was a rapid-for-the-time 50kph.

Other notable features of the Xylon included front and rear load platforms, front and rear linkages with optional front PTO and electronic linkage control, front axle suspension with centre frame oscillation, front and rear axle diff-locking, a four-speed PTO, a full-width luxury cab with seating for two, and a tilting cab for ease of maintenance. At the time of its launch, the starting price for the range-topping 524 Xylon in the UK was an eye-watering £65,577. To put that into some sort of perspective, a Case-IH Maxxum 5140 (140hp) had a list price of £45,350 and a new entry-level JCB Fastrac 145 (145hp) cost £47,300.



"By the time he got to the cab, we realised it was in pretty poor shape, so it was stripped back to bare metal and completely rebuilt. That overhaul then turned into a full-blown cosmetic refurbishment which took a full two years to complete."

Having accepted that his Fendt Favorit 515C was in need of refurbishment, Matt decided he had better find something else fitted with a front linkage and a loader, so he had another tractor to use while the 515C was in-dock.

Xylon 524

"When I saw a Fendt Xylon 524 (140hp) systems tractor for sale, I just had to buy it," he says. "It already had a loader fitted, and it came with a front linkage and PTO, so I could also use it for mowing. Last year I did more than 500 acres of mowing and loaded more than 1500 round bales with my Xylon."

"Forward visibility is excellent and because the cab is a full-width design, a bit like an early JCB Fastrac, there's lots of space and it's also very quiet."

"The Xylon does take some getting used to though," adds Matt. "The tractor chassis has



Above: The cab interior of the Fendt Favorit 515C was stripped back to the bare metal shell and then completely refurbished.

a coupling in front of the cab, which allows the front part of the chassis to oscillate like a pivot-steer loader. It's quite strange to see the whole front-end twisting from side-to-side as you pass over dips or hollows, but it makes the tractor very stable when it's carrying a load."

The Xylon systems tractor represented a new era in Fendt tractor development and design. Unlike the established range of Fendt GTA range of tool carriers, the cabs of which were located at the rear of the chassis, the Xylon's cab was in the centre of the chassis with the engine tucked underneath.

When introduced in 1994, the Xylon was one of the most comprehensively-equipped tractors on the market, boasting a host of advanced new features, many of which we take for granted today (see 'Systems tractor spec' panel). On the downside, as well as being eye-wateringly expensive, it was criticised for its poor manoeuvrability and lack of power when fully laden with equipment or



Above: Matt Barnett's 1994 Fendt Xylon 524 loading bales of hay onto a trailer pulled by his year 2000 Fendt Favorit 924 Vario.

Below left: This first generation Fendt Favorit 924 Vario, built in 2000, joined Matt's working line-up four years ago. It is primarily used for transporting bales or cider fruit with a bespoke trailer.

Below right: This Fendt Xylon 524 was the fifth one built and it is believed to be the first example imported into the UK. Now surplus to requirements, Matt is considering its future.



implements. Had a more powerful six-cylinder version been available, it may have been a slightly different story. Ultimately, the Xylon was also too unorthodox for conservative UK farming tastes and subsequently, very few were sold in this country or Ireland.

"The tractor I own was an original UK import and I believe it was sold by Vaughan Agri in Somerset," says Matt. "The serial number is 524241005, which makes it production unit number five. It is also believed to be the very first Fendt Xylon imported into the UK."

Fendt 924 Vario

Another rarity in Matt's working collection of modern classic Fendts is his 21-year old Fendt Favorit 924 Vario (240hp). He purchased this tractor four years ago from local John Deere dealer, Tallis Amos of Leominster.

"It was standing in the dealer's yard, so I went to have a look at it," recalls Matt. "Having given it the once-over, I ended up bringing it home. We had been looking for a bigger tractor to haul fruit to the

local cider factories and the 924 Vario fitted the bill perfectly.

"In order to exploit its potential fully as a capable, high-speed 50kph haulage tractor, I built a bespoke trailer for it using a second-hand aluminium lorry body," he adds. "I designed the trailer with air suspension, air brakes and integrated weigh cells, so we can check the laden weight before we travel on the road.

"With the trailer full of apples, the combined weight of the tractor and trailer is just shy of the maximum permissible gross weight of 31t," notes Matt. "It's the perfect combination; the Fendt 924 pulls like a train and it uses just 20 litres an hour of diesel when it's travelling on the road, which is very economical.

"The 924 has almost become my go-to tractor," he adds. "Mechanically, it is in excellent order, but with 16,500 hours on the clock it is now becoming a little shabby around the edges and could do with a cosmetic overhaul. That's something I intend to do at some point in the future.

"The 924 was part of the first generation of Fendt 900 Series Vario tractors. The build-quality and high standard of engineering has made these

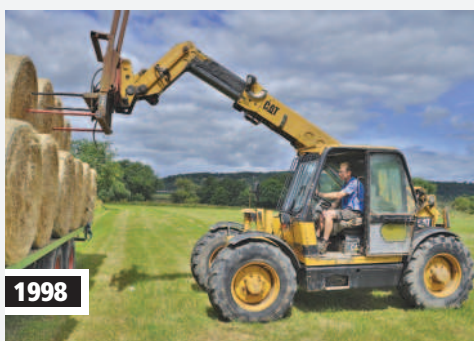
machines an appreciating asset. More and more people now want these early 900 Series Vario models, and it's easy to see why."

312 Vario TMS

There are two more Fendt Varios in Matt's fleet, both of which come from a slightly more recent era. The smallest member of his Fendt-line-up, a 13-year old 312 Vario TMS (120hp), joined the business three years ago. This compact four-cylinder tractor was deliberately selected for its later Vario TMS specification, which allows the Vario gearbox to be controlled at a pre-set engine speed using either the joystick or the foot throttle.

Matt explains why he opted for this particular TMS-equipped model. "The 312 is used during the fruit harvest on a tree shaker," he says. "This operation requires the driver to stop at every tree, so the machine can shake the apples loose. It's a continual stop-start job and when you're averaging 3000 trees a day, being able to control the tractor's movement progressively with the throttle pedal makes life much easier."

Multiple telehandlers



1998

Matt Barnett owns two Caterpillar TH62 telehandlers. His oldest machine, dating from 1998, has done 7000 hours.

MOST OF MATT'S TRACTORS are front loader-ready, which is a pre-requisite for fruit farming. Given the abundance of loader tractors, it is a little surprising to discover that also he runs no less than four telehandlers, namely two Merlos and two Caterpillars.

One of the Merlos is used for moving metal and materials in the engineering workshops, while the other unit goes out on-site erecting buildings. For general materials handling around the farm, Matt uses two Caterpillar TH62 telehandlers, the purchase of these machines being influenced by his time working at C. M. Mercer.

The TH62 has a 106hp CAT 3054T four-cylinder turbo engine 106hp and a four forward/three reverse powershift transmission with a top speed of 32kph. Tipping the scales at 6.7t unladen, its maximum lift capacity is 3000kg and it has a maximum lift height of 7.6m.

"Caterpillar produced the TH62 model from 1996 until 2002," says Matt. "These old CATs are well-built, with bullet-proof engines, and they're comparatively cheap to buy compared to new machines. To my mind, you can never have enough handlers for lifting and loading. When we are busy, I have one telehandler in the field and one on the farm. There's nothing worse than having to run about unnecessarily."



2002

Built in 2002, this Caterpillar TH62 has done a modest 5000 hours. Owner Matt Barnett describes the TH62 as a bullet-proof model that's cheap to run.



Left: This compact Fendt 312 Vario TMS is mainly used on a tree shaker during the autumn apple harvest. The TMS system allows the Vario transmission to be controlled using the throttle pedal.

Right: The Fendt Favorit 924 Vario and Fendt Xylon 524 were among the most technologically advanced and expensive tractors on the market in the mid-1990s. They are both rare in the UK.



Above: This Fendt 412 Vario, a 2005 model with 6000 hours clocked, joined the fleet last year. It was bought specifically to haul fruit trailers, but has become a real all-rounder, taking on a variety of other tasks.

412 Vario

The second of Matt's newer generation of Fendts is a 412 Vario (120hp). This 2005-registered machine was bought last autumn specifically to use for hauling fruit from the apple harvesters. However, its compact dimensions and punchy engine have since earned it a reputation as a versatile and capable all-rounder. It has been used for general loader work around the farm and this summer it has been busy tedding and raking hay, and hauling bales.

Matt's five Fendts represent only part of the extensive fleet of equipment and tractors used by the Barnett family across their respective businesses. Many of the other machines that work in their orchards are bespoke designs which have been developed and built from years of experience growing their own apples and contracting for other producers in the area. Later this year, **CLASSIC TRACTOR** will be making a return visit to look at the family's fleet of four self-propelled apple harvesters later this year. Two of these units are based on DDB chassis of the 1980s, while another

is built on a Cleanacres chassis. The remaining harvester, which is smaller than the others, is equipped with Land-Rover axles and a hydrostatic drive and engine from a DDB self-propelled unit.

"One thing I will say," concludes Matt, "is that if you are using older tractors, you need plenty of them around to share out the workload. Older machines are much simpler and generally quite reliable compared to some of the modern tractors, but they still develop niggling faults. I also like having one tractor on one implement. That way, when we are busy, we can jump from one tractor to the next without having to continually swap implements over, which can take a lot of time. It also helps to keep the hours down on the tractors and makes them last longer.

"Personally, I still think the older Fendts we are using today were some of the best tractors ever built," he confidently states. "I also get a real kick out of driving them and because of this, I'm sure there will be classic Fendts working here for a long time to come."



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PRE-HARVEST PROCEEDINGS

Normally there's a lull just before harvest, but that hasn't been the case with the Suffolk Bunch – our group of modern classic farm machinery enthusiasts – whose activities in July included spraying, mole-draining, fitting new track chains, fettling a Ford 70 Series and operating a Cat crawler with a scraper box. Coverage of all the action is once again provided by group member and journalist Chris Lockwood.



JON HAYNES'S unique John Deere 2250 based self-propelled sprayer was in action again in mid-July, spraying host farmer Angus Hamilton's spring linseed, which he established back in April using big classic power (**CLASSIC TRACTOR** August 2021).

The sprayer had already been fitted with Standen 12.4R46 row-crop wheels in readiness for this work, allowing it to run down the tramlines without damaging the crop. The row-crops have a bigger diameter than the sprayer's wide wheels so they also increase its ground clearance when working in taller crops from late spring onwards. This time it was being used by Jonathan Tunmore, who spent much of this spring operating a sprayer for local contractor Rob Cannell, to apply a late flowering fungicide to the linseed, primarily to prevent botrytis infection.

"It's an interesting little thing," says Jonathan,

about the sprayer. "It's based on a nice little tractor, which sounds good. It's nimble on its feet and handles well. The steering is rather interesting – you've got to get your head around it a bit, how it reacts – and I found that it's better to go slowly when turning on the headlands and steadily steer round the curve.

"The steering lock isn't quite as good as that of Angus's Bateman RB26, which does turn really tightly, but being articulated, Jon's sprayer turns in such a different manner that you can't really expect it to be as sharp, although it's not that far off," he observes. "The boom rode really well, although I noticed that if you went a bit too hard it would flap slightly, although it was good while travelling at 11kph. You wouldn't think it has done 16,000 hours as it has been very well looked after, especially inside the cab.

"It is a very well thought-out machine," adds

Jonathan. "You can see it really would have had a place back when it was made in 1989/90, and it still does have a place, even today. It will be well-suited to spraying off stale seedbeds before drilling and for pre-emergence work post-drilling, when you just want to travel lightly without making a mess, plus it wouldn't matter so much where you turn. Even if it sat on its big wheels all year just for that sort of work it would be a handy tool. I'm really looking forward to having it out in the autumn.

"I've done a lot of spraying with hydrostatic-drive sprayers for years," he continues. "You get used to going at a sensible sort of pace in the field and slowing down on the ends, but without a rate controller on the 2250 you haven't got that ability, which you have to take into account. So you can understand why spraying speeds were not that fast in the 1980s, before hydrostatic transmissions became popular.

"I can also understand why people used to spray twice around the headlands as well, as there's quite a lot to do on the ends





Moling the marshes

Left: Swapping the sprayer's standard wheels for its narrower set of Standen 12.4R46 row-crops enabled it to run down tramlines without damaging the crop of linseed.

with the throttle, section control and Hi-Lo splitter all being on separate controls rather than one joystick, so you're quite busy. The whole ethos of spraying has changed so much in the last 20 years. Back then, a 3000-litre machine was a big sprayer, now you see 8000- and even 12,000-litre monsters. But it's come at a cost.

"I remember when I first drove a combine we never had problems breaking the lifters, because the spraying was done with a relatively lightweight Bateman RB15," notes Jonathan. "Now I'm following a 36m Agrifac, which is considerably heavier and leaves deeper tramlines that you can't always see, especially on headlands, and as a result you start breaking lifters and knife sections."

Left inset: Jonathan Tunmore, who was driving the sprayer on this occasion, said its 24m Hardi boom rode very well at a forward speed of around 11kph.

Below: Jon Haynes's unique John Deere 2250-based self-propelled sprayer went to work again in mid-July, spraying host farmer Angus Hamilton's spring linseed.

Rory Poacher using Jonathan Tunmore's Claas Challenger 55 with a Miles single-leg mole drainer on some marshes near the Suffolk coast. Jonathan can be seen walking behind to check that the mole is catching the gravel backfill of the drains.



Above: To mitigate the Claas Challenger's nose-heavy balance and maximise its grip, an additional weight block was carried on the rear linkage.

Above right: Jonathan opted for his Claas Challenger 55 for working on the marshes, rather than his larger flat-track Challengers, due to its lighter weight and shorter track length, with the overall aim being to minimise the damage to the grass.

WITH A NUMBER OF CHALLENGER rubber-track crawlers now in his ownership, Jonathan Tunmore is planning to undertake a reasonable area of contract mole draining this season. His campaign kicked-off in early July with some grass marshes.

The combination chosen for this task was Jonathan's W-registration, 270hp Claas Challenger 55 and Miles single leg mole drainer. The operator for most of the time was Suffolk Bunch's increasingly regular helper, Rory Poacher.

"I was asked to mole drain some marshes at Butley, near the Suffolk coast," explains Jonathan. "The customer was concerned about weight; he didn't want to hammer down and compact the tender soils, and wanted a single-leg machine to do the job. So we opted for the Claas Challenger 55.

"The marshes are in grass and are used to produce haylage, and obviously when they're cutting close to the ground they don't want to be raking up stones and soil, so I thought the Challenger 55's shorter track length would make less of an impact when turning.

We also used the GPS guidance so that we could work in lands, missing two or three bouts, to reduce the tightness of the turns and stop the tracks scuffing.

"We lifted the mole out while it was still in a straight line," he adds. "By doing this, the heave caused by the leg and expander emerging was minimised and the tracks were pulling equally without any slip. We then reversed, making sure one of the tracks ran over the heaved area to push it back down, and turned under minimal load.

"We also carried a weight block on the linkage to help balance the tractor, as they do tend to sit a little nose heavy," notes Jonathan. When working through a green crop, like grass, there is a tendency for a track to slip, and the extra weight helped maximise the grip. Another reason for choosing the Challenger 55 was because it has the best set of tracks. It pulled it without any issue at all in sixth gear at about 1500rpm. This allowed us to travel about 4.6kph, which was nice and steady, and just right for forming a good mole channel."



Scraper box sojourn

Right: Back in mid-July, Jonathan Tunmore spent a fortnight operating a Caterpillar D8K and Rome R89H scraper box for earthmoving contractor A. J. Morris, helping to construct an irrigation reservoir.

THEY SAY THAT a change is as good as a rest. In mid-July, Jonathan Tunmore spent two weeks operating a Caterpillar D8K with a Rome R89H scraper box. The outfit was one of three identical combinations that earthmoving contractor A. J. Morris was using to construct a 55,000cu.m. irrigation reservoir. It allowed Jonathan to fulfil a longstanding desire to use a large steel-track crawler with a scraper box. This ambition stemmed from memories of a reservoir being constructed during his time as farm manager for Foskett Farms on the Suffolk coast.

"In 2007 we had a reservoir installed at the Kirton Estate," recalls Jonathan. "I think Pryors did the work, and they had a pair of Cat D9Gs and a smaller Komatsu on scraper boxes. The D9s were absolutely massive. I remember taking a photo of my Toyota Hilux parked beside one, and it looked so small in comparison. I thought at the time that it would be nice to have a go on one, and thought the same when I saw Adrian Morris working at Blaxhall a few years ago. Adrian has a reputation for keeping everything smart and doing a good job, so when I saw he needed a driver for a D8 and a box locally, it was a good opportunity to give it a go, especially with harvest being a few weeks later."

Caterpillar introduced the first Series K version of the D8 in 1974 to replace the long-running D8H. At the time, Cat claimed that the D8K could easily out-perform early D9s in many applications, and that its field studies



had shown it offered a 10 per cent dozing production advantage over the D8H. Compared to the previous version, the D8K boasted more power (300hp) from its 20.5-litre D-342 engine, a larger capacity radiator, steering clutch and brake control combined in the same levers, a thicker main frame and an uprated transmission. The exhaust was re-routed with the muffler mounted on the bonnet further away from the cab. A modular ROPS cab was offered, which was more comfortable and could be specified with air conditioning. Later versions benefitted from spacer plate engines, with an additional plate between the cylinder block and cylinder head instead of counter-bores machined into the block to support the cylinder liner support flange. Powershift and direct-drive transmissions were offered. The trio operated by A. J. Morris are all powershift 66V Series models, made at Caterpillar's Glasgow plant in 1981.

"Adrian's three D8Ks are very tidy machines," notes Jonathan. "They're certainly a lot quieter in the cab than my D8H. They are 40-year-old tractors, yet they feel absolutely fine. They handle really well, especially with the power-assisted brakes and you don't actually have to touch the brake pedals. And with a torque converter as well, they are just so incredibly forgiving."

"I think I would rather be driving something like this than a modern machine, as it's just pure power," he adds. "They've each got something like 60,000 hours on them, so they've done their fair share of work and it's a real testament to how well they've been looked after."

"Although I had some D8 experience from my own tractor, I was completely new to running a scraper box," points out Jonathan. "The D8Ks are big machines, but the scraper box is just under 4m wide and will hold almost 20cu. m., and it can draw you to an absolute standstill. When you first see a D8K up close and



personal, it seems just monstrous. They're big huge brutes, and you would honestly think it would pull a house down, and in agricultural terms they will pull almost anything.

"But of course, everything in farming is designed to let soil flow through it, so it's nowhere near as brutal," he states. "When you see a D8, which weighs over 20t, just stopped – physically standing still with its tracks scraping – it's pretty epic. You leave it in second gear the whole time and just need to get the depth right when you're filling the scraper. If you let it in too deep it will just stop, so you lift it out a bit and she will keep on going. The window to see into the box is quite small so it's not really very easy to judge how much you're getting in, but you get more used to it, and I guess someone who is incredibly experienced would know exactly."

"To get a big load on you need to be pushed by a dozer," notes Jonathan. "In good going, you can get a good load on without a push, but you have to be strategic and set your runs out in a nice straight line and gradually fill it up with a continuous flow of nice thin layers, otherwise it doesn't want to come out again at the other end."

Top right: As well as push-loading the scrapers, A. J. Morris' 200hp Caterpillar D6T LGP dozer was also levelling the deposited soil on the banks of the new reservoir.

Above right: Even with 300hp under the bonnet, to get a full load on the scraper, especially when working in harder clay, the Caterpillar D8K needed some assistance. On this occasion, the shove was provided by a Cat D6T LGP dozer.

Below: The Caterpillar D8K and scraper box that Jonathan was operating is one of three almost identical set-ups in the A. J. Morris fleet. This D8K has done an estimated 60,000 hours, but is in exceptional condition, having previously had a thorough rebuild.





"Many of the same principles carry over from agricultural tasks," he adds. "You have to give everything you do a bit of forethought, much like using a rubber-tracked crawler. It needs to be going in a straight line, because it won't pull on just one track if you try to turn – it's as simple as that."

"It was nice to do something different and challenge myself," concludes Jonathan. "And it was nice to see the guys who really know what they're doing, like Dennis who was on the D6T pushing me. He is absolutely mustard and just a joy to watch. The dozer does exactly what he wants it to do and it seems so effortless."

"As well as helping Adrian out, it was also a useful training exercise for me, as I've never had anyone give me any guidance on my own D8H. So it was useful to work with some highly-experienced and respected guys and see how they look after kit. I'm very grateful to Adrian for the opportunity, and I believe he is always keen to hear from potential new operators if anyone wants to work with plant."



Spending time with 8770



Above: Angus Hamilton has been carrying out some maintenance to his recently-acquired New Holland 8770, in readiness for using it for autumn cultivations. The work has included replacing a front axle driveshaft oil seal.

AS YOU WOULD EXPECT on an arable farm in mid-summer, Suffolk Bunch host farmer Angus Hamilton has been busy preparing for harvest by carrying out jobs such as cleaning grain stores and readying machinery for the forthcoming cultivations campaign. In addition to these routine seasonal tasks, he has also been working on his 1996 New Holland 8770, which he acquired earlier in the year (**CLASSIC TRACTOR** April 2021).

"Most of machinery has now been through the workshop," says Angus. "We've also carted some LimeX out to the field and I've mown around the field

margins and edges so that we don't bring any weeds in with the combine.

"As things stand currently, I don't think I have any wheat closer than three weeks away from being fit," he notes. "So having been given extra time due to what will be a later-than-normal harvest, we decided to spend some of it getting the 8770 ready for ploughing. This work has included replacing a leaking oil seal on the four-wheel drive prop shaft, access to which could only be gained by removing the tractor's main diesel tank. We've also put the sixth furrow back on the 5+1 Dowdeswell DP7 plough in anticipation of using it with the 8770."

Below: To gain access to the front axle drivetrain, the 8770's main fuel tank to be removed.



Changing the track chains



Left: Dave Williams' 1985 Caterpillar D6D SA VHP looks bare without its track plates, some 36 per side, removed, in readiness for changing the track chains.



CATERPILLAR STEEL-TRACK CRAWLERS seemed to be a bit of a theme for Suffolk Bunch members during July. While Jonathan Tunmore was off driving a Caterpillar D8K, Dave Williams was busy fitting a brand new set of track chains to his 1985 Caterpillar D6D SA VHP in readiness for this year's contract mole-draining campaign.



This job involved removing all 72 track plates, splitting the old chains and sliding them out, fitting the new replacement chains and bolting the track plates back in place again.

"The old chains were knackered," explains Dave. "I bought my D6D knowing that at some point they would need replacing, and after a full season moling with it, here we are. It definitely wasn't going to do another year as the chains were going to fall apart.

"I decided that trying to turn the pins and bushes would be a stupid waste of money," he states. "I don't think I'll even turn them when the new chains start wearing – I'll keep running them until they start showing significant signs of wear, so basically running them to death. The purists out there will think that's mental, and I know I won't be getting the utmost wear out of them, but I think that the cost of turning them versus just a straight replacement would be detrimental, and I would be better off cutting my losses.

"Every track-plate bolt had to be loosened with a 6ft length of scaffold tube," adds Dave. "Changing the chains was hard work, but not actually too bad to do. The worst bit was getting the old ones off, because they were so sloppy they wanted to pinch your fingers. The new ones were stiff and not too bad to pull around with a block and tackle. I chose DCF chains because they were the cheapest sealed and lubricated track chains I could find. They are a wearing part.

"At the moment, the idlers are showing wear, but

the bottom rollers are very good, so the new chains will see out the life of the rest of the running gear. The next time the chains are changed, the running gear will need rollers, idlers and sprocket segments."

As well as the chains, the grousers were also not surprisingly worn down, which had started to affect the Cat's ability to grip. To remedy this, Dave welded an extension onto each grouser to bring the total height to 70mm. This obviously had to be done individually, on all 72 track plates, and it proved to be a time-consuming exercise.

"It's one of those jobs that you think you will have all winter to do, but in reality I ended-up doing two days of solid welding," says Dave. "I don't think I would do it again. I would just replace the track plates with new ones, as two full rolls of Mig wire have gone into the grousers. I'm hoping it's going to be time well spent as it should make a huge difference to the grip."

Left: After considering various options, Dave purchased a set of brand new DCF sealed and lubricated track chains for this Caterpillar D6D.

Below left: As well as fitting new track chains, Dave has been busy MIG welding extensions onto each of his crawler's 72 track plates, to build up the grouser depth to 70mm.

Below: The D6D's existing track chain were showing considerable signs of wear and would not have lasted for the duration of this summer's mole draining season.



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SIMPLY THE BEST SAME

A tired and tatty 1979 Same Jaguar 75 that had languished in a shed for years after being retired from work has been rebuilt into the finest example in the country by its long-term owner, Welsh farmer Arwyn Williams. He has been telling Simon Henley about the challenges he faced during the six-year rebuild of this Italian classic.



I F YOU HAVE A SOFT SPOT for air-cooled Same tractors of the past, then there's a good chance you will be familiar with the Jaguar 95.

Launched in 1979, this stylish orange and blue model became a popular member of the Same range, selling well alongside the likes of the Centurion 75, Leopard 85, Panther 90, Tiger 100 and Buffalo 130.

By the time of the Jaguar 95's arrival at the end of the 1970s, Same (Società Accomandita Motori Endotermici) had already earned itself an enviable

reputation for producing well-built tractors fitted with reliable air-cooled engines and excellent factory-fitted four-wheel drive systems.

In the UK, the four-wheel drive market had initially been dominated by the specialist Ford conversion companies of Roadless Traction and County Commercial Cars. The big players, namely Massey Ferguson, Ford, David Brown, Nuffield and IH, all of whom had large UK factories geared to mass





Above: The Same Jaguar's Siac cab has been refurbished to an extremely high standard by Arwyn, who used a donor tractor's cab interior as a template for the new cladding.

Above right: The Same Jaguar 95 Export made its UK debut at the 1979 Royal Highland Show. Powered by a 94hp Same five-cylinder air-cooled engine, it slotted into the range between the Panther 90 (90hp) and the Tiger 100 (102hp).

Left inset: Arwyn Williams, a farmer and plant hire specialist from Glanannan, near Carmarthen, bought his Same Jaguar 95 in 1986 and ran it for over 20 years.

Left: Following a painstaking refurb, this Same Jaguar 95, owned by Arwyn Williams since 1986, now looks as good if not better than it did when it was new back in 1979.

production, were happy to allow smaller companies to cater for the then-niche four-wheel drive end of the market, representing as it did less than 1% of total sales in the early 1960s.

Times were changing and by the end of the decade, more customers were starting to appreciate the benefits that four-wheel drive could bring, especially on steep hills, and also when working on heavy and wet soils. Most of the British four-wheel drives were conversions of existing tractors, usually Fords, which was fine to a point, but did lead to some design compromises, particularly with regard to manoeuvrability.

This enabled the likes of Zetor and Same, both of whom offered tractors with very neat factory-fitted four-wheel drive systems, to gain a foothold in the UK market.

The industrial unrest that was prevalent across the UK at this time didn't help the cause of the domestic manufacturers, with the resultant very long delivery times causing many customers to look elsewhere. Among the overseas manufacturers to benefit from this during the mid-1970s were Same, Zetor, Deutz, Belarus and Fiat.

During this period, Same tractors, powered by robust air-cooled diesel engines, continued to gain popularity with farmers throughout the west of England and Wales, areas of the country where there were some very steep hills and valleys that could not always be safely traversed by two-wheel drive tractors.

It was against this backdrop of a steadily rising demand for four-wheel drive tractors that Same was able to double its tractor production during the 1970s. In 1981, it produced more than 27,000 units, close to the combined outputs of both David Brown and IHGB. The company also acquired its Italian competitor, Lamborghini, and the Swiss tractor manufacturer Hurlimann, these purchases leading to the creation of the Same-Lamborghini-Hurlimann group in 1979.

The Same Jaguar 95 was developed and introduced during a period of prosperity for the Italian manufacturer, so it is perhaps no surprise that this particular model is considered one of the finest models to be produced during this buoyant period of the company's history.

The Jaguar 95 was powered by a 5.2-litre, five-cylinder, air-cooled diesel which produced a healthy 94hp at a rated speed of 2200rpm. Drive to the wheels was provided by a manual-shift four-speed, three-range gearbox, which incorporated a mechanical ratio splitter controlled by a lever to the left of the operator's seat.

The four-wheel drive system had a centre drive-shaft which rotated at a high speed to reduce torque under heavy loads. The Jaguar 95 also included modern features such as power steering, hydraulically activated two-speed PTO and oil-immersed disc brakes. The neatly-styled Q-cab, made by Siac of Italy, came with tinted windows and an Eberspacher heater to provide warmth on winter days.

Past history

All of which brings us on nicely to the Same Jaguar 95 owned by Carmarthenshire farmer Arwyn Williams. He is the fifth generation of his family to farm at

Glanannan, near Carmarthen, and he also runs a successful plant hire business, Gelli Plant, from the farm. The land, extending to 120 acres of grassland, is used for rearing beef cattle.

"My family were blacksmiths, so there's a strong tradition of engineering on this farm," reveals Arwyn. "My family were most famously known for designing the Royal Defiance bicycles during the Victorian era. The British army used Royal Defiance bicycles in South Africa during the Boer War, and from 1902 we also built Royal Defiance motorcycles."

Arwyn's passion for farming began when he was a young man. Shortly after leaving school, he began contracting for local farmers, initially using a Fordson Super Major that belonged to his father. After several years of scrimping and saving, in 1986 he was able to purchase a 1979 V-plate Same Jaguar 95 Export with 2000 hours on the clock. The Same, then seven years old, cost £6750.

"The Same Jaguar was a revelation in comparison to the Fordson Major," he recalls. "The engine pulled like a train. I used it for mowing, tedding and baling during the summer and then for hauling spoil with a dump trailer all winter. That's how I got started in the construction business."

"I used the tractor for 20 years and it never let me down," he adds. "It was the change to operating New Holland tractors with 40kph gearboxes and air-conditioning in the cab that prompted the retirement of the Same, but I never had any intention of selling it. I always knew that one day I would restore it."

Work underway

Arwyn parked up his old Same, by then looking somewhat the worse for wear, in the back of his shed in 2007. It would be another eight years before he decided it was time to return it to its former glory. Work on the refurbishment began in 2015, mainly taking place on rainy days when Arwyn wasn't able to do his day job.

Owner's photo album

BEFORE



This is what Arwyn's Same Jaguar 95 looked like in 2015, just before work began on its full refurbishment. It was cosmetically challenged, to say the least.

ENGINE



The Same's five-cylinder air-cooled engine had done over 9000 hours, but was in good health. It was treated to new head gaskets and crankshaft seals.

NOSE CONE



A new 'old stock' nose cone, believed to be the last one in stock, was sourced from a dealer in Italy, along with two brand new cab doors.



Above: Fitting oversize Continental radials to the original rims has given this Same Jaguar 95 a more purposeful stance. Arwyn opted for 480/70R24s on the front and 520/70R34s on the rear.

Above centre: A fully refurbished Same Jaguar 95 is a rare sight in the UK. This model, despite proving popular with UK buyers, has been largely overlooked by collectors.

Above far right: LED roof lights front and rear and a CB radio antennae are updates of improvements that were originally made by Arwyn back in 1986.

Below: A diesel-fuelled Eberspacher D1L air heater provides warmth in the cab on cold days. Located above the engine on the nearside of the bonnet, the heater is controlled using an in-cab thermostat, inset.



One of his first tasks was to source the replacement parts he needed. His tractor's front nose cone was beyond repair, so he started shopping around. His enquiries led him to Same dealer, G. Brian Jones, of Bishops Castle.

"I remember complaining to Mr Jones at the Royal Welsh Show that I could buy Fordson Major parts almost anywhere, yet I couldn't find any Same components," he recalls. "Shortly afterwards, I received a phone call stating he had located a brand new original nose cone and cab doors at a dealership in Italy. He believed it was the only set in existence and suggested I order them immediately, which I did."

However, frustrated by the lack of other parts, Arwyn put his work on his Same Jaguar to one side and turned instead to restoring a David Brown VAK1 which had belonged to his father, the late David John Williams. This tractor held huge sentimental value, having been purchased by his father brand new in 1947, and Arwyn was determined to complete its refurbishment before he continued with his Same.

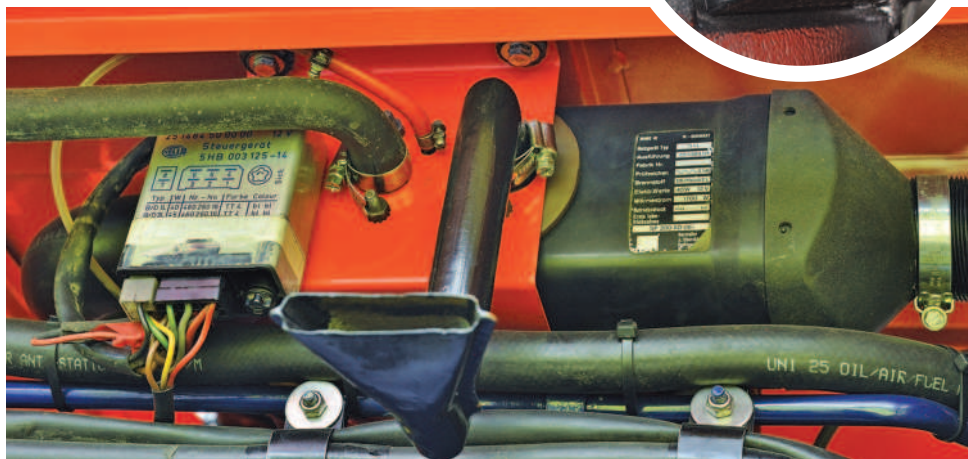
Once the David Brown was finished in 2018, he decided it was time to refocus on the rebuild of his Same Jaguar 95. His enthusiasm for the project received a boost when he received a chance phone call from a farmer with another Jaguar 95.

Arwyn already knew about the existence of this tractor, and had offered to buy it some years earlier. At the time the owner wouldn't sell, but following the failure of its engine, he decided to reconsider Arwyn's offer.

"He had really looked after the tractor and it was in very tidy condition," says Arwyn. "Even though the engine had blown, I decided it would make a brilliant parts donor for my own tractor."

"Having bought it and got it home, when I checked the serial numbers to my absolute amazement I discovered it was just one digit different to mine," he continues. "It turns out the two tractors had literally rolled off the production line at Treviglio in Italy one after the other."

Having stripped his tractor down to its underwear, Arwyn started to focus on its mechanical components.





The engine, despite having clocked well over 9000 hours, was still in remarkably fine health. To prevent any potential problems in the future, the individual cylinder pots were treated to new head gaskets, before being cleaned and sandblasted. The engine crankshaft seals were also replaced.

"I decided to fit a new clutch, but the flywheel was scored," he says. "The solution to this problem was to use the flywheel from the donor tractor with the blown engine. The flywheel on that tractor was in perfect condition, so I was able to fit a brand new clutch assembly which now works perfectly."

His attention then turned to the transmission and rear axle, which were inspected and re-sealed. The front axle received similar treatment, in addition to new pivot bushings as the originals had become worn and misshapen after many years of use.

Cab & cosmetics

Turning to the cab, the donor tractor once again turned out to be a useful purchase," "I used its cab window frames, which I then fitted with the original tinted glass from my tractor says Arwyn. "All the glass, including the door windows, is the original glazing which came with my tractor.

"Both tractors were equipped with an Eberspacher D1L diesel air heater, which is fitted under the bonnet," he explains. "This was required to heat the cab because the engines were air-cooled, so there was no engine coolant to provide in-cab heat.

"Neither of the heaters worked, but I was able to use parts from the donor tractor to get the one on my tractor operational. It now works perfectly, and even responds to temperature adjustments made by the thermostat dial in the cab."

Having restored several tractors during the past decade, Arwyn has become quite fastidious in his approach to dismantling and refurbishing the original sheet metal and tinwork. His Same was no exception.

Right: Siac of Pontirolo Nuovo, near Treviglio, Italy, made the quiet cab that was fitted to the Jaguar 95 and other Same models of the same period. The Centurion and Jaguar shared the same cab.

Below: A driver's eye view of the dashboard. All the controls and gauges have been meticulously refurbished by owner Arwyn Williams.

Below right: The roof cladding has been restored to the same high standard as the rest of the cab interior. Note the correct 1980s-style radio speakers in the rear of the cab roof.

Every double-skinned panel on his Jaguar 95 was unpicked, so the corrosion which had developed between the unpainted panels could be repaired and etch-primed before being carefully reassembled and stitch-welded back together. The same technique also applied to the bonnet support struts and the fenders on the cab.

Having painstakingly repaired the cab structure to prevent rust from re-establishing itself behind the sheet metal on the tractor's double-skinned inner fenders, Arwyn fitted grease nipples at strategic points so he could inject corrosion inhibiting Waxoil between the panels. Exposed surfaces behind the wheels have been protected using underseal, which was then painted.





Left: Replacement cab window frames came from a donor tractor. The tinted glass is the original factory-spec and was re-used from Arwyn's own machine.

Right: The Jaguar 95's top speed of 34kph (21.1mph) was nippy for the time. This tractor is no stranger to road work, having spent many years hauling spoil with dump trailers.



With a large workshop at his disposal, Arwyn decided to paint his tractor himself, using Same orange paint which he had colour matched and mixed by a supplier in Swansea. Every square millimetre of metal was fastidiously painted, with a level of skill which even a professional painter could not fail to admire. A brand new Same Jaguar 95 would never have looked this good in 1979.

Repairing and painting the shell of the dishevelled cab had taken a huge amount of time and effort. However, its interior presented a further challenge, one that could only be met through hard graft and resourcefulness. With no replacement cab interior parts to be found anywhere in Europe, Arwyn was forced to use the interior from his donor tractor as a template to make a new one for the machine he was rebuilding.

"The cab interior proved to be very challenging," he admits. "The cab trim on my tractor had completely deteriorated and the interior of the donor tractor was shabby at best. I spent a lot of time searching for the right materials, so I could get the interior as close to original as possible.

Below: Every one of the double-skin bodywork panels was unpicked, allowing the corrosion between the unpainted panels to be eliminated and the surfaces to be etch-primed.

"I had to remake the fibreglass panels onto which the trim is attached, and then cut the vinyl to size," adds Arwyn. "The vinyl material that I used to reproduce the cab interior, along with the necessary fixtures to install it, was supplied by Cab Parts at Crickhowell.

"The floor mat is close to original as I could source, but it's not quite OEM," he continues. "Underneath the mat, I added sound proofing which also helps to insulate the cab. I also repaired the wiring loom, refurbished all the gauges, levers and switches, and reconditioned the dash console. Every inch of that cab was taken apart and rebuilt. It was truly a monumental job."

Having slowly started putting his tractor back together, the next stage of the project involved sourcing items such as cab and bonnet decals, door rubbers and a new exhaust stack. Arwyn also wanted to re-install the upgrades he had originally made to his tractor back in the 1980s. This included adding roof lights – which were upgraded to LED units – and the installation of a CB radio complete with roof-mounted antennae.

"The door rubbers and exhaust were supplied by J. Rees & Sons at Llandovery. They were very helpful, and found lots of the little parts

I would have struggled to get anywhere else," he

says. "Lotus Designs made the bonnet emblems to the exact original specifications, which included mounting the decals onto an aluminium trim-strip which is then attached to the engine cover. The cab interior decals were produced by a local firm who used images of the originals to match them."

You don't see too many refurbished Same tractors here in the UK. Most of these Italian machines were overworked and under-appreciated workhorses that were flogged to death, then abandoned under a hedge until they rotted away. That's just one of the several reasons why this 1979 Same Jaguar 95 Export is something very rare and very special.

The verdict

The standard of workmanship that has been applied to this Same Jaguar 95 by its owner, Arwyn Williams, can only be described as exceptional. The result is what must surely now be one of the finest examples of a Same Jaguar 95 in existence today, not just in the UK or Ireland, but also in the rest of the world.

This is a grand tribute to all the air-cooled Same four-wheel drive tractors of yesteryear. Their considerable contribution to European farming has been overlooked for far too long, and this majestic Jaguar 95 might just help to raise the brand's profile among the collecting fraternity.

This sparkling Same won't be going out to work again, but it won't be totally wrapped up in cotton wool either, says Arwyn, who is looking forward to taking his tractor on a road run and also to a show or two in the future.



Useful contacts

Parts and service items: J. Rees & Sons, Llandovery. Tel: 01550 721810.

SDF dealer: G. Brian Jones, Bishops Castle. Tel: 01588 638647.

Miscellaneous parts: Metcalf's Agricultural Engineers, Preston. Tel: 01995 61166.

Cab trim and parts: Cab Parts & Accessories Ltd, Crickhowell. Tel: 01873 811810.

Decals: Lotus Designs, Northern Ireland. Tel: 028 29541332.

Paint & supplies: Independent Paint Supplies, Swansea. Tel: 01792 784078.

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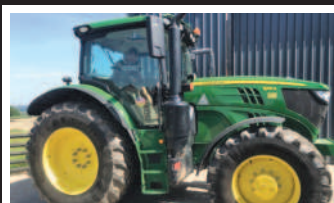
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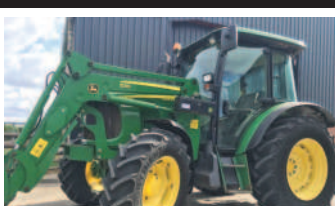
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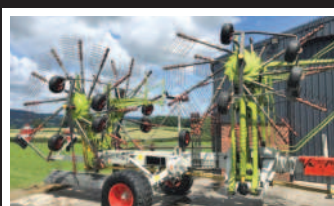
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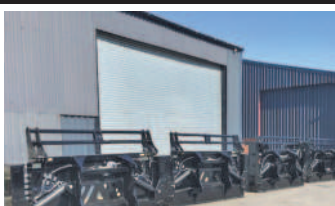
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FIAT CLUB DAY GOES WELL

Almost 100 vintage and classic Fiats gathered at the town of Wezuperbrug in the Netherlands, close to the German border, when members of the Fiat-CNH-Tractorclub took their classic tractors on a 40-mile road run, reports Erik Koolhof, who participated with his own 1973 Fiat 640.

The starting point for the road run was at the farm of Jan Klasen, whose yard is home to his large and impressive collection of Fiat farm equipment and cars, the latter being displayed three deep on shelving in the barn that houses his collection. The tractors attending the run included orange models and later terracotta-livery machines, mostly from the classic era, but also including a couple of more recent New Holland examples.



There were tractors of all sizes, ranging from a little Fiat 18 from the 1950s through to a flagship 180-90 of the 1980s/90s. Among the rare models taking part were a 1960s Fiat 415 four-wheel drive, a 1970s 500 Special, a 540DT and a 640DTH. One of the notable tractors in the Klasen collection is a Fiat 70C crawler that had been used by the Dutch civil service in land reclamation work at Ijsselmeer, the former Zuiderzee, creating new farmland in Eastern and Southern Flevoland.

The run covered 40 miles of roads and tracks with a halfway stop for lunch at New Holland dealer Tijms in the town of Geesbrug Drenthe, before participants headed back to Jan Klasen's farm, where there was ample opportunity to view the tractors before enjoying a good dinner.



PLAN FOR RARE VICTORY IS REVEALED

A rare British-built Lely Victory combine with a 14ft folding header is returning to work this summer with North Yorkshire farmer and classic combine enthusiast Jonathan Cooper, reports David Laley.

Lely Victory combines rarely come up for sale, yet remarkably this 1977 MkIII example had been on the market for almost 20 years, with little interest being shown until it was bought by Jonathan Cooper earlier this summer. The Victory model, built under license from Lely by Fisher-Humphries in Wiltshire, was powered by a 135hp Perkins 6.354 engine. This particular machine was bought new by contractors J. E. Clifford & Sons of Slingsby, North Yorkshire, as the replacement for a Ransomes Crusader.

Despite its quirks, the Victory became well-liked by the Cliffords and it remained in use until it was replaced by

a three-year-old New Holland 8080 in 1988. It was barn stored for 10 years before being sold in 1988 to farmer, contractor and second-hand machinery dealer Craig Avison.

However, he soon acquired other classic-era combines, so the Victory was put back for up sale. It remained unsold for 20 years until Jonathan Cooper, based only 20 miles away at Potter Brompton, bought it to add to his growing fleet of classic combines. He already owned a Massey Ferguson 520 and had originally gone to Craig Avison's yard to look at an MF 535 combine.

"When I saw the Lely, I thought it would be great to preserve it and put it back to work on my farm," he explains. "The Perkins engine runs lovely, and other than needing some minor header repairs, it shouldn't take much to have it working again."

News briefs...



Fendt in marathon

■ City of Derry YFC is celebrating its 60th anniversary with a 24-hour ploughing marathon with a difference on 10-11 September at Eglinton, writes Sandy Cox. The club set out to find a 60-year-old tractor to use, but initially the only machines they could find within their budget needed a lot of work. Then club president David Devine discovered a one-owner 1961 Fendt 12 for sale in Germany. He snapped up the tractor and had it transported to Northern Ireland. Equipped with a two-furrow Ransomes TTS59 plough, it will work for 24 hours from 2pm on 10 September. Joining it for the final two hours will be Gorthill Farm Contractors' powerful modern Fendt Varios. They will be attempting to attempt to plough as much ground in that time as the 12 does in 24 hours. The event is raising funds for the Northern Ireland Air Ambulance.



Events coming up

■ After over a year with almost no action, a number of autumn working events are being planned. The Field of Friends working day on 5 September, near Spilsby, Lincs, is aiming for an impressive line-up of high-horsepower tractors as well as vintage, classic and modern classics. Contact Gavin Motley: 07789 427756. The Blue Force Tractor Club has a working weekend on 11-12 September at Lilbourne, Warwickshire, on 120 acres of stubble. E-mail: simonmog406@virginmedia.com or call Simon Perry on 07967 461021. Finally, the Bradworthy & District Ploughing Match at Coombe, Monkleigh, Devon, on 11 September has Deutz-Fahr, Same, Hurlimann and Lamborghini as its special theme. Contact Edward Brown on 07899 825511.

News briefs...



Deere is big seller

Classic tractors made some very impressive results at Cheffins' Vintage Machinery Sale in July, reports Sandy Cox. One of the biggest talking points was the sale of a 1993 John Deere 4755 for £40,500, this being a new UK record price for this model, and the also first time that a John Deere had topped the bidding at one of Cheffins' vintage auctions at Sutton. The tractor was in lovely ex-farm example and had clocked just 4193 hours. A number of restored classics also sold exceptionally well. A 1982 Ford TW-30 that had been subject of a recent full refurbishment made a record £35,000; a 1980 Muir-Hill 121, also refurbished to a high standard and with the benefit of a recent engine rebuild, went for £32,000; and a 1982 IH 1255XL and 1985 IH 1455XL, both of which had been treated to nut-and-bolt restorations, made £30,500 apiece.

FORD IS HIT WITH FORAGER

A Ford 8240 SLE has just completed its first work outing in the hands of its new owner, reports David Winthrop. The fresh-looking Ford was given a good workout by its new owner, John Marston, a New Holland dealer salesman and blue tractor enthusiast from Carlisle in Cumbria, during a bout of second-cut silage making on the Little family's farm at Rowelltown in Cumbria.

Working with John's period New Holland 719 trailed forage harvester, the 8240 SLE roared up the fells of north Cumbria, emitting a magnificent sound from its six-cylinder turbo engine. Thanks to its retro-fitted TB

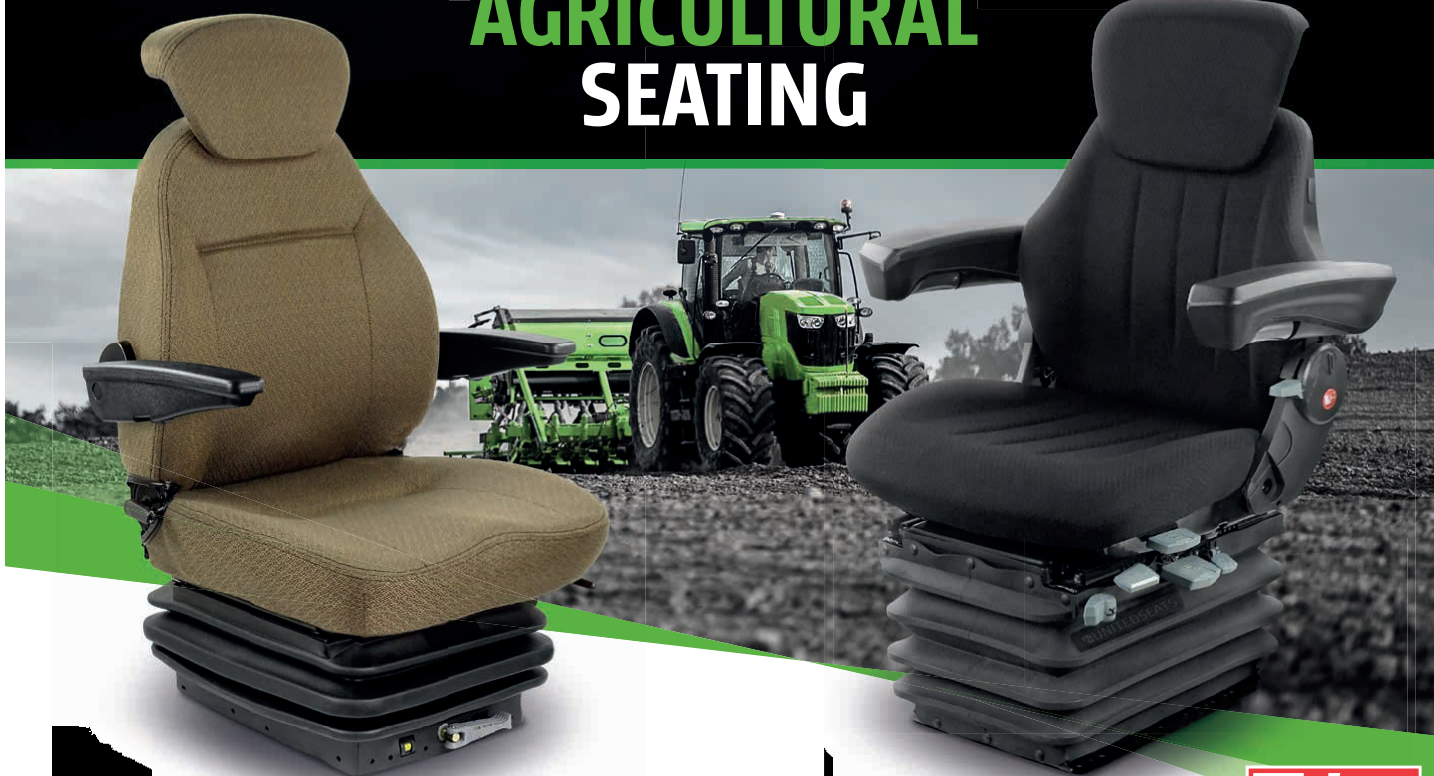
turbo, the 6.6-litre Powerstar engine in John's 8240SLE now produces an estimated 140hp at the flywheel and a healthy 125hp on the shaft, giving it easily enough poke to boss the New Holland 719 harvester.

The 8240, now with 14,500 hours on the clock, was originally supplied new by the Penrith branch of local dealer Lloyds. It had two previous owners before joining John's collection of working classics in December 2020.

It was working alongside the host farm's equally immaculate 18-year old New Holland FX40 self-propelled forager. Between them, the two harvesters successfully cleared 160 acres of silage in just over a day.



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COST OF GPS KIT THEFT HAS DOUBLED

While the cost of rural theft to the UK fell by 20 per cent in 2020, to an estimated £43.3mn, as Covid restrictions stemmed the movement of criminals in the countryside, there was only a small drop in the cost of agricultural vehicle thefts, writes Sandy Cox.

The latest annual Rural Crime Report from insurer NFU Mutual also highlights the rise in the theft of GPS equipment, the cost of which doubled to £2.9mn. Agricultural

vehicle thefts, including tractors, totalled £9.1mn in 2020, down by two per cent. However, the fact that there was a reduction of 8 per cent in the number of claims indicates that the value of individual vehicles being stolen was actually higher.

Although the total value of quads and ATVs stolen fell in 2020 by 14 per cent to £2.5mn, a similar level to 2018, criminals appear to be targeting more expensive models. Thefts of side-by-side utility terrain vehicles of the Gator type rose to account for 14 per cent of all ATV and quad thefts compared to 11 per cent in 2019.

Over the past two years, NFU Mutual has invested over £850,000 in the fight against rural crime, including a police UK-wide agricultural vehicle

crime tracking and recovery unit. The National Vehicle Crime Intelligence Service co-ordinates farm machinery theft intelligence between NFU Mutual, police forces, Border Force and Interpol. In Scotland, NFU Mutual is a member and funder of the Scottish Partnership Against Rural Crime. In the current year a further £430,000 is being invested in carefully targeted rural security schemes.



News briefs...



Sale of auctioneer

■ International machinery and plant auctioneer Euro Auctions, with headquarters at Dromore, Co. Tyrone, is to be sold in a £775mn deal to Canadian firm Ritchie Bros. The deal, which is expected to be finalised at the end of the year, will see Euro Auctions' employees and brand name being retained. Euro Auctions was established in 1998 by Derek Keys and other members of the Keys family. It has grown into a business operating in 14 countries. In 2020 it sold goods worth a total of £484mn in 60 auctions at nine locations in the Britain, Northern Ireland, Germany, Spain, the United Arab Emirates, Australia and the USA. Members of the Euro Auctions management team, including Jonnie, Lynden and Trevor Keys, will continue to be involved for a minimum of three years.

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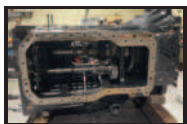
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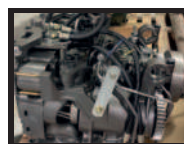
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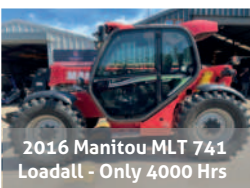
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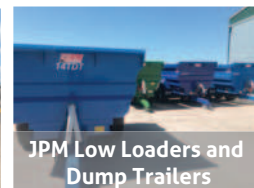
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Farm with ex-field test MF

I'M CONTACTING YOU in the hope that one of your readers may be able to shed some light on the background to our Massey Ferguson 4270, which I am led to believe was an ex-factory field test model.

It arrived here in the Republic of Ireland back in 2003/2004. We bought it from the then local MF dealer at the time, C. Lyons Tractor Sales in Co. Galway. The salesman was Michael Brennan, who now works for MF and Fendt dealer McHale Machinery, a subsidiary of McHale Engineering, at its Co. Galway branch. Whenever I see him again I must ask him if he knows history of the unit, before it came into the possession of his former employer.

It has been on our farm since February 2005 and has covered around 2800 hours during the intervening years. As far as we know, it was originally given or sent to Dromone Engineering to assist with the development of the pick-up hitch for the MF 4200 Series.

It has an 'E' prefix on its serial number (E14999), which would have denoted a 1996 build (the MF 4200 Series was launched in May 1997). We found a workshop job card for the tractor, dated 13/01/00, which described it as an 'Ex-field test machine for Dromone'.

The serial number plate on the engine also does not follow logic as it doesn't have a family code stamped on it and has a strange build number. The serial number is suffixed by the letter 'B' (33170PL01U628114B), which also indicates the engine was manufactured in 1996. We previously found some difficulty in getting a reputable diesel shop to service the injectors following a fuel pump issue, and they were not able to source the correct nozzles at the time. Subsequently we found out that the same nozzle code was used in a variant of the Perkins engine fitted to the MF 4270's predecessor, the MF 399.

The only major work it has needed during its time with us have been two or three clutches. The famous range spring gave up two years ago and we have had the fuel injection pump overhauled and the injectors cleaned. We upgraded to an air seat last year and we have also fitted a genuine third remote valve kit. We have also adapted and fitted a hydraulic push-back pick-up hitch from the MF 6200/6400 Series. The main reason for the latter modification was because my elderly father, who still enjoys farming, was finding it difficult to hook up trailers, etc. We went down the route of modifying an MF 6400 Series pick-up hitch to give us the hydraulic function and we wouldn't be without it now.

If there are any ex-Banner Lane employees from that era who remember our tractor from its field test days, it would be great to hear from them. We would really like to know how many 4200 Series field test machines were built and what made them different from the production units.

■ **Tom Mannion, Co. Galway.**

Editor – One of our regular correspondents, Jeremy Burgess, worked in Massey Ferguson's engineering department at the Banner Lane factory between 1990 and 1995. When asked about the company's procedure for identifying its field test tractors, he said: "All MF field test tractors had a number on the bonnet, prefixed with the letters 'FTT' (Field Test Tractor). This would be stencilled-on in black or white paint quite crudely. Some machines had their number in white marker on the fuel injection pump too. Have a look for this; the number would be in the late 900s or early 1000s by this time. The dealer may have removed it though. Also, MF 4200 Series field test tractors had hand-made cab cladding, particularly the plastic consoles, as the tooling was a long lead time so only full production machines had the final cab trim. Look for differences in the trim compared to later production machines. MF did work closely with Dromone Engineering on hitches and it is highly possible this tractor was sent to Dromone for development work. Once done, there would be no need to ship it back so it would have been offered to the local dealer network for onward sale."

Large area in a day

READING YOUR 'Creating a spectacle' article about a 90-acre (36ha) field that was cultivated and drilled in one afternoon by the Suffolk Bunch (**CLASSIC TRACTOR** August 2021), reminds me of a bet that someone made in the marketing department at Massey Ferguson in the far-off days of the 1970s. The bet involved whether it was possible to drill 100 acres (40.47ha) in a day.

The challenge was taken up by the company's field test department, which was still doing work on the well-proven MF 30 drill in all its various combinations. Arrangements were made to drill the 100 acres with a two-wheel drive MF 595 and a 30-row MF 30 grain and fertiliser drill, with a drilling width of 5.24m. I can't recall the location of the field, but it wasn't far from RAF Benson in Oxfordshire. The 100-acre block had been prepared beforehand. Drilling started early in the

morning of 4 March 1976, and although the seed and fertiliser was to hand in 1cwt (50kg) sacks on a trailer at the headland, the driver had to do all the loading on his own. The job was done in eight hours 58 minutes, which we considered to be pretty good going.

However, a further inevitable challenge was then thrown down: could the same area later be harvested during the hours of daylight? This was handed to MF's demonstration section, with the man chosen for the task being one of the combine experts. The combine was a Canadian-built MF 760 with a 20ft (6m) non-Powerflow header table.

The harvesting task was accomplished just about within daylight on 29 July, according to my diary. Sadly, I don't have any information on the variety of spring barley or the yield, although I know yields were not all that spectacular that year. I had the doubtful privilege of being back-up driver, but I wasn't needed. Driving honours were not for sharing! Nevertheless, it was an interesting day, if only because there was the opportunity to go up in a helicopter.

■ **Richard Blair, Long Itchington, Warwickshire.**

MF farm workforce

IN HIS RECENT ARTICLE 'Shooting the 500 Series', former MF photographer Ted Everett referred to some of the photographic work that took place at the company's Park Farm at Stareton in Warwickshire.

After leaving Moreton Morrell Agricultural College in June 1973, I spent the summer of that year working on a local farm to Stareton, on what was then part of Stoneleigh Estate.

After spending the 1973 harvest driving an old Claeys New Holland combine with no cab, I started working for MF at Park Farm in the October. I remained there until I went to work in the company's field test department at nearby Stoneleigh in October 1975.

Griff Jones, the manager of Park Farm at the time, was a great character and very welcoming from the very start. He even helped me to get digs with a local lady at Ashow, on another part of the Stoneleigh Estate.

As well as Griff, the other employees at Park Farm in 1973-1975 consisted of John Dowdeswell, who was the foreman, John Adams, who went on to be an instructor at MF's Stoneleigh training school, and myself. Prior to my arrival, Peter Ceci, who also became an inspector for MF, had also worked at Park Farm.

We regularly went down to the nearby Royal Showground at Stoneleigh to get our lunch in their subsidised canteen, even though we had a canteen at Stareton. There was never any shortage of MF kit available to us for the farm work and we even had access to Hanomag-made MF construction equipment, if required.

■ **Jim Frost, Broadway, Worcestershire.**

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Left: Host farmer Matt King was raking grass with one of his Ford 8210s and a Pottinger rake. This very tidy 10,000-hour tractor is currently for sale.

SOUTH-WEST WORKOUT

Classic-themed silage days, pioneered by enthusiasts in Ireland, are catching on. Earlier this summer, a group of classic farm machinery owners from the south-west of England joined forces to gather 60 acres of silage at Axbridge in Somerset. Zach Anderson, whose Ford 8210 was on silage trailer duty, rounds-up the action and provides background on the machines that did the work.

A**FTER MONTHS OF PLANNING** and preparation, a group of keen, like-minded farmers and enthusiasts from the south-west of England staged a very special classic-themed silage-making day on 12 June.

The host for this event, beef farmer Matt King from Axbridge in Somerset, laid on a 60-acre block of new grass leys. A new silage pit, complete with an earth-bund and a concrete base that was laid only a week before the pit was required, was constructed especially for the event.

The silage-making day was deliberately kept private and low-key due to the prevailing Covid regulations, but it is hoped that a similar working day, one where the public will be welcome, will be able to

take place in the future, when it's finally safe to do so.

The machinery, all from the classic and modern classic eras, consisted of four self-propelled harvesters capable of covering the acres quickly, four trailed New Holland foragers, and a plethora of older tractors and period trailers.

Most of the pit work was carried out by Olly Seymour's modern classic John Deere 7810 equipped with a front buck-rake. Later in the day, the gleaming John Deere stepped aside to allow a Massey Ferguson 85.205, the only new or even remotely new machine in attendance, to keep on top of the growing mountain of grass. Mowing and raking were being carried out by two Ford 8210s – one owned by host farmer Matt King and the other by Mark Babbage from Congresbury.

Once the sun had risen from behind the picturesque Mendip Hills, it wasn't long before there was a buzz in the air as the multitude of classic self-propelled harvesters and tractors were brought to life by their owners. There then followed a brief safety talk from host and organiser, Matt King, and then it was time to roll out the plastic sheets in the pit, in readiness for the arrival of the first trailer load of grass.

Initially, progress out in the field was a little slow, mainly as a result of the harvesters' rusty internal chopping parts taking a little while to shine themselves up after periods of enforced inactivity. But once the cobwebs had been dusted off, all the machines ran flawlessly, without any major breakdowns. With so many forage harvesters working at the same time, keeping on top of the torrent of grass that was being hauled to the pit by a stream of period trailers proved to be quite a challenge. Full respect to the men on the pit for pushing-up and consolidating all that grass.

Eight hours later and it was all over, as the multitude of classic machines, mustering over 2000hp between them, completed their task of clearing the 60-acre block of silage ground. It had been a fantastic day. If there is another event like this in the future, it is the organisers' hope that they will be able to share it with members of the public.

Finally, **CLASSIC TRACTOR** extends its thanks to host farmer Matt King for providing such a great venue, as well as all the owners and drivers of the machinery for their time and co-operation.

Below: There was a sizable Ford and New Holland contingent among the machines participating in the old school silage day at Axbridge in Somerset. This line-up consisted of, from left, a Ford 8700, 8100, 8210, 7910, 7810, New Holland 2405 and 1905, Muir-Hill 121 Series II, Ford 8210, 8210, TW-20 and 8210.





AT THE TIME OF ITS INTRODUCTION, the New Holland 819 was advertised as the revolutionary new high capacity harvester designed and built to fulfil the needs of the largest farmers and contractors. It was boldly claimed to be the most cost-effective precision-chop machine on the market.

The 819 was designed for working with higher-hp tractors up to 175hp. It could be used with three, four, six or 12 knives to give a chop length of 5-60mm. Optional extras included an electronic metal detector and horizontal spout adjustment, as well as a hydraulic trailer hitch for loading a towed trailer.

There were two New Holland 819s working at the Somerset silage event. Chris Stuckey was using the 819 he recently acquired from a local dealership behind a Ford 7810 that has been on his family's farm from new. This tractor, one of the last new tractors sold by former Ford dealer L. F. Jewell from its Redhill branch, has amassed a modest 5000 hours, and has only recently received a set of fresh tyres.

This tractor's main jobs at home were powering a Mengele SH30 precision chop trailed forage harvester as well as slurry tanker work. It is now retired and is part of Chris' growing collection of classics.

The trailed harvester was steadily being eased into work by Chris, and once shined-up and into its stride, it was making his Ford 7810 release

a pleasing bark. Chris' previous experience using trailed foragers was apparent as he loaded trailers with precision and ease throughout the day, even when working in some wet heavy swaths.

Working alongside the Ford 7810 and New Holland 819 combination was Chris' Ford 8100 and Teagle Titan 7 trailer. The 8100 has been in his ownership for 15 years and during that time he's treated it to sympathetic refurbishment. The Teagle Titan trailer has been on his family farm from new and is still in regular use.

The second New Holland 819 working at the event is part of Martin Evans' collection. He purchased his harvester through a local dealer, and prior to that it had spent many hears as the main forager on a farm near Ilminster in Somerset. During its time with a previous owner, it suffered extensive damage after a rogue

Left: Chris Stuckey was using the 5000-hour Ford 7810 Generation III that has been with his family from new with his newly-acquired New Holland 819 harvester. Carting was being handled by Chris' Ford 8100 and his family's one-owner Teagle Titan 7 trailer.

Below: This New Holland 819 precision chop forager is a recent addition to Chris Stuckey's collection. The Teagle Titan 7 trailer it was loading was purchased new by Chris' family, as was the Ford 7810 on the front of the harvester.

fence post that had found its way into the swath entered the chopping mechanism. Parts from an earlier red-painted 819 were used to carry out the repairs, hence the multi-colour parts on this harvester.

Martin was using his New Holland 819 behind his refurbished Ford 7910. When he first came across this 6700-hour tractor back in 2018, it was located in France and was destined to be broken for parts. It was imported through Quantock Tractors of Taunton, Somerset, and thoroughly rebuilt by Martin the following winter. It has since attended numerous shows and road runs, but this was its first proper field workout.

At the silage event, the Ford 7910 and New Holland 819 were being used to side-load a 10t grain trailer pulled by Martin's Ford TW-20, as well as the author's Ford 8210 and an 8t Fraser trailer kindly loaned by Tim Westworth. After being gently eased back into work, the rusty forager, which had previously stood idle for several years, put in a good performance, while being operated in turn by Mike Pattern and Martin Evans.

Below: Martin Evans' fully refurbished Ford 7910 and New Holland 819 harvester side-filling a 10t Armstrong trailer that was being pulled by Martin's Ford TW-20. Mike Pattern was driving the 7910 and Marcus Barrcott was on the TW-20.



New Holland 1905



Silage day host Matt King has owned his 1993 New Holland 1905 self-propelled harvester for about a year. It is seen here side-filling a trailer pulled by Mark Gracie's Ford 7910 Force II.

THE 300HP NEW HOLLAND 1905 self-propelled forage harvester, introduced in 1990 as a replacement for the 1900, was a popular machine with larger farmers and contractors. Consequently, a number of these harvesters are still active today.

This particular example, a 1993 model with 4000 hours on the dial, has been owned by silage event host farmer Matt King for about a year. This was the first time it had seen action for a while, and after a gentle start to allow its internal organs to shine-up, it spent the remainder of the day steadily filling trailer after trailer

with effortless ease, while at the same time emitting a fantastically sweet roar from its DAF KS221 engine. Matt's machine is fitted with New Holland's Metalert metal detecting system, as well as the Adjustamatic knife and shear bar sharpening system.

When new, this forager would have cost £90,600, plus a further £6100 for a 2.8m grass header. Another £1945 could have been spent on a cab heater and air-conditioning unit. Now considered to be desirable collector's items, New Holland 1905 harvesters in good condition are worth £10,000-£15,000.



New Holland 719



Host farmer Matt King's Ford 8210, one of four of these models in attendance, was paired with a New Holland 719 harvester. The 719 had not worked for some time, and it took a while for its internal parts to become shiny again.

THE NEW HOLLAND 719 trailed precision chop harvester was a sister model to the 819, but slightly smaller and aimed at farmers and contractors with more manageable areas to cover.

This particular 719, like the 819 that was working at the event, is fitted with all the extras. The harvester and the 7500-hour 1990 Ford 8210 that was powering it have both been owned by host farmer Matt King for the past three years.

Claas Jaguar 682S



This Claas Jaguar 682s forager and Case-IH Maxxum 5140 Plus, a perfect modern classic pairing if ever there was one, belong to Rob Jenkins of Nailsea, near Bristol.

THE CLAAS JAGUAR 682S self-propelled harvester was introduced in 1989 as a replacement for the Jaguar 675. Powered by a 10.5-litre Mercedes-Benz 215hp engine, the 682S was the smallest model in the Jaguar 600SL range. Compared to its predecessor, the 682S had a new cab and a revised chopping system that used Claas' 'V' cutting cylinders with two rows of angled, overlapping, staggered knives to give a better, more-consistent chop length.

Back then, these machines were ahead of their time. The Jaguar 628S had a new, more comfortable cab and more powerful engine than its predecessor and proved to be a good all-round machine for farmers as well as contractors. This 1991 machine, owned by Rob Jenkins from Nailsea in north Somerset, has covered 3600 hours.

New Holland 400



THE NEW HOLLAND 400 was a down-to-earth, low-cost precision chop forage harvester aimed at smaller livestock farms. Thanks to its unique in-line design, this neat and compact harvester measured no more than 6ft wide. Consequently, compared to traditional 'fold out' harvesters, it was much easier to move along narrow lanes and roads.

Output of the New Holland 400 when working with the recommended tractor size of 75hp was claimed to be 25-50t/hour. The compact dimensions were achieved by positioning the main harvesting elements on top and behind each other, in order to keep them within the width of the 'delta' frame. As well as a hydraulic hitch for loading attached trailers, the chute on the New Holland 400 can be rotated 200 degrees to enable side loading to take place when working on awkward ground. Unfortunately for New Holland, the in-line concept never took off in the late 1980s. One of the reasons for this was that its narrow pick-up couldn't cope with heavy swaths, as was evident during the silage event.

Classic machinery enthusiast Martin Evans

purchased his New Holland 400 from Guy Hearmon near Andover. It was said to have come from one of the largest dairy farms in the UK, and was apparently destined for the scrap yard before being saved for preservation. Very few of these New Holland 400 harvesters survive and it is rare to see one working, let alone in such nice, original condition.

Martin was using his New Holland 400 behind the impressive Muir-Hill 121 Series II that he fully refurbished for Harry Rhodes in 2015. This was the first time the two machines had worked together. It took a while for the harvester's internal chopping parts to shine up, but when they did, it was singing away.

Martin's New Holland 400 was being used to fill a 4t trailer hauled by Mike Deakins and his Ford 6610. This tractor has received a host of modern modifications, including brighter LED work lights, a hydraulic top link and a reversing camera on the rear hitch.

The 400 clearly preferred lighter swaths and struggled when working in heavy, dense ones, highlighting why it never took off in the UK and Ireland.

Above: Martin Evans was having a great time using his rare New Holland 400 inline precision chop harvester behind the Muir-Hill 121 Series II he refurbished for Harry Rhodes in 2015.

Below: The rarest of the tractor/harvester combinations, one that was working together for the first time, was that of Harry Rhodes' Muir-Hill 121 Series II and Martin Evans' unusual New Holland 400 inline precision chop harvester.



New Holland 2405



Matt King's New Holland 2405 harvester side-filling a trailer pulled by an immaculate John Deere 6910. The gleaming Deere has just been won by Mike Way in a recent prize draw held by UK competition company Rural Life Giveaways.

THE 2405 was New Holland's flagship forager in the 1990s, before being replaced by the all-new FX range in the middle of the decade. Fitted with a 400hp DAF diesel engine, it packed plenty of punch and was able to handle the heaviest of crops. However, not many 2405s were sold, mainly because by the time it made its belated debut, the market had moved on, leaving it trailing a little in the wake of equivalent machines from Claas and

John Deere. Or at least that was how it appeared from a customer perspective. As a result, it is now rare to see one of these former flagships working in the OK.

This 3000-hour machine, owned by host farmer Matt King, is believed to date from 1993. At the silage event it was being put to work alongside Matt's smaller New Holland 1905 in a heavy new-ley crop. This machine, like the 1905, is also fitted with New

Holland's Metalert metal detecting system as well as the Adjustamatic knife and shear bar sharpening.

When new, this forager had a list price of £104,500, to which needed to be added £6100 for a 2.8m grass pick-up header. A cab heater and air conditioning, if specified, added a further £1945. Finding a good example of the New Holland 2405 today is not easy, but if you do, expect to pay £15,000-£20,000 for a machine in working condition.

Clamp and haulage

With seven harvesters filling trailers at the same time, Olly Seymour's John Deere 7810, a late Common Rail 50kph minter with low hours, had its work cut out keeping up with the torrent of grass arriving at the clamp. This tractor is currently available in a prize draw being held by Rural Life Giveaways, a competition site set up by Olly and one of his friends.



Every effort was made to match tractors with trailers of the same period. Chris Stuckey was playing the period role well with his Ford 8100 and his family's Teagle Titan 7 silage trailer.

AT THE CLAMP, Olly Seymour's immaculate John Deere 7810 was given the task of handling the grass with a front-mounted Redrock buck rake. Olly bought this very original 8200-hour tractor in September 2020, primarily to use in his construction business. It is equipped with a PowrQuad Plus 50kph gearbox and a Common Rail engine, the latter feature making it a particularly desirable tractor.



Rural Life Giveaways' co-founder Olly Seymour was using the John Deere 6910 that his competition site has since given away in a prize draw.

With seven foragers at work in the field, including three self-propelled machines, it didn't take long before trailers began to back up at the clamp. However, with Olly at the wheel of his John Deere 7810, the grass was kept under control. But as more trailers containing a thicker crop of grass began to arrive, and the clamp grew, the point arrived when the John Deere, with lack of a hydraulic top link, was



As the day progressed and the silage clamp got bigger, this new Massey Ferguson 8S.205, the only modern machine in attendance, was drafted in to help out.

no longer efficiently pushing the grass. A brand new Massey Ferguson 8S – the only modern tractor in attendance – took over the demanding role.

Tractors working on haulage included a Ford 7910, 8210, 8100 and TW-20, two Case-IH Maxxum 5140s, and an immaculate John Deere 6910 and 6420S. All of these haulers were equipped with period trailers from brands such as Fraser, Teagle and Marshall.

Claas Jaguar 840

THE CLAAS JAGUAR 840 is now considered to be a modern classic. There are many examples still working up and down the country and while it may appear to be a relatively recent machine for a classic-themed working day, it should be remembered that this model, powered by a 381hp V8 Mercedes-Benz engine, was first introduced back in 1995.

This particular example belongs to forage harvesting enthusiast Olly Seymour. He purchased his Jaguar 840 from second-hand forage harvester dealer Will Bright of Honiton, Devon, in April 2021, with the intention of using it on his family's farm and on another local farm. It has clocked 5000 hours and is fitted with a newer Claas HD300 header.

Above right: Olly Seymour is in his first season running this Claas Jaguar 840, which he bought from second-hand forager dealer Will Bright of Honiton earlier this year. The Case-IH Maxxum 5140 Plus is one of two owned by Rob Jenkins.

Right: This 5000-hour Claas Jaguar 840 represents a considerable upgrade on the Mengele SH40 trailed harvester that its owner Olly Seymour was previously running on his family farm at Wedmore in Somerset.





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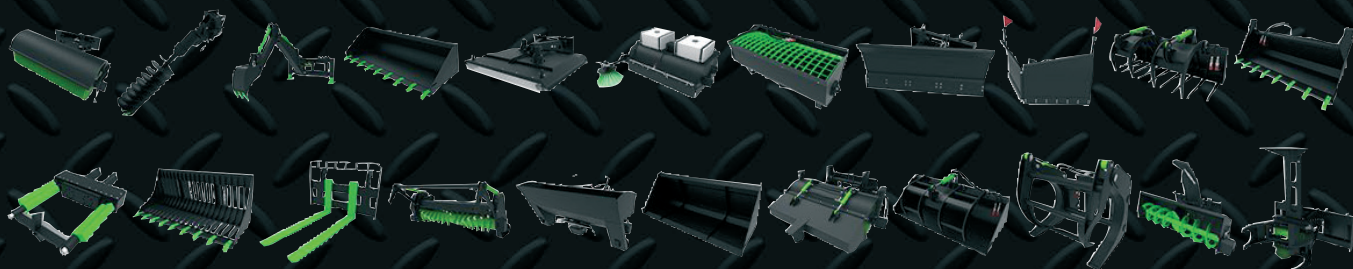


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9/2019, 2,891 HRS, VARIO, 60K, CAB+FRONT SUSPENSION, FL+PTO WITH MID MOUNT VALVE AND JOYSTICK, 5 REAR +2 FRONT SPOOL, POWER BEYOND.



JOHN DEERE 5075E
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JOHN DEERE 6215R
4/2020, 1,690 HRS, AUTO POWER, 50K, CAB+FRONT SUSP, 5 ELECTRIC SPOOLS, 155 LT HYD PUMP, CLIMATE CONTROL, A/SEAT, A/BRAKES, TWIN BEACONS, AS NEW. £112,500



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3/2021, 545 HOURS, DYNA-VT 50K, CAB+FRONT SUSPENSION, 4 TON FL+PTO, A/BRAKES, CLIMATE CONTROL, 4 REAR +1 FRONT SPOOL, 190 LT HYD PUMP.



FENDT 716 POWER PLUS
6/2018, 5,425 HRS, VARIO, 50K, CAB+FRONT SUSPENSION, FRONT LINKAGE+PTO, 4 REAR+1 FRONT SPOOL, AIR CON, AIR SEAT, AIR BRAKES, EXHAUST BRAKE.



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



JOHN DEERE 7530
7/2009, 8,844 HRS, AUTO POWER, 40K, CAB+FRONT SUSP, COMMAND ARM, 3 ELECTRIC SPOOLS, CLIMATE CONTROL, AIR SEAT, POWER BEYOND, AUTO TRACK READY.



JOHN DEERE 6155R ULTIMATE
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SHINING EXAMPLES

Pristine classics, including what must be the best still-working Case 2094 in the country, provide almost all of the frontline power on the Palmer family's livestock and arable farm in west Cumbria. Sandy Cox caught up with the family and their spotless machines as they completed their silage harvest.

THERE WAS A BUZZ about the place when we arrived at Low Hall Farm, close to Whitehaven on the Cumbrian coast, just in time to see the last field of silage picked up and clamped. Mark Palmer and his son, Jordan, plus friends and helpers Matthew Harper and David Strong, were all ready to go with their pristine group of tractors.

At **CLASSIC TRACTOR**, we're used to people saying they had better wash-off their machines before our arrival with the camera, but that wasn't the case at Low Hall Farm.

"They all get looked after," explains Mark. "They always look like this; it wouldn't matter when you came. I've always believed that if you look after your machines, they will look after you."

The 190-acre farm, all within a ring fence, is home to a flock of 400 Herdwick ewes and their lambs, with cattle being taken in on a bed-and-breakfast basis during the winter, which is what the silage that was about to be chopped is used for. All but 40 acres are down to grass with the remainder growing winter wheat, spring barley and oilseed rape.

The Low Hall Farm tractor fleet consists of three 1980s classics – a Case-IH 1594 Commemorative Edition, Case 2094 and Ford 8210 – a modern classic JCB Fastrac 185-65, plus a younger a Case IH JXU 115, which was the only member of the line-up to

Below inset: Mark Palmer bought this Claas Jaguar 75 forage harvester three years ago. He used it for the first time this year, chopping silage that will feed cattle during the winter on a bed-and-breakfast basis.

Photo: Julia Bowes.

Below: The Palmer family's Case 2094 and Claas Jaguar 75 loading into a trailer pulled by their Case-IH 1594 Commemorative Edition, as their friend Matthew Harper's 1986 Case IH 1056XL, imported from Sweden in January, waits to take over.

Photo: Julia Bowes.



have been bought new. The strong accent on Case IH is a result of Mark being brought up on a family farm where David Brown and Case tractors were his father's preferred brands. In fact, four of the five tractors at Low Hall Farm, where Mark has farmed for 28 years, link back to the family farm at Lamplugh, seven miles away.

Case-IH 1594

The longest-serving member of the current silage team is a 97hp Case-IH 1594 Commemorative Edition. Purchased through eBay seven years ago, this 6300-hour tractor was – and remains – in excellent condition, having been refurbished by a previous owner.

"I grew up with David Browns and we had models from the 990 to the 1412," recalls Mark. "When we were changing a tractor, I wanted a 1594, but Dad wouldn't buy one. He thought it was too big, so I bought this one because we had never had one on the farm originally."

Built at the Meltham Mills factory in November 1987 and sold new in February 1988, this is a well-travelled tractor and a good example of these special edition run-out models. They were created to assist sales of the 94 Series tractors in the year leading up to the end of production at the West Yorkshire factory.

This tractor's first owner was in West Yorkshire, and like other buyers of the Commemorative Editions sold that year, he would have been entered into the promotional competition to win an Aston Martin DB6 sports car.





Above: The 2021 silage team at Low Hall Farm, from left: David Strong, Mark Palmer, Jordan Palmer and Matthew Harper. The tractors are, from left: 2011 Case IH JXU 115, 1987 Case-IH 1594 Commemorative Edition, 1984 Case 2094, 1986 Case-IH 1066XL (owned by Matthew Harper) and 1983 Ford 8210 Turbo.

Right: The Palmer family's first experience of American-built Case tractors was this Agri-King 970, which Mark's father purchased in 1982. It powered a New Holland 719 forage harvester for five years before being changed for a Ford 8210 Force II.



When the 1594 was moved on, it went to Cornwall to its second owner before returning again to West Yorkshire. Its next move was across the Pennines to Ferryhill in Co. Durham, before it finally headed west to Low Hall Farm in 2014.

Thanks to its previous rebuild it has needed nothing of any consequence since it was purchased by the Palmers. The previous owner rebuilt the engine, which sounds sweet, and equipped the cab with a new interior, seat, doors, mudguards and mirrors. A nice paint job and new decals completed the job.

Like the other three tractors on the farm, this Commemorative Edition six-potter is in immaculate shape. It is still very much a working tractor and spends time on a feeder wagon, as well as doing the rolling, grass raking and some fertiliser spreading.

Case 2094

Mark loves his modern Case IH JXU 115, and reckons it is far superior to the current Farmall models, while his Case-IH 1594 fulfils a desire for a tractor that he wanted when he was younger, but never had. Yet the machine that is really his boyhood dream come true is the farm's Case 2094. The purchase of this big six-cylinder American-built Case two years ago was inspired by an earlier model that the family ran for a good spell back in the 1980s.

"In 1982, my Dad was going to buy a brand new Case 1490 two-wheel drive, but then he saw a Case 970 Agri-King for sale at dealer Thomas Sherriff at Berwick-upon-Tweed," says Mark. "He bought the Agri-King as the farm's main forager tractor, to run with a New Holland 719. We had it five years before he changed it for a Ford 8210 Force II.

"During that time I used to go on school trips to the Royal Show at Stoneleigh and I looked at the Case 2094 and 2294 and thought that I would like to have one someday. Over the years, I never, ever saw one come up for sale and the one I have now is the only one I've ever known to be in a farm sale. It was my childhood dream."

Now childhood dreams rarely come true on their own, and with no fairy godmother to wave a magic wand for him, Mark had to do something about it himself. The tractor was in a dispersal sale in Suffolk, so he called the auctioneer Brown & Co to ask about its history.

"You can talk to the owner himself, as he's right here beside me, as I'm at the farm," was the reply he got, and Mark learned from the vendor that he had bought it brand new.

"I couldn't believe it," he says. "Wow! A one-owner tractor. The auctioneers talked me through how to log-on to online bidding, so on the day of the sale I was sitting at the kitchen table with the laptop and my uncle happened to be here. He asked me what I was doing and got a surprise when I told him I was buying a tractor. I had decided on £10,000, but the bidding took it to £11,000 and that was where I chickened out."

It seemed the childhood dream wasn't going to come true – for the time being at least, leaving Mark to hope that another 2094 might appear on the market. He did ask the auctioneer who had bought it, but was told that they couldn't divulge this information, although they did say it had gone to someone who was a collector and a dealer.

Unexpectedly, four weeks later, Mark discovered the tractor was up for sale again.

"I called the seller and, as I already knew all its history, I bought it there and then," he says. "It was a dream come true.

"It had spent its life on a 250-acre arable farm in Suffolk where it had been used for ploughing and cultivations, working with a five-furrow Dowdeswell plough and a 4.5m Maschio power harrow. It had done just under 6300 hours and was all original."

Mark could hardly believe his luck. After wanting

Below: The Palmers' recently-acquired Ford 8210 Turbo was making easy work of buck-raking on the silage clamp. It was upgraded and refurbished by previous owner, agricultural engineer John Metcalfe, who estimates the TW-spec engine is putting out around 180hp.



The Case-IH 1594 sets off back to the clamp, as the farm's Case IH JXU 115 takes over on trailer duties. The 1594 has been with the Palmers for seven years and was refurbished by its previous owner.



JCB Fastrac 185-65

to own a Case 2094 for more than 35 years, he had managed to acquire a one-owner machine that had obviously been well looked after.

"I don't think you would ever manage to find another 40-year-old, one-owner 2094," he says. "Whichever way you look at this tractor, it looks good."

Mark had no intention of just looking at his dream machine, and was keen to give it some meaningful work. So, for the past two seasons, it has been providing the power for the farm's forage harvester.

Apart from equipping the Case 2094 with bigger tyres – 650/65R38 on the rear and 540/65R28 on the front – to give it a bit more grip, Mark has done very little to his big Case since it arrived at Low Hall Farm in December 2019. It has had a full service and a new seal fitted to the PTO, together with a touch of paint on the outside of the wheel rims where it had previously been equipped with duals. A chequer plate cover on the front weight frame and the tool box in front of the nearside steps add a couple of shiny highlights, plus there's a CB radio in the cab and a couple of Michelin men fitted on the cab mirrors, just to raise a smile.



Above: The 1997 JCB Fastrac 185-65 was originally used for silage making with a New Holland 550 forage harvester. Photo: Palmer family.

Below: This 1997 JCB Fastrac 185-65 was purchased by Mark Palmer 16 years ago, specifically for hauling a cattle trailer and forage harvesting. It has done 8500 hours and is now semi-retired.

THE TRACTOR WITH THE LONGEST record of service on this farm is a JCB Fastrac 185-65. Unfortunately, at the time of our visit, the 1997 tractor was incapacitated with a fuel problem, so was out of action. However, like all the Palmers' tractors, it looks immaculate, despite its 8500 hours. It was bought 16 years ago from Tadcaster in North Yorkshire and had originally been used by Yorkshire Water to pull a slurry tanker.

"Its hydraulics had never been used," says Mark. "We bought it to pull a large cattle trailer to haul fat cattle and fat lambs to auction, and it also drove a New Holland 550 trailed forage harvester. It's great for haulage work, but kind off numb around the yard. It is semi-retired now and kept as a sentimental piece of machinery."



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JCB 540-140, c/w remote control man basket, only 1,130 hrs POA



CAT TH 580G telehandler 17m, 2005 £21,500



Dieci 35.12 telehandler 12m, only 3549 hrs £18,500



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McConnel PA6585T on Revolution controls, 2014 £14,500



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



McConnel Magnum Mega 300 heavy duty front/rear mulcher

Muck carting is one of the tasks undertaken by the Ford 8210 Turbo. "It's a tractor that you can do anything with," says Jordan Palmer. Photo: Palmer family.



Above: The interior of the Ford 8210's 'bubble' cab is certainly one for fans of the colour blue. It was refurbished with a cladding kit from Logan McMaster by previous owner John Metcalfe.

During the silage season, the Case 2094 works with an early 1990s Claas Jaguar 75 forage harvester with a 220 pick-up reel. The Claas was purchased three years ago, but was only put to work by Mark this year.

"I bought it because it was such a tidy machine and I parked it in the shed until I needed it," he says. "I knew I would never find another one that was as tidy."

The Case 2094 has clocked just 100 hours in the past 20 months. In addition to powering the farm's Claas forage harvester, it has also done some other work, including creating seedbeds with a borrowed 6m Gutler cultivator.

From the way that Mark talks about his Case 2094, it is clear that owning such a superb example



Above: Winter work for the Palmer family's tractor fleet includes cattle feeding. The 2011 Case IH JXU 115, left, was equipped with a loader when three years old. The 1987 Case-IH 1594 Commemorative Edition's tasks include operating a feeder wagon. Photo: Palmer family.

of this model is a dream come true for him. He says it lives up to his expectations – and more.

Ford 8210 Turbo

Like his father, Jordan Palmer, 20, enjoys working with classic tractors too. "I would rather have a classic than a modern tractor," he says.

While the farm's Case 2094 is quite obviously Mark's tractor, Jordan's pride and joy is a four-wheel drive Ford 8210 Turbo. Unlike the Case 2094, the

Ford has undergone some tweaks in the past and is certainly not original. The straight chrome pipe and the sound of a turbocharged engine indicate this is a tractor that's received some modifications.

It was purchased in May 2020 from Kendal-based agricultural engineer and fabricator John Metcalfe, who was able to provide the tractor's full history, having owned it twice. It was sold new in March 1983 by Ford dealer C. R. Willcocks of Devon to Clinton Devon Estates, along with two four-wheel drive Ford TW-20s. Receiving the registration of DOD 74Y, it worked on the Estate's Dotton Farm until it was replaced by an 8210 Force II in late 1986.

The 8210 then made its way through the trade to a farm at Coleshill, Warwickshire, where it was initially the frontline ploughing tractor before later moving on to lighter cultivations and round baling.

Family friend Matthew Harper bought this ex-Swedish market 1986 Case-IH 1056XL for the enjoyment of operating a classic-era tractor. He relished the opportunity of using it to haul silage at Low Hall Farm.



The Case 2094 was used with a borrowed 6m Gutler cultivator for seedbed preparation this spring, which it handled with ease. Photo: Palmer family.

Case IH JXU 115



This 2011 Case IH JXU 115 is the only non-classic in the Palmer fleet. Purchased new by Mark, it has now clocked 3500 hours. Photo: Julia Bowes.

THE ONLY NON-CLASSIC at Low Hall Farm is a Case IH JXU 115. Purchased new in 2011, over the past 10 years this tractor has clocked-up a modest 3500 hours.

"I bought it when I had heard that production of the JXU was coming to an end," explains Mark. "It's one of the best tractors that I've ever owned. It is a nice, powerful livestock tractor with loads of power, and it is just a pocket rocket. It's a shame they stopped making them."

"We got it with all the extras – wider wheels, air-conditioning, air seat, twin assister rams and front weights. It's on 600/65R34 tyres on the rear and 480/65R24 on the front to give it a bit more grip and to enable it to float across heavy land. After we had owned it for three years, I decided to fit a loader and opted for a Chilton MX T408 self-levelling model. It now does all the loader work as well as being used for spreading fertiliser, spraying, hedge cutting, and for pulling a silage trailer. It is very useable in the farm buildings too and is a tractor that I don't intend to ever sell."

Right: The flat-floor cab of the 1984 Case 2094 was relatively sophisticated compared to many UK- and European-built tractors of the era. All transmission and hydraulic controls fall easily to hand in a console on the right of the seat. The transmission provides three powershift changes in four forward ranges.



Above: Electronic sophistication 1984-style in the form of the dashboard of the Case 2094. The LCD display could be used to show wheelslip, rate of work and area of work completed, in addition to engine speed, PTO speed and forward speed.

The original star wheel centres broke and were replaced with solid centres in 1998, while a second-hand engine – the one it has now – replaced the original that went porous around 2000.

It was then sold in 2010 to a farm at Priors Marston, Warwickshire, and after carrying out summer and autumn work there was bought by John Metcalfe. He livened-up the tractor with a turbo from a TW-15, increasing its PTO out to 153hp. Then, to ensure the engine would last, he upgraded it to full TW turbocharged specification, including pistons, oil-fed con-rods and a turbo head. He estimates that the power output is now 165hp at the shaft and 180hp at the flywheel.

After a year on the Metcalfe's farm in Cumbria, during which some further tidying was carried out, the modified Ford headed to a new owner in North Wales. Over the next eight years it only clocked another 165 hours, before John bought it back. He went on to uprate the 8210 still further, this time rebuilding the back end and converting the gearbox to 40kph.

"You used to be able to get the gears you needed to change the gearbox to 40kph

from New Holland," explains John, "but now the way to do it is to get a 6610 gearbox and swap the internals needed into the 8210."

John also eliminated the four-wheel drive whine that these early Ford 8210s suffer from when going at higher speeds, which was exacerbated by the 40kph upgrade. He discovered it was due to the four-wheel drive not disconnecting fully, and once remedied the tractor was quieter on the road.

Yet more tidying included the fitment of a new cab interior from Logan McMaster and smart new paintwork. In May 2020, he sold the much-modified Ford to the Palmer family.

During this year's silage making, the Ford 8210 was fitted with a Gray's 16-tine push-off buckrake and assigned to the clamp. It is also used for mowing, heavy haulage, ploughing and cultivations.

The 11,500-hour Ford also does the slurry spreading – a dirty job – although you'll never catch this tractor looking anything other than mint.

In summary, it's clear that Jordan and Mark take immense pleasure from using their tractors and great pride in keeping them exceptionally clean. The condition of all their classics is an absolute credit to them.





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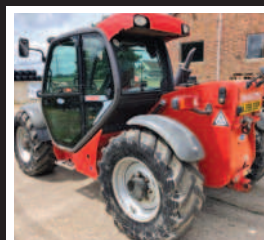
2013 Larrington Majestic 18t,
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WORK AND PLEASURE

You might imagine that the staff of a farm machinery dealership would see enough of tractors during their normal working hours, but that's not the case with the workforce at the Leyburn, North Yorkshire depot of New Holland dealership Russells. In their spare time they enjoy refurbishing and using their own classics, as David Laley discovered during a visit to the depot.

A**FTER SPENDING LONG HOURS** selling, servicing and demonstrating farm machinery during the day, you might think that the staff of a main dealership would be pleased to have a break from tractors in their spare time.

But that's not the case at New Holland dealer Russells' Leyburn branch in North Yorkshire, where the current staff members spend their spare time

working on their own classics. The majority are white-roof Fords dating from the mid-1970s to the early 90s. Some have been given comprehensive refurbishments while others remain in original condition.

This shared passion for preserving older Fords stems from the opening of the Leyburn branch in October 2018, an event that brought together life-

long friends, brothers-in-law, and machinery enthusiasts Tom Fawcett and Graham Clarkson.

"We were brought up surrounded by Ford tractors in the same area of the Yorkshire Dales, and later became colleagues at Russells' Northallerton depot where we spent time working on the tractors we had admired growing up," explains Tom. "Four years ago there was a need to support the growing number of customers we were supplying equipment to in the remoter parts of the Yorkshire Dales, while at the same time one of our larger customers, Metcalfe Farms at Leyburn, had also moved onto a new annual service contract.

"This meant we were spending more time looking after their fleet of tractors, and these two factors led to the opening of the Leyburn depot on a site at Metcalfe's Washfold Farm. Graham and I moved over from the Northallerton depot to head the sales and service teams."

"Around that time, I had bought a two-wheel drive Ford 7810 to refurbish," he continues. "A year later, Graham, whose father already owned a white roof 7840SL, found a tidy white-roof Ford 8240 SLE to restore.

"This enthusiasm for refurbishing older Ford tractors during the evening started to filter down through the rest of the staff, who were all interested in the tractors we were doing up in the workshop. Service engineer Tom Simpson saved a Ford 4000 from being exported, and our former work placement student, Jack Cloughton, ended up with a white-roof 7740 SLE."



Graham and Ted Clarkson's white-roof Ford 7840 and 8240 are joined by Metcalfe Farms' freshly-delivered New Holland T6.180 Heritage Edition at Leyburn in North Yorkshire.



Above: Staff from the Leyburn, North Yorkshire depot of New Holland dealer Russells used their classic white-roof Fords to recreate a forecourt scene reminiscent of the early 1990s. The line-up comprised, from left, a 4000, 4600, two 7810s, 7840 and 8240.

Not wishing to feel left out, Leyburn's latest recruit, Neil Pearson, who joined the team in March 2021, bought his Dad's former pride and joy, a 1989 Fendt Farmer 309LSA, in to the workshop for a refurbishment. Current work placement student Tristan Brown has a modern classic Massey Ferguson 8130 on his family's farm that he is hoping to restore.

"We've definitely become a close-knit group of friends as result of our tractors," notes Tom. "We all enjoy helping each other out, and this has led to a fantastic working atmosphere at the depot. There's nothing more satisfying than being able to operate and work on the tractors we enjoyed watching while we were growing up."

Back in June, Tom, Graham and their team lined up their fleet of refurbished and original Fords at Leyburn just for **CLASSIC TRACTOR**. Creating a Russells forecourt scene reminiscent of the early 1990s, more than one visiting customer thought they had returned to 1993 and were keen on doing a deal for a new Series 40 tractor!

Completing the line-up of white-roof tractors was the latest addition to the Metcalfe Farms fleet, a New Holland T6.180 Heritage Edition that was purchased through Russells earlier this year.

ACKNOWLEDGEMENTS

Our thanks to the staff at New Holland dealer Russells' Leyburn depot in North Yorkshire for their time, enthusiasm and co-operation.

Useful contacts

Panel repairs & paint spraying: Truck Technics, Washfold Farm, Moor Road, Leyburn, DL8 5JZ. Tel: 01969 624188.

Machinery decals: Eye Catching Signs, 1a Race Course Road, Gallowfields Trading Estate, Richmond, DL10 4BX. Tel: 01748 826884.

Mudguards & linkage parts: Coar Agricultural Services Ltd, Denholme Farm, Settle Road, Clitheroe, BB7 4JF. Tel: 01200 445187.

Replacement cab: M. J. Robinson Tractors, Coal Staithe Garage, Burnley, BB12 7RT. Tel: 01254 877011.

Tyres: Peter Shepherd Tyres & Rims, Little Gordon Farm, Bishop Auckland, DL13 5BH. Tel: 01388 710166.

Weight bolster & weights: C. J. Machinery, Station Yard, Colne Road, Earby, BB18 6XB. Tel: 01282 787387.

Fuel pump reconditioning: Bob Beck Fuel Injection Ltd, 2 Rigby Close, Heathcote Industrial Estate, Warwick, CV34 6TH. Tel: 01926 888110.

Steering parts: Sparex Ltd, Exeter Airport, Exeter, EX5 2LJ. Tel: 01392 368892.

Mudguards, steering, linkage parts: Agriline Products Ltd, Harris Business Park, Hanbury Road, Stoke Prior, Bromsgrove, B60 4DJ. Tel: 01527 579111



Tom Fawcett's 1991 Ford 7810 Generation III and Graham Clarkson's 1993 Ford 8240 SLE are both in fabulous condition, having received recent refurbishments by their respective owners.

OWNER PROFILE

OWNER: Tom Fawcett

OCCUPATION: Depot & sales manager, Russells, Leyburn, North Yorkshire.

TRACTORS: 1991 Ford 7810 & 1976 Ford 4600



Tom Fawcett, sales and depot manager of Russells' Leyburn branch, has been surrounded by tractors all his life. Childhood memories of riding shotgun in two Ford 7810s inspired him to buy his own machine.



TOM FAWCETT has been surrounded by tractors all of his life. He was brought up on a hill farm which his father, Tom, and uncle, Bruce, ran in partnership with his grandmother, Lottie, at Nappa Scar, near Askrigg.

The first tractor he drove was a Ford 4000. His family continue to rely on an impressive fleet of older classics, including a pair of Fordson Majors, a pre-Force 2000, two 4000s, two 5000s, a 4600, a 5610, a Ford 7810 and an MF 135. Tom restored his first tractor, a 1960 DB 850 Implematic, when he was 15 back in the late 1990s.

In 2002, Tom began an apprenticeship at Russells' Northallerton branch. He worked there as a technician for the next decade, before moving into sales in 2012. He bought a two-wheel drive Ford 7810 in July 2018 and has subsequently treated it to a full refurbishment.

"There were two 7810s working close to where we farmed when I was growing up, and both were operated by relatives," he explains. "Memories of riding in the cab of those tractors have remained with me ever since."

His chance to buy his own 7810 came when Brough farmer Andrew Steel traded in his 1991 example with 9900 hours on the clock for a New Holland T6.165. Earlier in its life, the 7810 had worked on a farm in north-east Scotland, where the salty coastal air had taken its toll on the Super Q cab.

Tom started off by giving his newly acquired 7810

Top: Tom Fawcett's refurbished 1991 Ford 7810 has clocked just over 10,000 hours. It is, he says, a rolling refurb project, one that's expected to work for a living, carrying out grassland work and other tanks on his family's farm and other local units.

Above left: A replacement Super-Q cab for the 7810 was sourced from M. J. Robinson Tractors. The cab, which came off an ex-French market tractor, was free from corrosion.

Left: Parts and trim from the 7810's original Super-Q cab were fitted to the replacement.

Below left: Tom purchased this genuine 1976 Ford 4600 7A1 from a local dealer. It has done no more than 2500 hours and previously worked in Lincolnshire with a hedge cutter.

a deep clean and routine service, before giving it a thorough work-out during the latter half of 2019. No major gremlins came to light, so Tom set about removing the dilapidated Super-Q cab and replacing it with a spotless second-hand example sourced from M. J. Robinson Tractors.

"The replacement cab had come off a French market tractor and there were no signs of corrosion anywhere, not even under the mudguards," says Tom.

The original cab was stripped out, with all of its good bits being installed in the replacement unit. Tom then repaired his tractor's PTO brake band and resealed the hydraulics. The radiator was also checked and the header tank resealed.

The bonnet went to Truck Technics at Washfold Farm to be repainted, and the front half of the 7810 was resprayed along with the wheels. Metcalfe Farms' employee Simon Hobson resprayed the cab and mudguards. The axle bearings were replaced before the 7810 received a new set of BKT 10.00 x 16 front tyres to match the existing BKT 460/85 R38s on the rear.

Having ensured all of the wiring and interior trim was in place, Tom applied Waxoyl underneath the mudguards to give them some additional protection. The air conditioning pump was also reconditioned and new decals from Eye Catching Signs were applied to the tractor.

"I've still got to paint the rear end," he explains.

"Since I completed the majority of the refurbishment, in readiness for the Knaresborough YFC Charity Road Run, my tractor has done a lot of work. I've used the tractor for mowing, grass raking and rolling, and have loved every second of operating it."

Tom also owns an original Ford 4600 with a Fieco safety cab, which he bought from a local dealer last year. "It came from Lincolnshire, where it had been used with a Bomford hedge cutter," he says. "The clock stopped at 600 hours, but we believe it has done no more than 2500 hours. It is very tight and runs superbly. The only work I've done to is to repaint the cab roof and wheels, as well as fitting new front tyres. It has a double-acting spool and has comfortably baled 4000 small square bales at home."



Graham Clarkson, service manager at Russells' Leyburn depot, owns two classic Fords. The first tractor he ever drove was a Ford 7840.



OWNER PROFILE

OWNER: Graham Clarkson

OCCUPATION: Service manager, Russells, Leyburn, North Yorkshire.

TRACTORS: 1993 Ford 8240 SLE and 1991 Ford 7810.



Top: Graham Clarkson bought this 1993 Ford 8240 SLE in late 2019, and spent roughly four months refurbishing it in time for the Knaresborough YFC Charity Road Run in March 2020. It won 'Best Restored Tractor' in its category.

Above: Graham gave the interior of his 8240 a thorough clean, and it remains largely original. "It's still a great cab to spend a day in," he says.

Inset right: Graham acquired this lovely original 7500-hour Ford 7810 from a farm near Thirsk. He has no plans to restore it, but intends to take measures to stop rust spreading.

Below: As soon as he had completed the refurb of his 8240 SLE, Graham turned his attention to smartening up his father's 1993 Ford 7840 SL, seen here in the foreground.

GRAHAM CLARKSON started out as an apprentice for John Deere dealer Ripon Farm Services in 2007, before heading to Russells' Northallerton branch in 2015 as a technician, which then led to him being appointed service manager at Leyburn in 2018.

"I've been surrounded by machinery all of my life," he says. "My father, Ted, worked on a Yorkshire Dales farm for 26 years, then he worked for various contractors before moving to Ripon Farm Services. The first tractor I drove was a white-roof Ford 7840, and since then I've always wanted one. In 2016, my Dad bought a 1993 7840 SL that had been traded into Northallerton, to go ploughing and haymaking on local farms. We hadn't thought about restoring it until I bought a white-roof 8240 SLE in late 2019. Once I had completed refurbishing my tractor in early 2020, I set about tidying up my Dad's 7840 as well."

Graham sourced his 8400-hour 1993 Ford 8240 SLE from a local farm. "It is equipped with a genuine Ford turbo kit, rather than the more-common TB turbo kit. It was installed at the request of the original owner from new, giving it the same horsepower as an 8340."

"It was mechanically sound,

but required a thorough cosmetic restoration,"

continues Graham. "My goal was to restore it in time for the 2020 Knaresborough Tractor

Run, which raises money for the Yorkshire Air Ambulance and honours a late friend of mine, Mike Spink."

After giving his tractor some work to check for any leaks, Graham stripped it down. Many of the panels were misshapen and going rotten, so these were sent to Truck Technics for repairs and a respray.

The scissor-type pick-up hitch was badly worn, so Graham replaced all of the shafts and bushes. He also fitted two more double-acting SCVs, bringing the total number to four, and sourced an original set of Carraro front mudguards. The cab's retro-fitted oval LED work lights looked out place, so these have been replaced with genuine oblong Hella lights found on eBay. Because the tractor was going back to work, Graham chose to replace the headlights with brighter LED units.

The front half of the tractor, including the wheels and hubs, was repainted, but the rear half has just been thoroughly cleaned. New decals and a set of new BKT 380/85 R28 and 520/70 R38 Agri-Max tyres completed the refurb.

"It's far from being a concours restoration, but I was delighted to win the prize for 'Best Restored Tractor' in my category at last year's Knaresborough YFC Charity Road run," smiles Graham.

Having completed his Ford 8240, Graham then set about lightly refurbishing his father's 6800-hour Ford 7840 SL.

"My first task was to replace the Farm Force front linkage with a bolster and front weights from CG Machinery Ltd," explains Graham.

"The panel work and wheels received the same treatment from Truck Technics as my 8240, and all the lights were stripped and refurbished. Other than that, the rest of the tractor's paint work was left untouched."

Graham has recently bought a very original ex-farm 1991 Ford 7810 to pair up with his friend Tom's restored example.

"It came off a farm near Thirsk and has done 7500 hours," he says. "It's too good to restore, but I'll definitely do some preventative maintenance on the cab and wheels to stop the rust spreading."





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Russells' service technician Jack Cloughton, 19, was inspired to buy his own classic, a 1992 Ford 7740 SLE, after watching colleagues Graham Clarkson and Tom Fawcett working on their machines.

OWNER PROFILE

■ **OWNER:** Jack Cloughton

■ **OCCUPATION:** Service technician, Russells, Leyburn, North Yorkshire.

■ **TRACTORS:** 1992 Ford 7740 SLE



Top: Jack Cloughton completed the refurbishment of his Ford 7740 SLE in time for it to be involved with this year's second-cut silage campaign. Here it is helping Metcalfe Farms with some carting.

Above: Jack got Truck Technics to shot blast and respray the 7740 SLE's wheels before a set of new BKT Agri-Max tyres were fitted.

Below: Jack Cloughton says he ended up doing more work than he originally planned to his 7740 SLE. "The more of the tractor I stripped down, the more I wanted it to look like it had just left the dealer's forecourt when new."

JACK CLOUGHTON began working for Russells part-time at Leyburn in October 2018, while completing an extended diploma in agriculture at Bishop Burton College.

"Although college was important to me, I enjoyed the hands-on work experience at Russells much more, and in 2020 I began working here full-time," he says.

Jack grew up on his family's dairy and sheep farm near Hawes. His parents, uncle and grandfather continue to run the farm using classic Massey Fergusons and a new Zetor.

"I enjoyed helping out on the farm, learning how to operate machinery and milk cows, but I always wanted to pursue my own career," explains Jack. "Watching Tom and Graham restore their tractors inspired me to look for my own Ford 40 Series to refurbish."

Fortunately, Jack didn't have to look too far before he was given the opportunity to purchase a 1992 Ford 7740 SLE from his colleague Graham. "He had bought the tractor after it was traded-in, with the intention of tidying it up and selling it on," says Jack. "However, he knew how much I wanted a 40 Series so after I expressed an interest, he sold it to me."

The tractor required some cosmetic and mechanical attention, but Jack ended up carrying out a far more thorough refurb than he first imagined. "The more I stripped it down, the more I wanted to give it a full refurbishment," he explains.

After steam cleaning the 7740, Jack removed the rotten exhaust that had caused damage to the bonnet panel. A new exhaust was acquired while the panels were sent to Truck Technics for straightening out and respraying. Eye Catching Signs supplied a set of decals and a period sun strip. Jack gave the 7740's engine a full service and cured any leaks.

"One issue I did discover was that the gearbox processor was losing memory, which was traced to a faulty starter motor," he says.

Once that was sorted, Jack stripped and cleaned the cab, replacing any missing trim, including the gas strut rubber boots from the doors. A number of cracked light covers were replaced too. The cab was resprayed and the wheels received the same treatment before Jack fitted a new set of BKT tyres – Agri-Max 420/70 R24s on the front and 470/80 R38s on the rear.

"Other than doing some grassland work, I don't intend on working it too hard, and would like to keep it smart," he says. "I'm planning on adding a full set of front weights, original Carraro front mudguards and a battery cover in the future."

Below: Jack's Ford 7740 SLE running alongside Metcalfe Farms' New Holland TM155 and New Holland 819 harvester during a recent second-cut silage fun day at Leyburn.





BEFORE HE JOINED RUSSELLS at its Leyburn depot, Tom Simpson, 23, completed an apprenticeship with Land-Rover.

"I've always been interested in machinery and engineering," he says. "My father worked as a wagon driver, and then became a mechanic working on tanks. My Mum's grandparents farmed in the Yorkshire Dales, so it's in my blood."

In 2019 Tom decided to look for a classic tractor to restore and found just what he was looking for in March of that year. "A dairy farm I knew near Thoralby had traded-in a Ford 4610 and a 1974 Ford 4000 that had been its scraper tractor," explains. "The 4610 was sold to Ireland and I bought the 4000.

"It took me a day-and-a-half to clean it thoroughly, and then my first job was to rebuild the steering, which required new bushes and joints. I then sent the nose cone and panels to be straightened out and resprayed by Truck Technics, before replacing the dynamo and regulator. I also stripped the back end and resealed the hydraulics. I acquired new lift arms, rods and check chains from Coar Agricultural Services Ltd."

Tom sourced new mudguards from Agriline to replace the rotten originals, and after speaking with the previous owners he was able to obtain the original pick-up hitch. After Truck Technics had sand-blasted and repainted the wheels, Tom fitted new 7.5 x 16

BKT front tyres, along with new badges and decals.

"I had intended to finish off the tractor and keep it for myself, but then I heard about a pristine 1988 Ford 6610 with just 5000 hours on the clock that was coming up for sale, and just had to have it," he says. "It is fitted with the digital dashboard and an original assistor ram, and doesn't require much tidying up work."

"I've loaned my 4000 to a friend for horse paddock work and my intention is to go contract baling in my spare time using the 6610 and a New Holland 276 square baler that I've also purchased," he concludes.

Inset: Russells service engineer Tom Simpson says he was delighted to save his 1974 Ford 4000 from certain export. He has recently purchased a 1988 Ford 6610 two-wheel drive tractor to work on and preserve.

■ OWNER PROFILE

■ **OWNER:** Tom Simpson

■ **OCCUPATION:** Service technician, Russells, Leyburn, North Yorkshire.

■ **TRACTORS:** 1974 Ford 4000

Far left: Tom was very impressed with the refurbishment work carried out to his 4000's nose cone by body repair specialists Truck Technics.

Left: Tom Simpson's 1974 Ford 4000 previously worked on a dairy farm near Thoralby, where it ended its days as a scraper tractor.

RECENT RECRUIT NEIL PEARSON was brought up on his family's dairy farm surrounded by Russells-supplied Ford tractors, including a 4610, 6610, and 6640. However, the first tractor Neil operated was a second-hand Fendt Farmer 309LSA that arrived on the farm in 2001. It became his father's pride and joy.

"He used it for many tasks, including pulling a trailed Claas Jaguar forager, until he stopped farming in 2013," says Neil. "Then the business passed into my cousin's and uncle's hands, but they never really gelled with the Fendt, so it was relegated to the diet feeder before being parked up in 2018. After watching it deteriorate, and seeing how the lads at Leyburn were restoring their tractors, I decided to buy the 309LSA in June, in order to give it a new lease of life."

Neil's Farmer 309LSA was originally supplied to Guy Reed Farms by Fendt dealer Brockhills, from near Thirsk. The tractor was built in 1988 and registered on a G-plate a year later.

Since acquiring his Fendt, Neil has started stripping it down and locating the original parts he needs for its refurbishment. "I'm trying to keep it as genuine as possible, and have already managed to source an original cab roof, mudguard extensions and rear light holders from Poland," he notes. "I've also started to check the wiring and I've sent the fuel pump away to be reconditioned by Bob Beck at Leamington Spa. Once restored, my aim is to give the tractor a relaxing retirement, and not add too many more hours to the 17,000 it has already clocked."

Neil is still looking for a genuine cab floor mat, roof lining and front mudguards. If anyone can help, please e-mail him on: nealp4610@gmail.com



Russells' service technician Neal Pearson has recently acquired the 17,000-hour Fendt Farmer 309LSA that was once his father's pride and joy.

■ OWNER PROFILE

■ **OWNER:** Neil Pearson

■ **OCCUPATION:** Service technician, Russells, Leyburn, North Yorkshire.

■ **TRACTORS:** Fendt Farmer 309LSA



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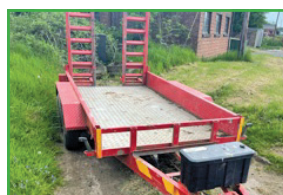
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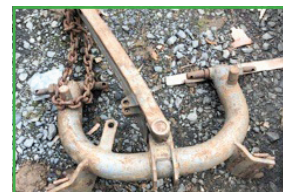
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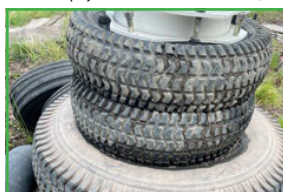
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Left: MF photographers Ted Everett, Ivor Clarke and Paul Wearing worked continuously for six months in 1986, taking thousands of the shots of the MF 300 Series tractors that were needed for brochures, adverts, operator instruction books, workshop manuals and training material.

Below: A two-wheel drive MF 350 (47hp) with sun canopy photographed in the main photo studio at Stoneleigh. Thousands of photographs were required prior to the 300 Series launch, covering all the variations in the specification.

FERGIES ON FILM

In preparation for the launch of the Massey Ferguson 300 Series in 1986, the company's now retired photographer Ted Everett spent six months capturing all the details of the new tractors in thousands of photographs. Here, he reflects on the behind-the-scenes photographic work he was involved with in the run-up to what was one of Massey Ferguson's biggest and most important tractor launches of the decade.

IN THE AUTUMN OF 1985, there were many management meetings at the Massey Ferguson factory at Banner Lane in Coventry and at the offices and training centre at Stoneleigh, involving directors, factory managers, product engineering and chief engineers from various departments. Also included were the advertising, sales promotion, technical service, product information and training departments, all of which would be involved with the introduction of the new MF 300 Series in the autumn of the following year.

As a result, in February 1986 the photographic team, which included myself and my colleagues Ivor Clarke and Paul Wearing, was called to a meeting at the MF Stoneleigh Training School with advertising and sales promotions manager, Claudio Pagani, and Paul Lay, our public relations manager, who was also our boss at that time. They explained the full photographic programme that would be required in detail, and when I saw the programme chart it was obviously going to be a lot different to the new

product photo shoots of past years, namely for the MF 35 and 65, and MF 100, 500 and 200 Series.

This time, each tractor model had a completely separate list of shots, with the number of photographs required for each model varying from 60 to 80 in total, depending on the different variations of each models. Unlike my involvement with photographing the 500 Series tractors 10 years earlier (**CLASSIC TRACTOR** July 2021) this time I would have no technical writers, training or brochure publication staff working with me, because they had already submitted their requirements on the photographic programme chart.

I was asked to look after all the feature and technical detail photography that would satisfy the needs for brochures, service instruction books and training instruction. The full whole-tractor views of front, side, rear and cab access would be taken in the main studio at Stoneleigh by my colleagues Ivor Clarke and Paul





Above: In addition to studio shots, action photographs were also required for brochures. While some were taken at Stoneleigh, others, like this one of an MF 355 (53hp) hauling silage, were taken during a photoshoot in Herefordshire, in order to provide a different background.

Wearing. This building was on the far side of the site from the training school, and one of the advantages of not being involved in those photographs was that I wouldn't have to repaint the floor to remove the wheel marks every time the tractor was moved around to photograph it in a different position!

My photographic location was going to be at the engineering field test workshop, which was also at Stoneleigh. I knew I would need to get a small studio sorted out with a white background at one end of the workshop, so I stepped in and said I knew some local builders who could help me out. After getting them to put down some small white shingle as the floor covering, I called it my 'beach studio'. I didn't need to re-emulsion the floor every time we moved something, as per the main studio.

At our initial planning meeting, it was mentioned that later in the MF 300 Series shoot there was going to be a need to do some photography with the new MF 3000 Series tractors made in France. This would depend on how the photographer in France, Jean Paul Verghan, was coping with the French shoot. It seemed he was just doing field photography and a few details, but we would have to wait and see.

While in the meeting, I began counting up approximately how many exposures I had to take of each individual shot for the different departments. With my Hasselblad camera there would be four transparency exposures – one as the master file, one for brochures and two spares for files. There would also be one colour negative for press files and one black and white for service instruction books. With my Nikon 35mm camera I would need to take six transparency exposures – three for the photographic files and three for use in training

courses. I would also have my 5in x 4in film MPP camera as a stand-by if needed.

So, this was not just one click, but 12 clicks in all for each shot, and with up to 80 shots on one tractor, the total was approaching 1000 photos per tractor, plus whatever the 5in x 4in camera might be asked to take. The deadline for finishing the photo shoot was to be 11 August 1986.

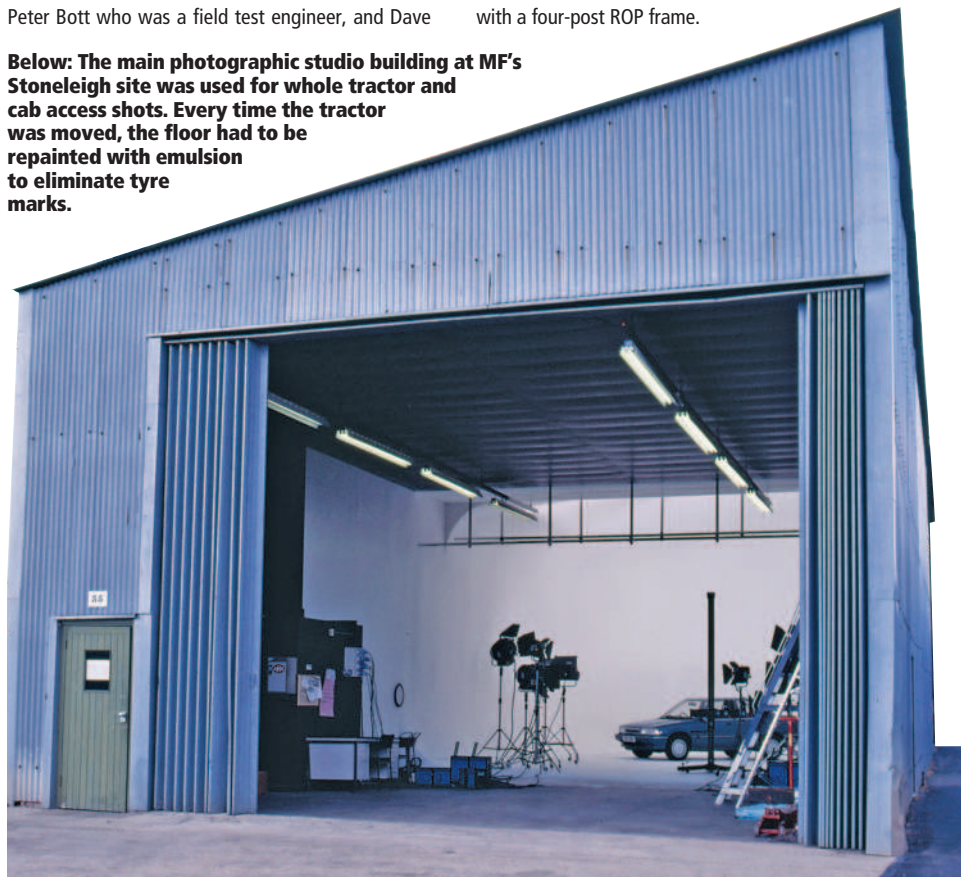
Studio shots

I was told I would have two people to assist me: Peter Bott who was a field test engineer, and Dave

Stevens, who was MF's sales manager for Ireland and a tractor specialist. They would be with me all throughout the MF 300 Series shoot. I had worked with and known them both for quite a few years, so I knew we would work well as a team. From time to time, help was also provided by a fitter from the engineering department.

As soon as my 'beach studio' at Stoneleigh was completed, I brought in three large Bowens soft flash units to complete the studio set up, and within a few days, this being mid-February of 1986, the first tractor arrived. It was a four-wheel drive MF 375 with a four-post ROP frame.

Below: The main photographic studio building at MF's Stoneleigh site was used for whole tractor and cab access shots. Every time the tractor was moved, the floor had to be repainted with emulsion to eliminate tyre marks.





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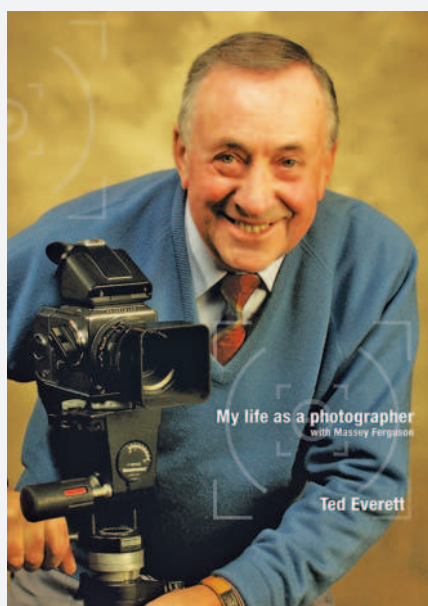
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Career story



TED EVERETT SPENT 66 YEARS working as a photographer for Massey Ferguson. In 2018, after much encouragement from former colleagues, he sat down and began writing his autobiography. 'My Life as a photographer for Massey Ferguson' was published in late 2019 and contains Ted's memories and many of the photographs he took for the company. It is available direct from the author on 02476 695109 and is priced at £25.00 plus postage and packing.



In the main studio at Stoneleigh, MF photographer Ted Everett experimented with coloured filters on the studio lights to achieve effects like this photograph of a footstep four-wheel drive MF 365 (62hp).



Top: Ted managed to capture this aerial view of the MF 300 and 3000 Series launch event at Stoneleigh in September 1986 from a helicopter. Note the continued presence of the higher-horsepower MF 2005 Series, which wasn't replaced by the new 3600 Series until the following spring. Also in this photograph is a Canadian-built MF 8590 rotary combine, probably one of the two evaluation machines that had worked in eastern England during the 1986 harvest. The MF 8590 was claimed to be the world's highest-capacity rotary combine at the time.

Above: As part of the field test procedure, MF 300 Series tractors were run for days at a time on this bump track, located near the Stoneleigh workshop where Ted Everett set up his 'beach studio'. He often photographed these tractors for MF field test engineers.

Pete, Dave and myself looked on the chart that showed the order in which the tractors were to be photographed and this model was down the list in about fourth place. The first on the list was the same model, but in footstep format. It occurred to us that it would be quite simple to strip the ROPS and access parts off the tractor we had, to make it into a footstep model. Anyway, we decided to start photographing the tractor as it was, in ROPS format.

It took two days to complete the 76 shots on the list, which we all thought was not a bad start. While Pete and Dave stripped the tractor down to plain footstep format, I went and processed the films in my nearby dark room. When I started to photograph each

tractor, the first exposure on each film would be the number of the tractor model so that I would know what I was dealing with when I came to print and file the films. When I had processed the films, I printed a 10x8 black-and-white contact sheet and a 10x8 black and white print for the service department to use in their operator instruction books.

I did the processing work as each tractor was completed. With the colour films, I often got a local photo lab to come and collect the films and process them for me whenever I didn't have the time to process them myself.

After processing the films on that first tractor it was back to the 'beach studio' where Pete and Dave were now ready for me with the plain

footstep version of the four-wheel drive MF 375. This time there were 68 shots to be taken (with 12 in all for each shot), which took almost two days to complete. The MF 375 footstep was marked off on the chart, so at the end of that second week of February we had completed two models, which I thought was pretty good.

The following week, we aimed to go through the same procedure with the two-post ROPS and the sun-roof two-wheel drive MF 375. Then we would continue with other models and then the cab tractors when they were available.

When we had finished with the first MF 375, it went straight up to the main photo studio, where



general views and access area photography were taken by Ivor and Paul. I can only imagine what fun it must have been for them, having to continuously paint the floor of their photo studio!

Back in our own studio, we received the first two-wheel drive MF 390 with cab, followed a couple of days later by a cabbed four-wheel drive version of the same model. Then came the footstep four-wheel drive MF 390, followed by other models as the weeks progressed, until we had shot them all.

The tractors were stored and locked-up overnight in the large field test workshop at Stoneleigh, also the location for our 'beach studio', so we had access to them all at any time for photography. The field test yard also had a bump rig and at the time this was being used to test a 300 Series tractor. The tractor ran 24 hours a day for several days, always with a couple of field test staff in attendance throughout the whole test time. I had worked with the field test people, including Colin Steventon, Lester Simper, Tim Turner and Charlie Nicholson, from time to time, taking photographs for their test reports.

By the end of May 1986, Pete, Dave and myself were well into a routine and everything was going according to plan. It was getting towards time when we needed to be thinking about getting a cab tractor or two in the field, as they were the priority. The footstep tractors could be done later, as we only needed a few initial field shots of those to illustrate the early leaflets. The main shoot for the MF 300 Series footstep tractors was going to be done in around October, probably in southern Europe and Portugal.

It was around this time that, out of the blue, a couple MF 3000 Series cab tractors turned up. Just when we thought everything was going to plan, we learnt that the management wanted us to take the same sort of detail and feature shots of the MF 3000 Series models, as we had been doing for the MF 300 Series. The French tractors were duly fitted in, as and

when I could, between the field photography for the 300 Series models.

In the meantime, one or two more MF 300 Series cab models became available, so Ivor and Paul, with product specialist Phil Brown to operate the tractors, and brochure design specialist Graham Black, went down to Herefordshire to get some different background field settings to those at Stoneleigh. Meanwhile, I carried on with what I was doing, which included a bit more work in the main studio, as well as at my 'beach studio'.

This was all slowing down a little now, and before long I was getting calls from Banner Lane to photograph the changes that were being made to the factory assembly lines in preparation for the 300 Series. There I met Peter Wadsworth, the manufacturing programme and facilities manager, his right-hand man Wally Neale, and a couple of the engineers. Then, from time to time, I returned to Banner Lane to photograph the progress of the work, and when the time came I was there to photograph the first MF 300 Series tractor as it came off the line on G-track.

We were now near the end of July 1986, and well on track to meet our deadline of 11 August. The last tractors we shot were a footstep MF 365 and a cab model, which involved taking detail photographs of the cab and controls, along with access shots. I photographed these in the main studio, completing all the detail photography on the MF 300 Series on 8 August. There were still a few field shots to do with the cab tractors, but we finished them off in two or three days.



Above left: A temporary grandstand was erected to seat guests during the outdoor presentation of the MF 300 and 3000 Series tractors at the launch at Stoneleigh in September 1986. The MF 3070 in the foreground was used by MF demo driver Adam Sherriff to highlight the effectiveness of the new Datatronic wheelslip control on an adjoining plot. This demo involved a direct comparison with a non-electronic Ford 7610.

Above: A scene from one of the launch events for the MF 300 and 3000 Series held at Stoneleigh in September 1986. It was the first launch of a completely new range of Banner Lane-built tractors since the introduction of the 500 Series in 1975.

Left inset: Lighting, smoke and a huge Triple Triangle logo contributed to a spectacular introduction during the launch of the MF 300 Series in 1986.

The main shoot on the footstep models was planned in October in southern Europe and Portugal. Then came the build-up ahead of the launch presentations, speeches and demonstrations, with final rehearsals taking place in the days before the launch. Of course, it all had to be covered by us photographers.

Below: A four-wheel drive MF 375 with MF 880 loader on location during one of the overseas photo shoots in southern Europe and Portugal in October 1986, just after the main launch of the MF 300 Series.

Below left: MF photographer Ted Everett was at the Banner Lane factory in Coventry to capture the first 300 Series tractor coming off the production line in 1986. It was a two-wheel drive open platform 375 (68hp) with two-post ROP.

Creating clouds



Above: A picture in a studio photography magazine inspired MF company photographer Ted Everett to try using smoke canisters to create the cloud of mist around an MF 3050 for this photograph, which was used in brochures, posters and adverts.

WHILE PHOTOGRAPHING the MF 300 and 3000 Series tractors in the main studio at Stoneleigh, I thought I would try something a little bit different by using coloured filters with the lights. Then, while reading a magazine on studio photography, I came across a photograph of a Land-Rover in a cloud of mist. The effect looked good, so I thought I would try it out on a tractor. I gave the suppliers of our photographic equipment a call and asked about the cloud formula, and they said they would get me some samples to try out.

A few days later they got me six medium-size containers of cloud smoke, so I thought I would try it out with the MF 3000 Series tractor. Pete and Dave were there as usual, so with the tractor in position and camera set at the view I wanted, we placed two containers at angles at the front of tractor and two at the rear, all just out of camera view. The Hasselblad was set up on my tripod, linked up to four Bowens flash units. The idea was for Pete to operate the front smoke canisters and Dave the rear ones, by pushing each lever down in quick succession.

The smoke started to appear slowly and it looked great. I was able to take several exposures in quick succession before the smoke covered most of the tractor. The resulting photograph was used several times for brochures, posters and adverts, so it was well worth the experiment. Ivor used up the remaining smoke containers for similar photographs.

Launch time

Just before the launch event in September 1986, I remembered I had about 20 minutes of flying time owing to me by the helicopter company that I had used for past aerial photography work involving MF machines. I got in touch with them and used the time I had left to do a couple of aerial shots of the launch. Baginton Airport at Coventry was only a five-minute drive from Stoneleigh, so it was on the doorstep. I did the aerial shots on the first day of the launch and then I could concentrate on the main demonstrations and displays afterwards.

After the launch was over and everything had calmed down, some of the tractors went off on demonstrations around the UK, arranged through our dealers and sales staff. I visited a few of them on farms, and after that I did my usual visits to the Banner Lane assembly areas and took photographs of the MF 300 Series to keep up to date for requests from the press office and various farming papers and magazines.

Then I was involved with PKD (part knock down) cases at Banner Lane with the 300 Series for process methods engineer John Gough and packing technician Pete Molloy. I still see them in the pub and we remind each other of the good times and the work we did together.

To finish the story, the footstep tractors did get down to southern Europe and Portugal for the final brochure photography. It didn't seem very long afterwards that, right out of the blue, it was announced in 1988 that the design of the cab would be changed, along with its colour, from black to silver. This meant it was back to the field for more action and cab photography for new brochures and leaflets, and to Banner Lane to update the assembly line photographs for our files and the press. A photographer's work is never done!

I'll never forget the times I had working on the photographs of the MF 300 Series. It was one of the best-organised MF projects I was involved with during my time with the company.



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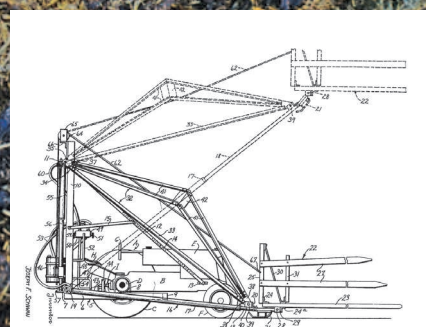
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HANDING IT WELL

F10



Joseph Schwan's original design for the 'Hydraulic Farm Hand' loader, taken from a 1940s patent specification.

The Farmhand loader, originally developed in the USA for stacking hay in the field, was one of the first hydraulic devices of its kind. Stuart Gibbard explains how, in later years, the company introduced UK farmers to a whole new concept of materials handling, including the highly successful F Series loaders and Flat 8 Bale System.

THE HYDRAULIC FARM LOADER has been integral to agricultural systems across the world, and several firms and individuals have laid claim to its invention. In the UK, the pioneer in the field was unquestionably Joe Bamford, whose JCB Major loader of 1949 made full use of hydraulic rams in a design suited for both agricultural and industrial use.

In the early days of loader development in the USA there were several

Left: A very early American brochure for the Farmhand loader manufactured by the Superior Separator Company of Hopkins, Missouri.



court battles between inventors with each claiming the other had infringed their patents. However, there can be no doubt that the first to harness hydraulics to operate an agricultural loader was North Dakota farmer, Joseph F. Schwan.

Joe Schwan's objective was to develop a tractor-mounted device for loading and stacking hay in the field, utilising an oil pump and hydraulic cylinder to raise and lower a front-end mechanism. He began working on the concept in 1936, building his first design on a toy tractor.

After constructing full-size prototypes, and proving the loader in the field, Schwan patented his design in 1940. He also approached various firms with the idea of getting his device into production. Interest was shown by the Superior Separator Company of Minneapolis. This company, founded in 1929, was a manufacturer of grain handling, separating and cleaning equipment. The loader went into full

Above: The Farmhand loader was part of a complete system of materials handling with options and attachments for most agricultural applications. This Farmhand F10 loader is fitted to a County Power Drives tractor. The tractor's 11F torque converter transmission, complete with forward/reverse shuttle, was ideal for jobs like manure handling.

production in 1941 as the 'Hydraulic Farm Hand'. The company claimed that it was so named because it was 'the nearest thing to a flesh and blood farm hand in all round usefulness on a farm'.

The design was a fairly crude affair with cantilevered booms pivoting from the top of a vertical frame at the rear of the tractor and was mounted on its own sub-frame extending below the rear-axle housings. The pump was driven off the PTO with the oil reservoir located on the rear frame.

The booms were raised by two long rams mounted either side of the tractor. The front sweep for hay was tilted by a single vertical ram inside the rear frame, operating a wire rope attached to the sweep via a pulley and sheave arrangement. As well as the hay sweep, the loader was also offered with a manure fork or earth bucket. Capacity was 3000lb for low lifts or 1000lb at a maximum height of 21ft.



Left: A Ford 5000 fitted with a Farmhand F11 loader. The F11 was a heavy-duty, high-lift loader with a tear-out rating of 4000lb (1815kg) and a lift capacity of 3500lb (1590kg).

Below: This Farmhand F11 loader and County Power Drives tractor combination was purchased in 1973 by Fred Gittus who farmed at Saxham, near Bury St. Edmunds. The cab was manufactured at Sutton by Farmhand (UK) Ltd.



The loader remained on the market until 1942, after which material restrictions following the USA's entry into the Second World War led to its manufacture being temporarily suspended. Production resumed in 1944 with the loader featuring improved hydraulic control from a new spool-valve arrangement that was jointly developed by Joe Schwan and Superior's own head of engineering, Charles F. Pierson.

In 1947, as demand for the loader increased across North America, Superior opened a subsidiary business in Winnipeg, Canada. Two years later, the firm relocated its main manufacturing facilities to Hopkins, a suburban city west of Minneapolis.

The original Hydraulic Farm Hand became the Farmhand Heavy Duty loader, and was joined by the Farmhand Special, which was designed to fit smaller tractors and had a maximum capacity of 2000lb and 17ft reach.

At the same time, the Farmhand Standard, a more compact loader designed to fit a wider range of tractors, was added to the line-up. It had a 2000lb maximum capacity and 12ft reach.

In 1951, to cope with the rapid growth in sales, the Superior Separator Company, now with Charles Pierson

as its president, was reorganised into two separate divisions. The Superior Grain Separator Company handled the cleaning and processing machinery for the milling, malting and seed industries, while the Farmhand Company manufactured and marketed the loaders and materials handling equipment. The Hopkins site

was expanded so that each division could have its own factory, offices and personnel.

The range of Farmhand loaders continued to grow during the 1950s. Other products were added to the line including feeder wagons, diet feeders, trailers, manure spreaders and a rotary snow plough.

F11 introduction

Probably the most important introduction was the F11 loader, launched in 1957. The F11 was a self-contained high-reach loader incorporating its own independent hydraulic system with a gear-driven PTO pump. Its heavy duty booms were made from corrosion-resistant Cor-Ten steel. The F11 loader, attached to the tractor via a sub-frame to the rear axle, also featured double-acting lift and tilt rams. A wide range of attachments was available.

In 1959, Superior purchased an Oregon manufacturer of bulk feed trucks. The following year, the Superior Grain Separator Company, its various product lines and its operations in Hopkins and Winnipeg were acquired by the Daffin Manufacturing Company.

Industrialist, Irl A Daffin, was one of a group of businessmen who had rescued New Holland from the brink of bankruptcy in 1940. After the Sperry Corporation bought New Holland in 1947, Daffin left to develop his own business. Daffin's products included haying equipment, land levellers and scrapers, cultivators and beet harvesters.

The Daffin products were merged into the Farmhand line, which continued to operate from Hopkins and Winnipeg as the Farmhand Division of the Daffin Corporation. Following the merger, the Farmhand loaders became part of a full system for materials handling. Attachments for the F11 and the other loaders in the range included manure and silage forks, root, soil and grain buckets, a push-off buckrake and a hydraulic grapple.

Flat 8 system

Farmhand also developed its Flat 8 Bale System with an Accumulator that was towed behind the baler to discharge the bales in units of eight. The Farmhand Bale Fork, fitted to a loader, used its specially shaped tines to load or stack the eight-pack of bales.

The Farmhand Flat 8 Bale System and the F11 loader were introduced to the UK in 1963. Designed for farms handling 12,000 or more bales each season, the system became an instant success. Two years later, in 1965, Farmhand (UK) Ltd was established with a base at Sutton, near Wymondham, in Norfolk.

As well as assembling equipment imported from the USA, the UK operation also manufactured some of its own machines using locally sourced materials. The F11 loader couldn't be used with tractors fitted with the safety cabs that became mandatory in 1970,



Left: The Farmhand F12 loader was sold as a package with the County Power Drives tractor. The Countys, based on Ford 5000 or 7000 models, were fitted with County-Brockhouse 11F torque converters.

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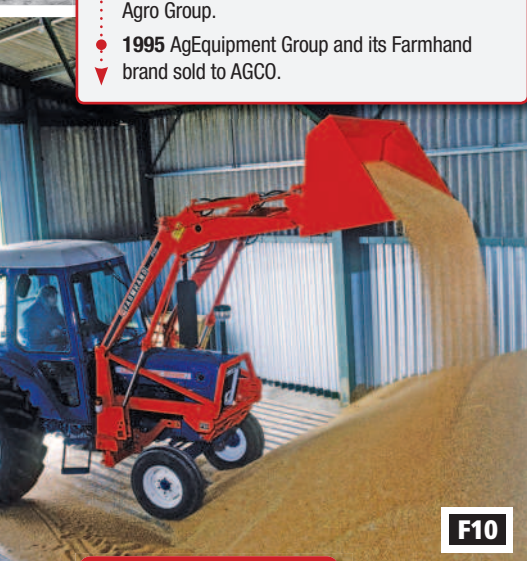
- **1929** Superior Separator Company established in Minneapolis.
- **1936** North Dakota farmer, Joe Schwan, develops tractor loader.
- **1940** Schwan sells his loader design to Superior Separator Company.
- **1942** Loader production suspended due to wartime restrictions.
- **1944** Improved hydraulic control for 'Farm Hand' loader.
- **1949** Daffin Manufacturing Company launches line of haying equipment.
- **1951** Farmhand Company formed after reorganisation of parent business.
- **1952** Farmhand introduces its Standard loader after relocating to Hopkins.
- **1957** Launch of Farmhand F11 loader.
- **1960** Farmhand acquired by the Daffin Manufacturing Company.
- **1963** Farmhand Bale Handling system introduced to UK.
- **1965** Formation of Farmhand (UK) Ltd.
- **1971** Farmhand F12 loader introduced to the UK.
- **1979** Vermeer round balers marketed in UK by Farmhand.
- **1981** Juko seed drills distributed in UK by Farmhand.
- **1985** Farmhand (UK) Ltd acquired by Thrige Agro Group.
- **1995** AgEquipment Group and its Farmhand brand sold to AGCO.



F9H

Above: A four-wheel drive Ford 4600 equipped with a Farmhand F9H loader, which was made in France by Agram.

Left: Handling grain with a Farmhand F10 loader. The F10 would lift to 10ft 6in (3.2m) and the scoop capacity was 32cu.ft (0.9cu. m)



F10

reduction boxes and Brockhouse torque converters.

The venture with Farmhand led to the development of Ford 5000 and 7000 models equipped with F11 (and later F12) loaders and fitted with County-Brockhouse 11F torque converters. The 11F transmission provided a powershift forward/reverse shuttle in conjunction with a manual gearbox. The first County Power Drives/Farmhand F11 combination, based on a Ford 5000, was bought by Suffolk farmer, Fred Gittus, who farmed near Bury St. Edmunds.

and so Farmhand (UK) Ltd constructed its own cabs for Ford and Massey Ferguson tractors.

The loaders were sold under the slogan 'mechanised muscle for tough jobs'. Brackets were available to fit the F11 loader to a variety of tractors including Fordson, Ford, Massey Ferguson, International Harvester, Nuffield, David Brown and John Deere models. The tractor rear wheels had to be set at a minimum of 68in centres to accommodate the loader arms/booms while also providing stability.

Specification

Model	Farmhand F12 loader (1975)
Hydraulic system	PTO-driven pump delivering up to 18gpm (82lpm) at 1350psi
Oil capacity	Six gallons
Hydraulic cylinders	Twin 44in x 3.5in (111cm x 8.9cm) main rams; 11in x 3in (28cm x 7.6cm) tilt rams
Lift capacity	Lift to full height, 3000lb (1362kg); tear out force 4500lb (2041kg)
Lift height	13ft 4in (5m)
Weight	1750lb (793kg)
Attachments	Pallet fork, manure fork and grapple, grain scoop, general purpose scoop, root bucket, push-off buckrake, bale fork

F12 loader

Eventually, the F11 was superseded by the F12 loader system, which could be fitted to tractors equipped with standard safety cabs and, later, quiet cabs. There was a wide range of attachments including eight-bale and ten-bale systems, which could be used in conjunction with bale carriers and stack movers.

The F11 and F12 loaders were also sold as a package with the County Power Drives, a Ford 5000 conversion fitted with a torque converter transmission. County Power Drives Ltd was formed in the early 1970s as an offshoot of the parent company, County Commercial Cars Ltd, to market ancillary equipment for Ford and County tractors including assister rams, special wheels, Howard

Right: The Farmhand F12 loader system was offered with various attachments for silage and manure handling, including a hydraulic grapple-fork.



F12



F12C & F10



F10 BALE FORK

Vermeer was the original big round baler and more than 10,000 had been made in less than ten years.

Farmhand's Power-Box system also integrated with the loaders. The Power-Box was a multi-purpose unit mounted on a 9t cantilever-type tandem-axle chassis. Designed to handle manure, slurry, silage, grass, grain or roots, it could be used as a spreader, forage feeder or self-unloading trailer.

For those farmers who preferred to remain with conventional balers, the

Farmhand Flat 8 Bale System had almost no equal and could handle up to 1800 bales per day. This was later superseded by the Flat 10 system, which worked in conjunction with Farmhand's 10-Bale Accumulator.

The Flat 10 Bale Fork allowed the bales to be stacked ten high to form a 100-bale 'stacklet'. This could be moved by the Stackhand, one of the first bale chasers, which provided a fast and efficient means of bale carting and stacking. 'Farmhandling Bales' became the company's slogan, and an F11 or F12 loader provided the solution for many farms faced with mammoth handling problems.

Above: By the early 1980s, Farmhand (UK) Ltd was offering a wide range of loaders. The F12C on the left was a heavy-duty model with parallel linkage, while the F10, right, was a more compact loader.

Left: Farmhand's Flat 10 Bale Fork was part of a complete system for stacking and carting bales. The tractor is a late County Power Drives model, based on a Ford 7600, fitted with an F10 loader.

Inset left: Howard Farmhand loaders were sourced from the Danish Veto/Gyro range. The FX-13 Parallel model is fitted to a Ford 5030 tractor.



FX-13

The F10 model, a later addition to the range, was designed as a quick-attach loader mounted via side-rails rather than a sub-frame. Maximum reach was 10ft 6in. For smaller tractors, Farmhand marketed its F9 and F10 loaders. These were sourced from Agram in France, although the attachments were manufactured locally in Norfolk.

In 1985, Farmhand (UK) Ltd was acquired by the Danish Thrige Agro Group and merged with Nordsten and Howard. Following the acquisition, the American Farmhand and French Agram loaders were replaced with a new line of Howard Farmhand loaders sourced from Denmark. The American Farmhand brand became part of the AgEquipment Group, which was purchased by AGCO in 1995.

Other products

Farmhand's UK subsidiary also marketed spreaders, feed wagons and diet feeders, as well as American-made Vermeer round balers, which were sold under the Farmhand name in this country. Eventually, Finnish Juko seed drills were also added to the product line.

All the products were designed to integrate, with the Vermeer machines, forming a complete big round bale system with the Farmhand loaders. The

Below: The Power-Box spreader was part of Farmhand's integrated system of materials handling. It could also be used as a forage feeder of self-unloading trailer. The tractor, a John Deere 2140, is equipped with an F10 loader with a manure fork and grapple.



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REPRESENTING ROADLESS

During his remarkable 60-year career in the farm machinery industry, Arthur Battelle, now 96, worked as a tractor driver, contractor, milking machine installer, IH dealer mechanic, Fordson and Ford demonstrator and trouble-shooter, Roadless service guru and salesman, and importer of four-wheel drive conversion kits. In the third of his series of interviews with Simon Henley, he firstly explains why he decided to leave Ford in 1967 and then recalls his subsequent work as a service representative and demonstrator for Ford conversion specialist Roadless Traction.

ARTHUR BATTELLE joined Ford's UK tractor operation as a temporary demonstrator in 1959. As he recalled in the September 2021 issue, he went on to become heavily involved with the demonstration programme for the new 6X tractors in the mid-1960s as well as acting as a roving trouble-shooter, helping dealers to overcome the many early teething issues that arose, particularly during 1965.

During its earlier years, Ford's UK operation had been fairly autonomous, but by 1964 the Americans were taking much greater control, with the UK company now being managed financially from the USA.

As these management changes occurred, Arthur found himself frequently bumping heads over his hotel expenses, although he conceded the finance department was only doing its job. Another concern, however, was some of the poor decisions that were increasingly being forced upon him due to the

influence that was being asserted by the corporate bean counters.

"I loved visiting customers," he recalled in his book *Final Years on the Tractor Seat*. "I found the work very satisfying, particularly when it was possible to take action to resolve problems. It was very frustrating when it was not possible to help as much as I thought I would be able to. There were occasions when many problems could have been eradicated easily if I could have obtained some action from the factory, but I was constantly put off with stock excuses such as "It is not my job" or "We do not have a budget" or "We must get authority from America to do that".

Eventually I became disillusioned with banging my head against a brick wall, and decided that Ford and I should part company.

By this time, Arthur had already entered discussions with Roadless Traction's sales manager, Ven Dodge,



Above: Keeping a close eye on the ploughing during a 1968 demo. The equal-wheel Roadless 115 that Arthur was using with a five-furrow conventional plough at this event was new on the scene, having made its debut at the 1968 Royal Show.



Arthur Battelle using a Roadless Ploughmaster 95 to plough on-land at a demonstration in the autumn of 1967. This was not long after he joined the company as a service representative and demonstrator. Photo courtesy of Stuart Gibbard.





about a position with the Hounslow-based four-wheel drive conversion specialist. In early 1967, following a dispute over the reimbursement of fuel expenses, Arthur politely resigned from Ford and joined Roadless Traction as a service representative and tractor demonstrator.

We now join Arthur, as he discusses his work at Roadless Traction Ltd and reveals some of the challenges he would come to face during his tenure with the company.

CLASSIC TRACTOR (CT): What were your first experiences with Roadless and what did your work involve?

ARTHUR BATTELLE (AB): My new service and demonstration role at Roadless covered the whole country, so for the first time in my life I was given a brand new company car, which happened to be a green Ford Cortina estate. For the first two weeks, I worked around the factory, learning about the tractors.

Back in 1955, Roadless had secured a licensing agreement with Selene in Italy, to manufacture four-wheel drive Ford tractors using Selene's patented transfer box design. The front axle used on all Selene and Roadless four-wheel drive tractor conversions produced at the time was an ex-US Army GMC unit which was commonly available from war surplus vendors in Europe.

Roadless had a contact in Holland, who notified the company when a US Army surplus auction was next scheduled. Normally, the works manager, Charles Skelton, would attend the sale, which might be in Belgium, France or Holland. I even recall him driving all the way to Madrid in Spain to purchase axles.

The axles, which typically cost between £5 and £20 each at the time, were either new or reconditioned units boxed-up in wooden crates. Before I went to work at Roadless, the company had launched a new six-cylinder tractor, the Ploughmaster 90, which was replaced in 1967 by the Ploughmaster 95. Around 25 tractors had been sold when I arrived at the



company, and nearly all of them were having problems.

CT: Can you tell us about the problems with the six-cylinder Ploughmasters and explain how you were able to rectify them?

AB: Basically, the GMC differential had been designed for low torque/high speed travel (40mph) applications. The diff could just about cope in the less-powerful four-cylinder tractors, but when it was asked to handle 90hp at low-speed in a six-cylinder tractor pulling a heavy load, the axles started failing.

There were, essentially, two problems: firstly, the high torque loads caused axle shaft breakages, and secondly, because the differentials were turned upside down to gain additional ground clearance, the pinion bearings failed.

By turning over the axle, the pinion bearing was no longer submerged in oil. A solution was discovered by a consulting engineer hired by Roadless, who concluded that the simplest resolution was to drill a hole into the differential casting, onto which a welded tab would be attached. The tab, which was effectively a splash deflector, would act as an oil feed, guiding lubricant onto the bearing.

This idea worked, so Roadless quickly started modifying a whole batch of new MkII axles with the new oil feed and a strengthened pinion bearing. The

Above: Arthur checking to make sure the furrows are matching up while on-land ploughing with a Roadless Ploughmaster 95 and four-furrow SKH plough at a demo in late 1967. Photo: Mervyn Ford.

Above inset: This advert for the Roadless Ploughmaster 75 and 95, and the 115, appeared in the January 1969 issue of *Arable Farmer*.

Left: The GMC front axles fitted to Roadless Ploughmasters were sourced from war surplus sales in Europe. When fitted to four-cylinder models, the axles were mostly reliable, but those installed on six-cylinder variants suffered from axle shaft failure.

modified axles were then delivered to dealers, so they could swap them with the troublesome differential units in their customers' tractors.

Once removed, I would collect the affected differentials and return them to the factory for upgrading. On the first trip I made, I remember loading six of them into the boot of my new Cortina, which I soon discovered was too much weight and made the car almost undrivable.

CT: Tell us about your demonstration work at Roadless Traction.

AB: After the initial battle to replace the failing differentials, I started to focus on demo work. However, after only a few big demonstrations I was replaced by Bruce Keech, who I had previously worked with at Ford, and promoted to service manager. From this point onwards, a lot of my time would involve solving GMC front axle issues on Ploughmaster 90 and 95 models.

CT: You mentioned earlier that one of the problems was axle shaft breakages. What was the cause of this?

AB: The cause of the problem was that the shafts simply were not strong enough. Even though Roadless started using special axle shafts manufactured in Germany, tractors which were used for draught work on heavy ground were still experiencing some problems.



Above: Arthur's former colleague Mervyn Ford at the wheel of a Roadless 115. Mervyn joined Roadless Traction as a demonstrator in 1969. His role with the company would soon extend to working closely with Arthur on service-related issues. The two men remain close friends today.

Above right: The Ploughmaster 90, pictured, introduced in 1965, was superseded by the Ploughmaster 95 in 1967. Both models unfortunately experienced problems with the war-surplus GMC front axles, recalls Arthur.

It took me a while, but I eventually worked out how to prevent axle shaft breakages by carefully setting the tyre pressures. The first tractor I was able to achieve this with was a four-wheel drive Roadless IH 634 that was being used for ploughing.

I discovered that over-inflated rear tyres caused the back wheels to spin excessively. Because the rear tyres were not gripping, the front tyres, which typically rotate about one per cent faster than the rear wheels, were left to do all the work. With the added load, particularly if the tractor was carrying front ballast weight, the axle shafts would break under the strain.

By carefully experimenting with tyre pressures, I worked out that with the plough raised out of the ground, the optimum rear tyre pressure on the IH 634 was 11psi. This provided enough grip at the rear to allow the front wheels to slightly spin, so they were assisting the rear wheels instead of actually pulling the tractor and the plough along.

After working this out, I helped a lot of farmers and their drivers to set up their tractors. Once we had established the best combination of tyre pressures for a particular tractor and plough, I would paint the pressures on the plough headstock with model aircraft paint, so they wouldn't be forgotten.

CT: Roadless tractors were sold with a 12-month warranty, but the Ford skid units used to build them were only covered for six months. How did the Roadless warranty system work?

AB: The skid units did have a six-month warranty, but Ford accepted warranty claims on the tractors for 12 months. Because most Roadless tractors were sold by Ford dealers, a customer with an engine problem could take the tractor back to his dealer. Mechanical issues with the four-wheel drive system were covered by Roadless Traction.

The warranty procedure became more complicated when Ford decided it would no longer handle warranty claims on its skid units directly. Roadless would have to process warranty claims on its behalf, then reclaim the money from Ford.

The task of processing warranty paperwork fell into my lap. I would take the paperwork home and process it in the spare room of our home. The problem was that Roadless had no official warranty protocol in place. With so much additional paperwork to process, I decided to develop a proper warranty scheme.

With help from my wife, Betty, I set up task times for each operation and established mileage tariffs to cover dealer journeys to and from a customer's farm. Each job was assigned a code number which related to the task, so that every single repair had a standardised rate.

The time allotted to each task was based on the ability of an experienced engineer. Based on my own experience, I knew, for example, it didn't take 12 hours to replace an axle shaft, but that's what some dealers would request payment for.

If a task typically took me one hour, then I would set a task rate of 1.5 hours, so there was a little bit of room for error. By standardising the warranty system, all the dealers received the same compensation and the whole warranty process was simplified. I could never have achieved this without the organisational skills of my wife, Betty, who would almost take complete control of the Roadless warranty programme in future years.

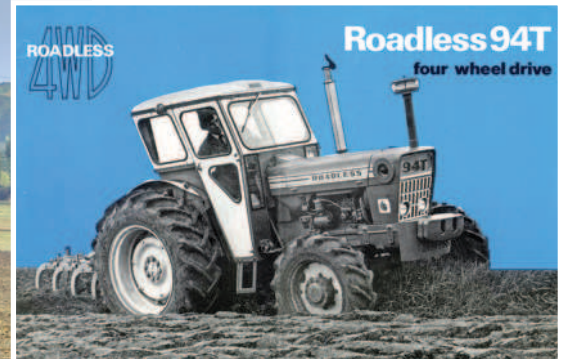
Below left: The front axle on the equal-wheel Roadless 115 was designed by the company's chief engineer Vic Crockford. Tractors built after September 1970, including this one, being driven here by Roadless demonstrator Mervyn Ford, were fitted with safety cabs built by Alexander Duncan of Aberdeen. Photo courtesy of Stuart Gibbard.

Below: This early advertisement for the Roadless 115, published in the August 1968 issue of *Agricultural Machinery Journal*, was timed to coincide with the tractor's launch at the Royal Show in July of that year.





Left and below: The Roadless 94T, based on the turbocharged Ford 7000, was regarded by Arthur as the best four-cylinder model produced by Roadless Traction, thanks to its power and tractive performance.



CT: Tell us about your involvement with the equal-wheel Roadless 115.

AB: The Roadless 115 was the company's first equal-wheel tractor and it had been designed in-house by Roadless' chief designer Vic Crockford. I had seen the prototype 115 working and was impressed by its performance.

The original front axle design featured a Kramer differential and Bray reduction hubs, although Bray was unable to supply us with enough hub units. Roadless considered using Selene reduction gears, but these were not strong enough, so the company developed its own reduction units.

I was heavily involved with the introduction of the 115, which was launched in July 1968 at the Royal Show. The 115 was an excellent draught tractor, however, it was a little too heavy for working on banks and steep slopes. A well-driven Ploughmaster 95 would beat the 115 ploughing uphill. I always maintained the 115 was at least half-a-ton overweight.

CT: How did your role within the company develop during this time?

AB: By now I was travelling all over the UK performing service and warranty work. However, my role in Scotland was extended to also include sales, so I was working very long hours. In 1969, Bruce Keech went to work for County Commercial Cars. His replacement was a young man called Mervyn Ford, who had already achieved notoriety as a demonstrator for Massey Ferguson. Although Ven Dodge had hired Mervyn as a demonstrator for Roadless – and he was excellent at his job – Mervyn was also a very capable mechanic and would take over some of my workload as a service representative.

In those days, I was sometimes travelling 1500 miles a week. My work also took me to France, where I ventured on numerous occasions to visit French dealers who had imported or wanted to sell Roadless tractors, performing demonstrations and helping existing customers to set up their tractors correctly.

I was also involved in several engineering projects in France, which included fitting a prototype Roadless axle to a Ford 8000. Fitting the axle, which had been designed by Vic Crockford and had not actually been approved by Ford, required some modification to the steering arms and cab, but it proved there was potential for using the axle on this size of tractor. Unfortunately, this was the only 8000 we fitted with a Roadless axle.

Later, Mervyn and I would be sent to France to fit a Roadless planetary axle with a diff-lock to a Ford 7000. I continued visiting France throughout the 1970s, and I made some very good friends there.

CT: What sort of problems did Roadless encounter following the introduction of safety cab regulations in 1970?

AB: Roadless approached Alexander Duncan in Aberdeen to supply safety cabs for its tractors. The Duncan cabs were robust and served the purpose well, however, they had a severe interior noise problem which was becoming a growing concern for Roadless.

To find a solution, I drove up to Aberdeen to see Alex Duncan, who made me very welcome and invited me to stay at his house. The evening started with a five-mile walk to a local pub where we consumed several pints of strong ale before returning to the house for supper and some malt whisky.

Our conversation focussed on the noise issue, and I explained to Alex how I had overcome the issue of vibration and noise in the home-made cab I had designed for my David Brown tractor as a young man. I should point out it was very quiet. We spent a long time that evening working out how to modify the Duncan cab, and Alex was determined to trial my proposed ideas.

The next morning, he arranged for us to visit his factory so we could discuss the proposed design changes with his fabricator, who immediately went to work. Within a very short time, the fabricator had welded up a prototype version of the cab, inside which there was an insulated floor called a barrier mat.

This was the prototype of the Duncan Super Deluxe cab, which was wider and introduced a thick rubber barrier mat over the gearbox. It was both significantly quieter and roomier.

Unfortunately, because County offered an additional wing-mounted fuel tank on its tractors, Ven Dodge insisted the Duncan Super Deluxe cab on Roadless models should feature fuel tanks integrated into the wings. These would prove to be a nightmare, as not only did they make the cab narrower, the wing tanks also leaked and soaked the interior cladding with diesel. There was a similar problem on later Lambourn Q-cabs, which created just as many problems.



Mervyn Ford, standing, with his friend and mentor Arthur Battelle. Their working relationship began in 1969 and continued until Arthur's retirement in 1984.

Next month

IN OUR NEXT INTERVIEW with Arthur, he recalls his introduction to the Schindler four-wheel drive axle, his final days at Roadless Traction and how he went on to establish his own company, Farm Tractor Drives in the 1970s.

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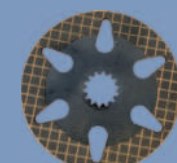
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VERY LOYAL ZETOR USER

Zetors have long been favourites with Welsh hill farmers, with some dealers achieving a 20 per cent market share in their areas with the Czech brand back in the 1970s. Hubert Davies, with 50 years of using Zetors under his belt, is certainly one of those farmers who favours the brand.

His first Zetor, a four-wheel drive 5545, was two years old when he purchased it second-hand in 1971. This tractor survived a reduction sale of machinery that took place in 2001, this following Hubert's earlier decision to cease silage contracting. Another of the tractors he retained is the four-wheel drive 1983 Zetor 6045 you see here.

Hubert, who farms near Llanigon, just below Y Twmpa hill, part of the Black Mountain range on the Welsh border, says he likes Zetors because they are economical to run and also very handy on his upland hill farm. The Czechoslovakian tractors were also cheaper to buy as well as being simple to repair whenever there was a need for some spanner work.

He can't remember exactly when he bought his four-wheel drive Zetor 6045, but it was well over 20 years ago. The 38-year old classic is still gainfully employed on his all-grass upland farm, turning and rowing-up grass during the summer, and carrying out

other light tasks in support of his flock of Lleyen ewes and a few Jacobs.

Hubert originally bought his Zetor 6045 to use in his contracting business. He had carried out silage making and other work, but in the 1990s he gave up the silage side of the business and concentrated on hedge trimming. The 6045 had been bought to use on a hedge trimmer and it continued to work in that capacity until Hubert changed the trimmer for another machine that was too heavy to use on his Zetor. He originally owned two 6045 models, one of which was sold.

This particular machine, first registered A388 OVJ in November 1983, is a late example of the 6045 model that was built at the Zetor plant in Brno, Czechoslovakia, from 1980 to 1984. OVJ is a Herefordshire registration, so this tractor hasn't travelled very far from its original owner. Although Hubert's upland farm is in Wales, it has a Hereford postal address.

He isn't sure how many hours his Zetor 6045 has done in total as its clock stopped at 2100 hours many years ago. With its heavy workload of hedge and verge cutting, the hour tally must be well into the multiples of thousands. Certainly, it has done enough work to see off two clutches.



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As well as hedge trimming, this Zetor has also been used on a mower and a small baler. Nowadays, Hubert's Zetor 5545 does the baling with a venerable Allis-Chalmers baler.

The tractor line-up on Hubert's farm is completed by a T-plate Zetor Crystal 8045, which was originally used to drive a forage harvester, but now does the muck spreading, and a younger Deutz-Fahr DX4.57 that runs a log splitter.



Above: In a scene straight out of the 1980s, Hubert Davies teds silage with his faithful Zetor 6045 and PZ Zweegers Haybob.

Left: This 1983 Zetor 6045 is still one of Hubert Davies's main working tractors on his all-grass hill farm in east Wales.





Left: The boom on this Matbro 610 handler is incredibly strong and like those used on older Matbro Bray wheeled loaders.

Below: This unusual Matbro 610 pivot-steer loader has been with the McCloskey family, dairy farmers from Ballymoney in Co. Antrim, for the past 28 years.

UNUSUAL HANDLER

Whenever Gerry McCloskey calls a parts supplier asking for something for his Matbro 610 loader, he's usually told there is no such machine. Fortunately, it's a call that the McCloskey family, who farm at Ballymoney, Co. Antrim, haven't needed to make very often in the 28 years they've owned their articulated machine.



With the arrival of a NH 6635, the Harkins' Fiat 566DT will now be taking life easier.

Fiat stays with family

This unusual Fiat 566DT has been in the ownership of the Harkin family from Co. Donegal, since it was purchased new in 1984. The 56hp four-wheel drive tractor was originally bought by Dan Harkin, and ever since he passed away in 1997 it has been in the care of his nephew Declan and great nephew Ryan.

Back then, Dan and his brother Frank were working for Ireland's Forestry Service close to their home near Carndonagh. The Fiat was purchased from Cowan Brothers at Eglinton, Co. Londonderry, along with a used half-track Jones Highlander 60 the following year, when Dan became a forestry contractor, specialising in thinning and timber extraction. Declan, who was just leaving school at the time, joined him in the work.

"The Fiat has been in our family since it was new," says Ryan. "It has always been with us as it holds great sentimental value. My father cherished the tractor and it has always been given what it has needed."

"It has just turned over 10,000 hours last year. I have recently purchased a New Holland 6635, so I think the Fiat's days of hard work are over. We shall be making sure it is well-preserved in the future."

"We had a little Kramer 312 which was useless for buck-raking silage, so in 1993 my father phoned dealer Alexander Mills to see if they had anything available that would be suitable for the job," says Gerry. "They said they had a machine that had just come in and was available for demonstration."

"When the Matbro 610 arrived, it appeared to be far too big for our work," he continues. "Compared to the Kramer, which only had 18in tyres, it seemed very big. But we used it for a couple of weeks and kept it, and it's still here now. We also got a JF 1100 forage harvester at the same time, and it is still working too."

It seems that Matbro only made half-a-dozen 610 loaders, which is why it doesn't appear in the parts books. It might be rare, but it has been a good machine on the McCloskeys' farm, where 150 dairy cows and followers are kept on 400 acres. The handler has always been owner-driven and is now approaching 9000 hours.

It is powered by the same 97hp four-cylinder turbo engine as the Ford 7610. Like many Ford tractor engines, the Matbro's motor went porous and had to be rebuilt. Other than that, it's required no major work.

"It's an oldie, but a goodie," says Gerry. "It's our secondary loader now as we also have a JCB 310S, but we always use the Matbro on the buckrake on roofed silage pits. If the JCB cab touches the roof you're looking at £1000 straightaway, as it has a glass roof, lights on top and plastic doors. We'd only get about £5000 for the Matbro and it's worth more to us than that."

Gerry says that the 610 seems to have the back end of a Teleram while its front end is the same as an old Matbro Bray loader. As a result, the boom, which is made from steel that is 2in thick, is unbreakable.

"It lifts 2t, but it's strong enough to lift four, five or six tonnes," he says. "It seems that rather than go to the expense of designing a new loader, they fitted a big existing front end on a smaller machine."

"It is simple to use and has a four-speed torque converter transmission and joystick control," adds Gerry. "It has Ford axles, and with its Ford engine and Clarke transmission, you can get just about any part you need. It is a super machine."

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David Ellin manages a 1500-acre estate on the South Downs near Brighton in West Sussex. The estate grows 600 acres of combinable crops and runs a herd of 100 suckler cows. The machinery fleet contains a number of modern classics.

Demo tractor impressions

After a year of planning and six months of hard work, I'm excited to report that our brand new farm diversification enterprise is ready to open for business. Aptly

named 'Foot of the Downs', our shepherds' hut and two luxury camping pods will offer visitors the opportunity to stay on a working farm and enjoy the fantastic countryside we have here.

Using farm labour and machinery, we managed to prepare the site, install the services and position the pods ourselves. The units weigh 6.5t, and they had to be transferred onto our bale trailers to get them to the site. There they were offloaded and positioned using our two telehandlers, one at each side. I was amazed when the JCB Loadall 531-70 only just managed to lift its side, while the old Matbro TR250 responded by lifting with the engine only on tickover.

The Matbro clocked up an extra 200 hours on the build, and it has once again been invaluable. However, while I was picking up the final load of haylage bales, I noticed a

distinct smell of burning rubber followed by the tell-tale rattle of a broken drive coupler. Within an hour, we had the cab jacked up and the part, which links the engine to the transmission drive shaft, removed. Spares are still readily available for this machine, which is very reassuring.

The Matbro clocked up an extra 200 hours on the build, and it has once again been invaluable.

Over the past few weeks I've been able to try out some demonstration tractors. The tractor I would like to change, a Massey Ferguson 7620, has been a great machine; it is the perfect weight and size for what we do and it has impressed us with its low running costs and reliability. However, as it nears 7000 hours on the clock, and with our other main tractors are not too far behind, the time is approaching when we need to make a change.

I had never driven a Fendt, but the new 724 Vario that I recently drove was incredibly impressive in every way. Massey Ferguson's

new 8S.225 also impressed me with its Dyna-E transmission, great styling and an unbelievably quiet cab. The tractor that really surprised me was a Case IH Puma 240 CVX. I've not had much to do with Case IH before, apart from driving a Maxxum 5130, but the Puma really felt at home on a farm like ours. Perhaps I sensed a little blue and terracotta heritage in its build?

Unfortunately, my enthusiasm for the new machines was dealt a blow on receiving the eye-watering purchase prices. I may now have to review my replacement policy.

Finally, I've just finished watching the new series of Clarkson's Farm with the family. I must say, I'm full of praise for what was an excellent portrayal of the reality of farming today in Britain. Of course, it was great to laugh at Jeremy's inexperience, his machinery purchases, especially the enormous Lamborghini R8 270, and the banter he had with the people who helped him along the way. He was genuinely aghast at the measly profit he had made after a year of investment, hard work and stress, yet he said he had loved every minute of being a farmer, and that for me was the highlight. I couldn't agree more.



John Carter farms 150 acres near Nanaimo on Vancouver Island, British Columbia, Canada, growing malting barley, spring milling wheat and grass for hay. John, who emigrated to Canada from Lincolnshire in 1982, farms with a fleet of classic Ford and County models built between 1963 and 1989.

Gearboxes are replaced

As I write this column, our harvest of 90 acres is half done. The crops are not great due to the heatwave that hit us in late June. Temperatures reached

highs of 41 degrees C just when the barley was starting to fill. The rye didn't suffer as much thought, and it is all harvested now and in the bin.

We still have baling to do, which is a bit of a problem as the straw is so dry we are having difficulty feeding it into the big baler, as it just breaks up. It has consistently been 30 degrees C out here for five weeks and what grain we have harvested has come in at 10 per cent moisture.

On the machinery front, how is it that when you put the combine away in good running condition, only one hour into using it again, a link on the elevator table comes off? We came to a grinding halt with lights flashing everywhere, telling me to stop. This may be an old combine, but all its monitors still work. Anyway, I did have a spare link and so far I've had no more problems.

It has not been so good on the tractor front. My Ford 5030 Synchro had a gearbox failure in April. I have to admit that it was partly my fault, as, in the absence of an operator's manual, I was unaware that the 5030's Kubota-made gearbox has its own oil reservoir. When we checked, it had no oil in its gearbox.

I have entered my 6640 into the next Ritche Bros auction, and the 7840, once repaired, will go in December.

After making some enquiries, I discovered that many of the parts for these gearboxes are no longer available. Which is rather handy, not, as the similar Ford 3930 we have been running for 25 years also has a problem with its gearbox! As I write this, two 8x2 Ford constant mesh gearboxes are on their way to us from Virginia. I was told they will slot right in. It would be great if we could still use the Dual Power part of the transmission, but I'm not too hopeful on that.

Next, we come to our Ford 7840. I love this old girl and was busy baling with it when, with no warning whatsoever, she just stopped with an 'E19' error code on the dash.

This appears to be for the dump valve for the clutch. We are told it will most likely be the solenoid, but at the moment the 7840 is a sorry-looking sight out in the field.

As a result of all this, James, our mechanic, has told me that these lovely old tractors have to go as the gearbox repairs could be costly. I have entered my 6640 into the next Ritche Bros auction in October, and the 7840, once repaired, will go in another auction in December.

I may keep my two-wheel drive 6640 as its gearbox has been overhauled. The other option would be to have the gearboxes overhauled, one at a time. I will get estimates.

There have been many changes in my life recently, not least with the loss of my wife Rosemary last year, and more are on the way. More on that, and a 6000-mile round trip to Price Edward Island, next time.



With his father Gerry and brother Gerard, David King farms 200 arable acres in Co. Louth and Co. Meath in the Republic of Ireland and also runs a small agricultural contracting business. The family also carry out well drilling, construction and building fabrication work.

Reading up on combine

With the weather turning for the worst, leading to scattered heavy thundery showers and spot flooding, this harvest could be a long haul. We had no winter barley this year, but we have tried cutting our oats, which may be going for porridge, only to find they were not fit. We brought the combine back indoors, as the weather forecast was poor.

Our previous combine was 30 years old and was controlled by levers, buttons and knobs, whereas our 'new' one for this harvest, a 2012 Deutz-Fahr 6095, has digital readouts and electronics controls. It can be quite daunting. I was never very good at doing my homework at school, but I have spent many nights reading the operator's manual while sitting in the cab.

All the sieve settings are still manual, but trying to get to know and understand all the different operations that monitor the running of the combine has been interesting. It arrived with a RDS Ceres 8000i yield monitor, which I got upgraded to yield mapping that can be

recorded onto a SIM card and loaded onto a computer. So not only had I to study the combine manual, I also added this in for extra measure.

The HGV-type wide-angle mirrors I have fitted to both sides of the combine have removed further blind spots.

I'm very conscious of my surroundings when operating the combine, so I have added a new reversing camera at the rear. It makes a massive difference as it removes the blind spot at the rear. Costing only €150 (£127), I would recommend one to everyone.

The HGV-type wide-angle mirrors I have fitted to both sides of the combine have removed further blind spots. The beauty of these mirrors is that, when reversing, you can actually see the area you are about to steer into. As a final precaution, I have replaced the fire extinguisher near the engine compartment and also fitted two new extinguishers on either side of the header. Sometimes, the speed of access to the fire extinguisher can be vital in putting out the fire.

Turning to other machines, our John Deere 4850 is back together again and running well. Classic tractors are making good prices, so my advice to anyone who is rebuilding engines or carrying out major repairs is to keep a record of the receipts and repairs in case you sell the machine in the future. There can be a big difference in value between a machine that has had its organs replaced and a machine that has not.

We have just spent around €8000 (£6800) on our 4850, excluding our own time. This included the cost of a complete engine overhaul, upgraded injectors, a new splined hub in a clutch pack, new steel hydraulic lines behind the chassis frame and some more small bits. If you can produce evidence of past repairs, it will surely add to the value.

Finally, my father has recently come across an early Claes MZ combine. It is one of the early types with the axles and gearbox from an army truck. The threshing mechanism runs on wooden hangers, rather than the later steel bars and rubber mountings. It is a tanker version and we have been told that it was displayed at the 1953 Cork Agricultural Show. We are trying to get more information.



With his father William, Peter James farms around 400 acres at Sancreed, near Penzance, Cornwall. The farm supports a herd of 125 dairy cows, beef cattle and a small sheep flock. Spring cereals and maize are grown as break crops. The family's tractor fleet includes four Valmet and Valtra models.

Baling silage works best

Silage making has changed a lot for us over the past 30 years. We used to operate our own side-mounted JF harvester for many years, backed-up by a fleet of 6t and 8t trailers. The week before we

harvested was always reserved for putting the silage trailers together.

Grass was cut with a 7ft mower and rowed two into one depending on the thickness of crop. Back at the clamp, it was moved and levelled with an 80hp tractor with an 8ft rear-mounted buckrake and rolled with the same tractor. A lot of tractors and machines were involved, not to mention staff, neighbours and friends. Very few farms now have access to additional labour for short periods of harvesting, while the units themselves are getting further apart.

Eventually, we solved the labour shortage by getting a contractor to harvest our silage with a high-output self-propelled forager. Our narrow roads were a struggle for these machines, while our tight farmyards were not conducive to speedy tip times. As a result, we always felt consolidation suffered, even with

an extra tractor working on the clamp.

A brief spell involving a forage wagon followed, but again poor consolidation on the clamp led to excessive waste in the winter. With our farm placed in an NVZ and pollution laws getting ever tighter, we opted for round bales instead.

Perhaps now is the time for the engineering companies and innovators to look again at forage conservation.

With the dairy cows now gone, this system suits our small fields, narrow roads and yards. It has also given us back our independence, as we are now able to cut and bale when individual fields or blocks are ready, which also allows us to group bales according to their quality.

We have always wrapped our bales in the yards where they were to be stacked, but with history repeating itself and labour again being hard to find, this season we wrapped more in the fields.

But what is the future for silage? Will everything just keep getting bigger? Probably yes, as it always has when you look back in

time. However, with ever stricter environmental rules and rising fuel and plastic costs, perhaps something different could be the way forward?

Interestingly, a spell of recent very hot weather in these parts saw an army of conventional balers and flat-eight sledges being hauled out of sheds and put to work making hay. Many of these people were doubtless hoping to cash in on the lucrative equestrian market for this crop. Hay will always be a cheaper option than silage, but our Cornish climate doesn't always guarantee its success.

Perhaps now is the time for the engineering companies and innovators to look again at forage conservation? Hay cubers and presses have been developed before, but never gained commercial acceptance. With agriculture's impact on the environment increasingly being put under the microscope, perhaps the time has come to explore these avenues once more?

CORRECTION

While editing Charlie McCrick's Farm View column in the August 2021 issue, we mistakenly described his new Landquip sprayer as a self-propelled CV 170. It is in fact a Landquip Electrac trailed model with a 3000-litre tank and 28m heavy-duty contractor booms. Sorry Charlie!

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80-years on this slogan is still misleading the public. While millions of cars, vans and lorries continue to suffer deposit-related problems such as poor fuel economy, sluggish performance and increased HC, CO, NOx and CO2 emissions as a result. Needlessly dirty engines and clogged exhaust systems may make billions for the motor industry but it's ordinary drivers, public-health and our environment who pick up the cost.

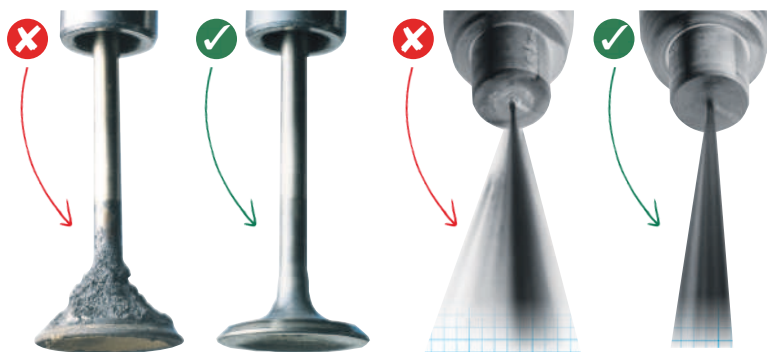
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Mike

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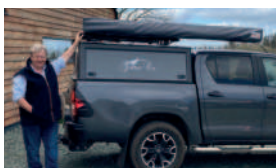
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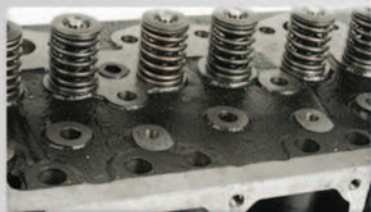
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PRODUCT TEST

FILLING UP WITH A FILTER

IF YOU HAVE A PROBLEM with contaminated fuel either in your machine's tank or your bulk storage tank, filter funnels could be the solution. David Brown has been trying out one of the Mr. Funnel Fuel Filters that are now being stocked by Sparex.

The Mr. Funnel Fuel Filter is a heavy-duty, fast-flow, convenient and portable funnel with a built-in filter. It is specially designed to filter out water, dirt, and debris from most fuels. There are four funnels in the range, with flow rates of 9.5, 13.25, 19 and 45.5 litres per minute (LPM). The 45.5 LPM funnel has two filters.



The filters are easy to use; you simply pour the fuel into the funnel and the filter separates the water and debris and allows the clean fuel to flow through. Once the level of separated contaminants reaches the top of the filter/filters, you simply empty the funnel and begin the process again. The filters are self-cleaning and should not be removed.

The 19 LPM filter we tested worked very well and removed both water and dirt particles from fuel. The funnel was tested to confirm the manufacturer's claim that water will not pass through the filter - that claim is correct.

The Mr Funnel Fuel Filters cost from around £20 for the 9.5 LPM version to £90 for the 45.5 LPM.

✓ PROS

- Ensures clean fuel goes into the tank
- Four sizes available
- Ideal for when fuel is being carried in containers from bulk tank to machine, or if the bulk tank contains contaminants such as rust and water
- Easy self-cleaning filter/filters.

✗ CONS

- Because the filter is located just above the bottom of the funnel, it doesn't fully empty. This means a small amount of fuel remains in the funnel.



Nozzle with a needle

Accessing grease nipples on prop shaft universal joints is a perennial difficulty for many. The nozzles on standard grease guns are often too wide to clear the UJ's jaws and hence no grease can be applied, resulting in premature joint failure.

This problem can be overcome with the use of a needle point-type nozzle, advises Alan Kellett. This nozzle variant, pictured here below a standard nozzle, has an extended, small diameter body to fit up to the appropriate nipple and a hollow needle point to depress the non-return ball in the nipple and direct the grease to where it's needed.

The needle point nozzle can be directly exchanged with the standard nozzle in seconds on almost any grease gun. As an added bonus, any wear on the ball surface of the grease nipple, which results in unwanted grease extrusion when using a standard nozzle, is irrelevant when using a needle point.

Needle point nozzles are available from most motor factors and cost between £10-£15. Using one of these nozzles will prolong UJ service life.

TIP OF THE MONTH



Smart exhaust finish

The appearance of restored classics with glistening paintwork is often let down by the unsightly surface rust on the engine exhaust or silencer, with many American-built tractors prone to this problem.

To prevent this occurring and to add the finishing touch to a refurbishment, exhausts can be vitreous enamelled. This process involves the baking-on of zinc oxide and a colouring agent at a temperature of 835 degrees C to give a glass-like finish which resists all exhaust heat.

Enamellers can be found in trade directories and, for an average of £80-120, they can put the finishing touch to your classic's exhaust/silencer. One of the best known is Trico V. E. Ltd at Bingley, West Yorkshire. Tel: 01274 510101.

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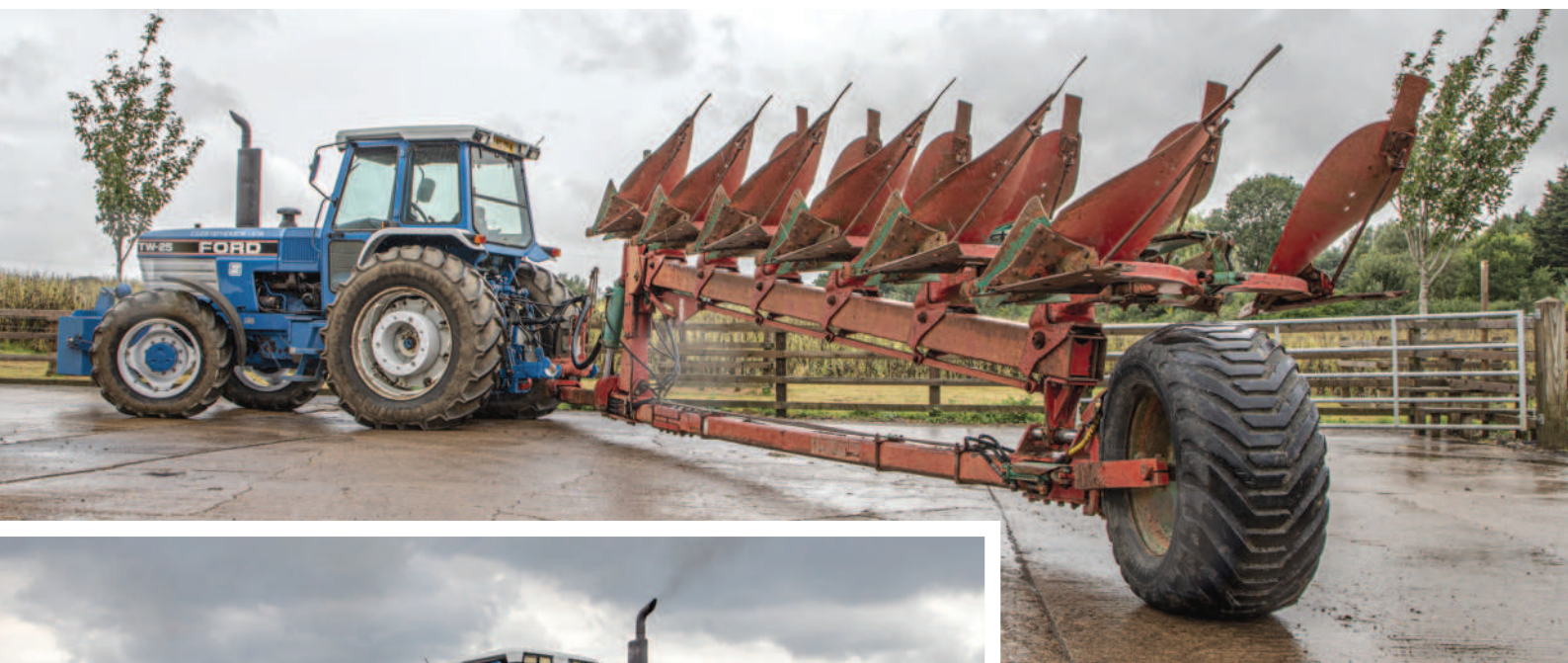
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Plough gets a good prep

The opportunity to acquire a modern classic Kverneland PB 100 six-furrow semi-mounted plough to run behind his Ford TW-25 Force II was too good to miss for machinery journalist Geoff Ashcroft. Here, he explains how he prepared his new purchase for work by firstly giving it a good check-over, and then carrying out a number of adjustments and maintenance jobs.

BACK IN THE EARLY 1990s, it wasn't uncommon to see a Kverneland PB 100 semi-mounted plough on the back of a big Ford. Fast forward some 30 years and it was a classic combination that I was keen to replicate with my own Ford TW-25 Force II.

The Kverneland PB, available in builds from four to eight furrows, was instantly recognisable from its depth wheel location, which was right at the back of the plough. This format helps to keep the turnover height much lower than semi-mounted ploughs with a wheel ahead of the rear furrow, although the trade-off is that ploughing in corners could be considered a compromise.

To improve manoeuvrability, the PB's rear wheel is plumbed into the turn-over cylinders, so the wheel steers the plough during the turnover sequence, reducing the space needed for headland turns.

The plough has hydraulically-adjustable furrow widths from 12-20in (30.5-50.8cm), an underbeam clearance of 75cm (29.5in) and a generous 100cm (39.3in) point-to-point clearance. Kverneland's auto-reset spring protection system is part of the PB's specification, while RB versions swapped leaf springs for shear bolts.

From a tractor hydraulic perspective, there is a requirement for a minimum of three spools: the first is a single-acting service to raise the plough on its depth

wheel; the second is a double-acting function for the turn-over mechanism, which is also linked to the rear wheel's two steering cylinders; and a third double-acting service is required for the vari-width function.

As an option, a hydraulic front-furrow width adjuster can be fitted, to replace the mechanical screw-type setting. On tractors where a fourth service is not available, it has been known to connect a change-over valve to the hydraulic brake line, allowing a dab of the brake pedal to switch between two spool functions.

When transporting the plough, the bodies are turned half-way, into the butterfly position. Taps on the turn-over cylinders allow the function to be locked, which diverts oil to the rear wheel; this allows the turn-over spool to be used solely to steer the rear wheel, improving on-road manoeuvrability and simplifying access into tight gateways.

Having stood the test of time since its introduction, the PB has only recently been replaced in the Kverneland catalogue by the more-modern 6300S Series. What this means is that parts availability is still very impressive.

This particular PB 100 plough had been in regular use on a farm in the Scottish Borders up until a few years ago, and its condition reveals that it had been well-looked after. When its operator retired, the farm changed to a five-furrow fully-mounted model, and consigned its PB to retirement.

The serial number of 1824 revealed a 1995 build-date for this six-furrow plough with manual front furrow adjustment. It is equipped with Kverneland's HD spring pack, No.19 bodies, maize skimmers and a 550/45 x R22.5 flotation tyre.

Buy it now

FOLLOWING THE COMPLETION of its refurb, this 1995 Kverneland PB 100 plough is now up for sale. It is ready to go to straight to work and is in great shape for its age. It is £5000 plus VAT. If you are interested, give Geoff Ashcroft a call on 07977 129726.



Cross shaft is wrong size

1 With the plough's pivot-point behind the tractor, the three-point linkage needed to be stabilised. This required a change of plough cross-shaft to work with the TW-25's wear pads and sway blocks. Kverneland offers a variety of cross-shaft sizes covering 825-965mm, suiting Cat II and III link arm requirements.



Steering plate is replaced

4 On auto-reset models, the ball-socket connection for each body assembly is partially covered by a steering plate so that when the bodies trip out of work, they move vertically. The plate ensures that each assembly resists misalignment as it lowers, to correctly re-seat on its ball and socket connection.



Leaf springs are tensioned

7 Correctly-tensioned spring packs are curved, not flat. Using the long spanner, the spring tension was checked by lining-up the ground notches with the spring pack's retaining pins. Spring tension was set using the rear set screw, aligning the spanner's notches with the pins. It should be a distance of 70cm.



Replacement shaft centred

2 Cross shaft replacement was straightforward. Loosening the stop-ring clamps allowed the 60mm-diameter shaft to be withdrawn from the headstock. Its locating top-hat steel bushings were replaced. Care was taken to centre the cross-shaft in the headstock before locating and tightening the stop ring clamps.



Check-up for leaf springs

5 Auto-reset leaf spring protection is obviously less effective when some of the springs are snapped. The HD spring pack uses a total of seven leaf springs to protect each leg assembly. Each body assembly needed checking for the correct spring count, with any broken or missing items being replaced.



Tyre pressure is important

8 The 550/45 R22.5 flotation tyre should be run at 2.5 bar (36psi) pressure to prevent tyre compression in work. Compression of the tyre could affect the ploughing depth for the rear bodies. The bearings were checked for free play using a pry bar. The hub was taped over to help retain the dust cover.



Skimmer is a different type

3 The overall condition of the wearing metal was generally very good, with additional pieces welded on areas that wear quickly. The first right-hand skimmer body was clearly not a match for the others, and was put on the list of parts to replace. All skimmer adjustment bolts were loosened and lubricated.



Plough spanners provided

6 All Kverneland ploughs come with two spanners that fit every nut and bolt on the plough. They are 19/27mm and 27/36mm and are carried on the headstock. The longer of the two spanners comes with inscribed measurements to assist with working depth settings and two very important notches ground into one side.



Adjustment of front furrow

9 With the filler point fitted, it was checked for alignment. It should be at right angles to the top of the tank when fitted correctly. When the work to unite the top tank and core had been completed, the assembly was turned upside-down and shaken to dislodge any bits of solder that had got into the tank.



Reset hydraulic vari-width

10 The spool was operated to check the vari-width function which opens and closes furrow widths using a linkage, giving a 12-20in working range as indicated on the pointers. It was reset by moving the cylinder's 200mm stroke length to mid position and adjusting the turnbuckle until the indicator showed '16in'.



Broken turnbuckle bracket

11 Misalignment on the furrow width pointers needed investigation to find why the measurements didn't line up on both sides on the plough. The culprit was a failed turnbuckle bracket that needed a retaining lug welding back into place. Furrow width adjustment and indication could now be correctly reset.



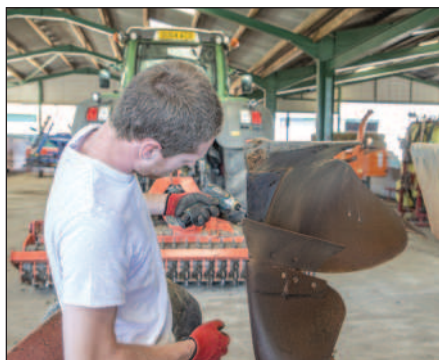
Lubrication for slide plates

12 Vari-width plough slide plates need to be greased to ensure easy, on-the-move adjustment of the plough's furrow width. After greasing the side plates, the vari-width function was operated from its widest setting to its narrowest setting. This was done to ensure the grease moved across the plates.



Access to trip mechanism

13 In the ball/socket fixings that provide four-way movement when the auto-reset mechanism trips, the balls are prone to wear and can become loose. They were inspected and then replaced as necessary by lowering each plough point onto a block of wood to trip the auto-reset mechanism and create access.



Worn shins being replaced

14 The shins on this particular plough had seen better days, with their furrow-wall edge worn away to expose the leg. As such, they were in immediate need of replacement. Original parts with all new fasteners are still available and were obtained from Kverneland for the PB100, guaranteeing a perfect fit.



Swapping over the points

15 The reversible plough points were barely worn, but it wasn't known why they had been fitted left-on-to-right and vice-versa. The points were swapped and a spare set was added to the inventory. Knock-on points and holders are available to retro-fit, reducing downtime for those working in abrasive soils.



Coding the hoses with ties

16 Deciphering hydraulic hose connections for the plough's three services meant tracing pipe runs to their respective cylinders and adding different coloured tie-wraps to ease identification of each control element. A single wrap was used to indicate outward oil flow; a double was used on returning pipes.



Sheathing will be replaced

17 Replacement of a damaged hydraulic hose had been done the easy way at some time, and simply tied-up onto the headstock. To contain and group all the pipes neatly, the original pipe sheathing would be removed and replaced by spiral hose wrap protection supplied by Apex Fluid Power of Carlisle, Cumbria.



New pipe clamps are fitted

18 The plough's steel hydraulic pipes are secured to the plough beam using nylon pipe clamps. Some of them had broken or been lost over time, so to retain the integrity of these pipes, and prevent unwanted movement and fracturing, new hose clamps were installed to hold the pipes securely in their positions.

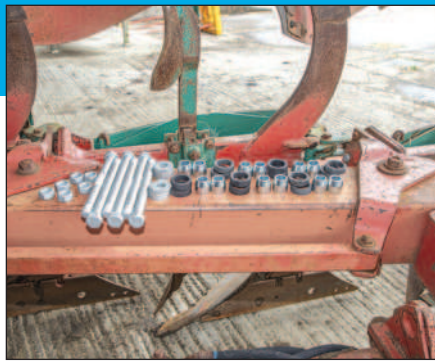


System has got relief valve

19

Examining the hose layout revealed a link hose between the turn-over cylinder feed and return lines.

A relief valve in this link with a leak-off pipe protects the cylinder rods from damage during turn over, if the tractor spools don't return oil quickly enough. Excess pressure spills through the valve.



Replacing vari-width parts

20

The PB100 plough's vari-width mechanism uses wear rings and collars for each body assembly, and these were easily replaced in order to keep each pair of bodies tight. Worn parts would cause furrow widths to vary. Removing the bolts and sliding the bodies gave easy access to the vari-width components.



Cracks have been repaired

21

The stresses and strains on a semi-mounted plough can sometimes manifest themselves in the headstock. All credit to the previous owner of the PB100, as this plough had been repaired rather than allowed to fail. Such diligence had helped to maintain the integrity of the plough's original structure.



Serial number was useful

22

The original serial number plate proved useful in establishing the plough's 1995 build date, and also allowed identification of the correct parts required to get the plough back into good working condition again. The mouldboards had plenty of life remaining, as did most of the soil-engaging parts.



Wing stops need attention

23

Both of the plough's wing stops were in need of attention to allow the plough bodies to sit vertically when in work. Any changes made to the working depth would require these to be adjusted to suit. They are there to offer fine-tuning in different soil types, to ensure correct soil inversion is achieved.



Mouldboards are checked

24

Mouldboard positioning was checked to ensure left- and right-hand sides matched. Measurements across the back of the bodies should be the same as the point-to-point clearance. Unless the mouldboards are in line and at the same spacing, you will struggle to get both sides of the ploughing to match perfectly.



Stable in transport position

25

On-road stability is enhanced when the furrow width is at its narrowest setting, and the link arms and depth wheel are lowered. This lets the plough beam ride as close to the ground as possible, lowering the plough's centre of gravity. A Sparex Connix wireless road lighting kit would be a useful addition.



Wheel steering is engaged

26

With the plough in its butterfly position and the turn-over rams isolated, oil can flow directly to the depth wheel's two steering cylinders on either side of the frame. They allow the plough's rear wheel to be steered, improving on-road manoeuvrability and simplifying access into tight gateways.



Trial run in heavy clay soil

27

Gloucestershire heavy clay that had been fallowed for two seasons proved to be a suitably tough proving ground for both the PB100 and the Ford TW-25. All that is required now are some summer stubbles to get those mouldboards shining! As this plough is now for sale, someone else may have the pleasure of that.

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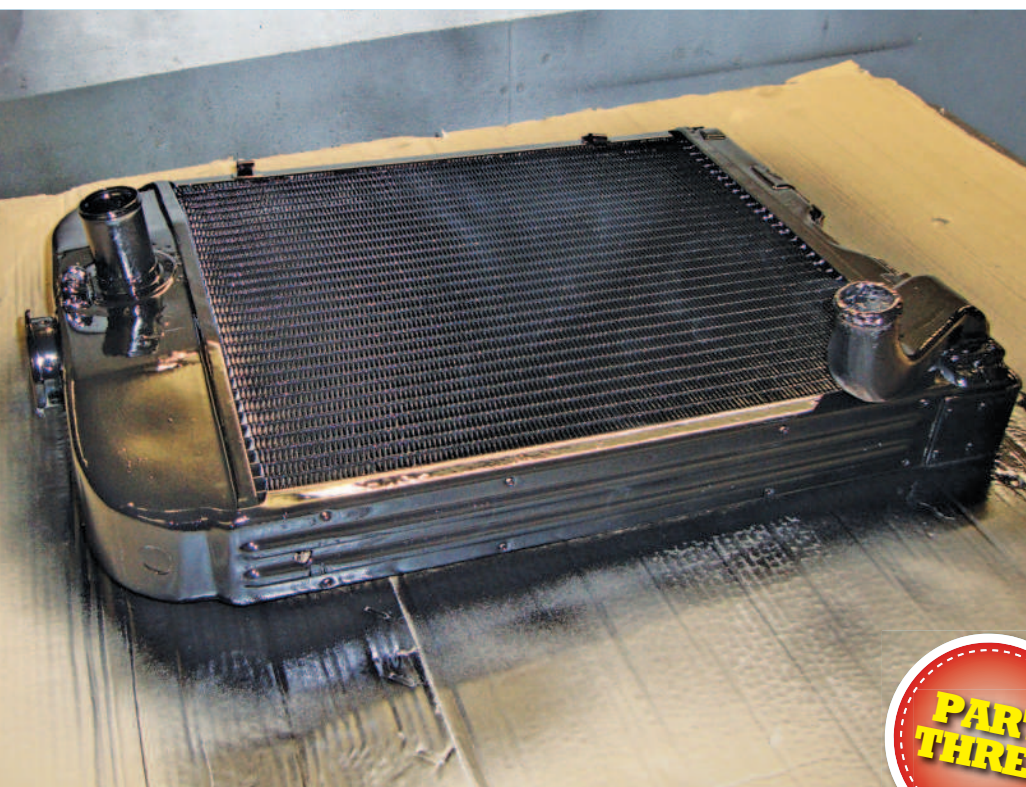
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Completing the radiator

Repairing an old radiator is a job for the professionals. To find out how it's done, Lance Butters has been following a classic radiator on its journey through the workshop of a specialist at Preston in Lancashire. In the third part of his series, he looks at the final repair and re-assembly work that was involved in returning this radiator to A1 working condition.

WHEN OUR PROJECT tractor radiator was found to have a leaking and damaged core, it was taken to Motor Radiator Specialists at Ashton-on-Ribble, Preston, Lancs, for a full overhaul. The previous two instalments of this series focused on how the radiator was stripped down, how the components that were being reused were bead blasted to clean them, and how the original top tank was fitted to a new radiator core.

The next stage in the rebuild process involved fitting the original bottom tank to the core, and this gave Motor Radiator Specialists' technician Sam a number of challenges to overcome. Firstly, the bead blasting had uncovered some serious corrosion on the bottom hose connector. This part is a cast iron elbow, and it had corroded on its bend to such an extent that a sizeable hole had appeared.

Secondly, the cast iron bottom hose flange prevented the bottom tank fitting properly onto the

new core. The third problem occurred with the drain plug, which screws into a threaded bush soldered into the base of the bottom tank from the inside. When repairing the bottom hose connection, the heat melted the solder and the drain plug bush fell inside the tank. The fourth problem arose when testing showed that the repaired corrosion area had not sealed correctly on the first attempt.

However, problems like this are relatively minor and all part of the day's work at Motor Radiator Specialists. Each one was calmly and expertly overcome, enabling the radiator repair to be successfully completed.

ACKNOWLEDGEMENTS

Thanks to Howard Brumwell of Motor Radiator Specialists of Shelley House, Pechell Street, Ashton-on-Ribble, Preston, Lancs, PR2 2RN (Tel: 01772 736500) for facilitating this project in his workshop, and to his technician Sam who expertly carried out the work.

Safe paint spraying



THE PAINT USED for spraying this radiator contains isocyanate, the vapours of which can cause asthma, which may become permanent and severe. Strict regulations govern the use of these paints in the workplace, and the spray area has to be inspected and certificated on a regular basis. The spray booth at Motor Radiator Specialists is tested and certified annually.

Isocyanate paints are also known as 2K, two-pack or polyurethane paints. Anyone involved in tractor repair and restoration should be aware of safe spraying procedures even when doing the work on an amateur or hobby basis. A HSE leaflet, Safety in Isocyanate Paint Spraying, can be downloaded at: www.hse.gov.uk/pubns/indg388.pdf

Buyer beware

WHILE CLASSIC TRACTOR technical specialist Lance Butters was working on this project, a local farmer brought a brand-new budget radiator to Motor Radiator Specialists for testing, thinking he had damaged it during installation. During the subsequent pressure test of this radiator, every fold in the two tanks lost pressure, indicating that metal fatigue created during the manufacturing process had caused the brass to fracture when it was pressed into shape. The lesson here when buying a replacement radiator is to try and inspect the product thoroughly, if possible, and do your research.

Next month

IN THE FINAL PART of our cooling system series, we discuss the common causes of cooling problems and explain how to test components and rectify faults.

Repair & initial reassembly

Fitting the bottom tank to the new radiator core wasn't that straightforward, as a repair needed to be made to the bottom hose connector, and part of the flange around the bottom of the core had to be cut away to accommodate the shape of the connector. This was the procedure followed Motor Radiator Specialists' technician Sam as he carried out the work.

- **Examination** of the bead-blasted bottom tank revealed a corrosion hole in the cast iron bottom hose connector riveted to the tank. This would be repaired after fitting the bottom tank to the core.
- **Aligning** the bottom tank to the core showed that the position of the bottom hose connector was preventing the tank from sitting correctly on the core flange, requiring a section of the flange to be cut out.
- **The threaded bush** for the drain plug needed to be soldered into the bottom tank from the inside, before fitting the tank to the core.
- **Soldering** the bottom tank to the core was done with two runs of solder to ensure a fully secure and sealed seam.
- **Solder** was used around the seam between the bottom hose connector and the tank, in order to seal it in case the riveted joint had been disturbed.
- **A repair was made** to the corroded hole in the bottom hose connector using an overlapping brass patch which was soldered on. The heat from this process melted the solder securing the drain plug bush, resulting in it falling into the tank. It was retrieved and resoldered without further problems.



Blasting reveals corrosion

1 When the bottom tank was bead blasted, the bottom hose connector elbow was so corroded that a hole appeared. The cast iron connector is riveted to the bottom tank with copper rivets, and to disturb this seal could lead to future leakage problems. The best option was to repair the holey elbow in situ.



Internal repair is ruled out

2 Viewed from the inside, the bottom hose connector is riveted through a reinforcing plate attached to the inside of the bottom tank. The corroded section can easily be seen, but to repair it from the inside would be difficult. It was time to consult Howard Brumwell, who advised soldering a patch on the outside.



Drain plug bush soldered

3 The repair would be done later, but now the first job was to fit the threaded drain plug bush into the bottom tank. It has a stepped flange and is soldered into position from the inside. Obviously, this cannot be done with the bottom tank in place, and if forgotten, it would need removing to start again.

Project notes

Soldering different thickness metals: When soldering thick and thin metals together, the thin metal heats up faster than the thicker material. The gas flame is manipulated to heat the two metals evenly to the same temperature.

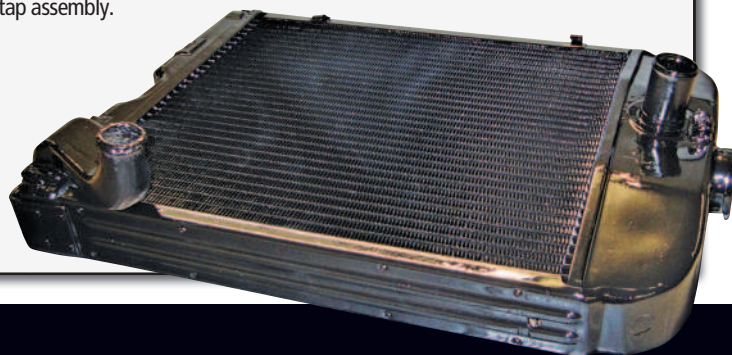
Soldering dissimilar metals: A soldered joint is not a fusion join, so providing the two metals that are going to be joined can each be soldered, there is no problem as the solder can stick them together.

Soldering cast iron: Cast iron has a large grain structure which allows molten solder to penetrate the surface pores to provide a strong bond. When cast iron is to be soldered or brazed, the surfaces should not be prepared by grinding. This would smear the surface and destroy its pore structure. A file is preferred for final preparation.

Metal fatigue: Metals subjected to continued mechanical stress will weaken and crack. Differential expansion and contraction can cause seams and folds in the radiator to fail. Brass and copper may harden and crack when continually stressed. A radiator must be assembled and installed so that the unit is not under unnecessary stress.

Dull black finish: Radiators are painted dull black because the colour black is both a good absorber and good radiator of heat. White and glossy surfaces perform less well. In reality, the efficiency is a laboratory measurement and matt black is about one per cent better than gloss white.

Fitting the drain tap: Fitting the drain tap into the threaded bush before soldering it into the bottom tank might appear a way to prevent losing the bush inside the bottom tank if the solder seal melts during other reassembly work. However, if it were to melt with the tap fitted, in all probability the solder would creep by capillary action into the threads making it impossible to unscrew the tap assembly.





Bush seal will be tested

4 When the drain plug bush was in position, its seal could not be tested until the completed radiator was pressure tested. Being in close proximity to the seam between the bottom tank and core, heat from soldering the seam could cause the drain plug solder to melt, leading to the bush falling inside the tank.



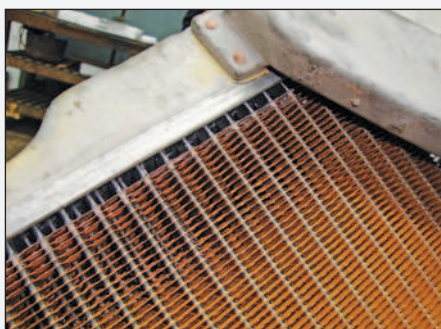
Correct alignment needed

5 The next job was to align and fit the bottom tank to the core, which was rectangular in shape with a raised edge or flange for locating the bottom tank. The bottom hose connector was preventing the bottom tank from sitting correctly inside the flange, holding the edge of the tank clear of the core base.



Recess cut out of flange

6 The core flange needed to be reshaped after marking out the position of the bottom hose connector in relation to the core flange. The edge of the flange was removed with an angle grinder to provide a recess to locate the bottom hose elbow. One slip with the angle grinder would damage the radiator tubes.



Tank is correct fit on core

7 The bottom tank now fitted correctly, ready for soldering to the new core. This process was exactly the same as that used for the top tank. A layer of solder was melted into the base of the core flange to seal the edge of the top tank to the core, followed by a second solder layer to seal the sides to the flange.



Solder behind connector

8 The soldered seal had to continue all the way round, including behind the bottom hose connector. For this part, Sam used an oxy/acetylene torch, set to a very mild flame, to solder in this difficult-to-access position. Great care was required, as any misjudgement could damage the radiator core tubes.



Connector seam is sealed

9 To make sure the bottom hose connection did not leak, a layer of solder was sweated around the contact join between the connector and the side of the bottom tank. This required considerable skill in manipulating the gas flame, to heat the thick metal of the connector without overheating the tank sides.



Patch to overlap the hole

10 Now the corroded area of the bottom hose connector could be repaired. A patch was cut from a piece of suitable brass sheet. This patch needed to cover the hole and extend some way beyond the edges over solid metal. It also needed to be shaped to fit the profile of the elbow curve and sit flat on the surface.



Heat releases drain bush

11 When soldering the repair patch into position, all was going well until the drain plug bush solder seal melted and the bush fell inside the tank. This was not unusual, and technician Sam had a selection of tools to locate and pull the bush back into position and hold it there as it was resoldered in place.



Drain tap is fitted in bush

12 Now that the bottom tank was soldered into position on the new core, the drain plug needed to be fitted. The threads inside the bush had become contaminated with solder and these needed to be cleaned-up using a tap and wrench to decontaminate the threads and allow the drain plug and washer to be fitted.

Testing for leaks

With both the top and bottom tanks now fitted to the new radiator core, the radiator was ready to undergo pressure testing to ensure there were no leaks and that it would withstand greater pressure than it would experience in the tractor's cooling system.

The procedure was as follows:

- Fit expanding bungs to seal filler cap and bottom hose connector.
- Attach compressed air line to top hose connection and pressurise radiator to twice normal operating pressure.
- Submerge radiator in water test tank and examine for any leaking air bubbles.
- Seal leak from patch repair with solder.
- Replace leaking original radiator drain tap with new.



Radiator sealed for testing

A With the drain tap turned off, the bottom hose connection and filler cap were sealed with expanding rubber bungs. These consist of a rubber bung with a washer at each end and a bolt through the centre. Tightening the wing nut squashes the depth of the bung, expanding its circumference to seal the hole.

Compressed air is fed in

B The top hose connector was fitted with a bung connected to a compressed air supply. The air was supplied through a pressure control valve set to about twice the operating pressure of the tractor cooling system. Our project radiator's cooling system operates at 4psi so the air pressure was set to 8psi.



Pressure test in water tank

C This large tank of water is used for pressure testing radiators both before and after repairs. It is not simply a tank of static water: the water has to be kept circulating and filtered, and an additive is used in the tank to prevent it becoming stagnant and, consequently, a health hazard to those using it.



Bubbles indicate leak area

D The pressurised radiator was lowered into the tank of water and completely submerged. All the seams were air tight, except for the repair patch. Bubbles showed a very slight leak, which could be eliminated by resoldering. A few bubbles were leaking from the drain tap, indicating that it needed to be replaced.

Final assembly

With the radiator core and tanks now tested and found to be free of leaks, the assembly could now be refitted into its support frame, which provides rigidity and positions the radiator correctly in the tractor, especially in relation to the fan. This is how the job was done.

- Markings made on the frame during the initial strip-down were used to ensure it was refitted the correct way round.
- Frame base and side supports were soldered to the bottom tank and top tank respectively.
- Fully-assembled radiator tested for leaks.
- Radiator was dried in a drying cabinet.
- Radiator was cleaned with sanding disc and wire brushes on angle grinder, in preparation for painting.
- Self-priming dull black radiator paint is applied to radiator.



Align the frame correctly

1 After making sure the radiator was 100 per cent air tight, the mild steel support frame needed to be refitted. This had also been bead blasted in preparation for fitting. The bottom part of the frame was aligned using the markings made prior to disassembly, to make sure it was fitted the right way round.



Secure the support frame

2 The support frame was secured using a combination of strap wrenches and rack clamps. This strategy ensured the frame was correctly positioned in relation to the radiator. The frame supports the radiator in the right position on the tractor; misalignment could result in the fan hitting the radiator core.



Bend the tabs to fit to tank

3 The base of the radiator support frame is made up of a flat metal strip that is secured by a number of tabs which needed to be bent to fit around the tank. The soft mild steel metal was easily tapped into position using a light hammer, taking great care to avoid bending or hitting the sides of the bottom tank.



Final check for positioning

4 After making sure the locating tabs were flush with the surface of the brass bottom tank, a final check was made to ensure the frame was correctly positioned. The frame holds the radiator in the correct position on the tractor by two captive bolts. Once attached, the radiator's position cannot be adjusted.



Tabs are soldered to tank

5 Soldering started at the bottom of the frame when tabs were alternately soldered to the bottom tank, taking care to avoid overheating and melting the solder joint between the bottom tank and core. The base of the frame was held in place by the soldered tabs, which are its only connections to the bottom tank.



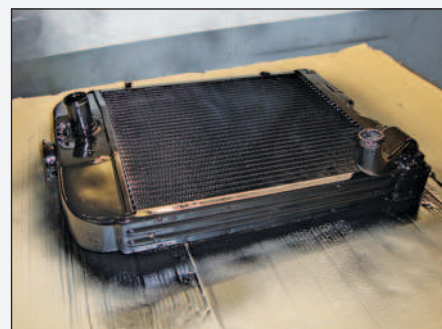
Side struts fix to top tank

6 After securing the bottom of the support frame, the two side struts were soldered to the top tank. The radiator assembly is held in place on the tractor by two studs at the bottom, supported on a rubber pad. The side supports provide rigidity and the flexible top hose allows slight movement created by vibration.



Black paint finishes the job

7 Following a further leakage test, the complete assembly was dried in a drying cabinet to ensure all the moisture had been removed. The top and bottom tanks and the support frame were cleaned using a cordless angle grinder and sanding pad, before the whole radiator was spray painted with a black paint.



Use correct length screws

8 The completed radiator. When it comes to refitting the fan cowl, care will need to be taken to check the length of the retaining screws. Using screws that are too long will pierce the end cooling tubes, ruining the radiator. A repair would require removing the support frame and soldering the holes.



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NEW HOLLAND 8360



Q For the past five years we have been using a New Holland 8360 for contracting work. It has previously been no trouble, but just recently it has started missing reverse gear and is flashing 'CP' on the dash. If you stop and start the tractor then it is OK, but the problem is getting worse. Friends tell me that the synchronisers are worn out and that replacing them will be an expensive job. Are they right and is it a difficult job?

■ Paul O'Sullivan, Mallow, Co. Cork.

A It sounds likely that it could be a synchroniser failure. Synchronisers are a wearing part and they do need changing periodically. Firstly, it would be worth getting an engineer to come out and calibrate the transmission. If the synchronisers are at fault, then this will bring up a fault code during calibration. Calibrating the transmission also detects any wear and accounts for the wear when changing direction or gear.

If calibrating the transmission doesn't work, look under the transmission on the right side. You will see two rotary sensors, known as potentiometers. Remove the retaining nuts and slide the potentiometers off the short dowels that secure them. Inside you will see small plastic teeth that grip onto a rod protruding from the transmission. If the plastic tabs inside the potentiometers have worn off, then the synchronisers have failed. The reason for this is that when the synchronisers wear and fail, the rods that select the synchronisers move further than they should. This results in the rotary rods, connected to the synchroniser rods, moving more than the potentiometer allows for. As a result, the small plastic teeth break off inside the potentiometer.

IH 574

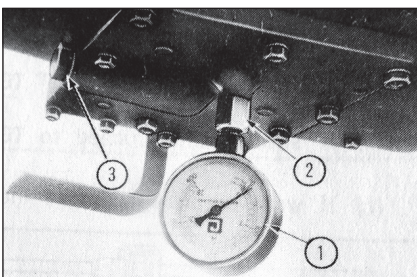


Q My 1976 IH 574 is suffering from a loss of drive which I think may be linked to its Torque Amplifier (TA) splitter. The problem has been occurring after prolonged periods of grass topping. Upon losing drive, if I dip the clutch for a few seconds I feel a small bump and then drive returns for a few minutes. The drive problem then occurs with increasingly frequency until I shut off the engine and leave it for a while. The oil level seems to be fine and I can stall the engine with the TA in high or low. The clutch seems fine and I can feel the change in speed when moving. When I'm topping, I'm running at about 1600rpm in third gear, Low range, with the TA in high.

■ Alex Pettie, Edinburgh, Scottish Borders.

A The Torque Amplifier on your tractor has two parts. The 'high' drive is through a clutch pack working at 180-220psi, while the 'low' drive is mechanical through a sprag clutch (freewheel). When you have been topping in high drive, the oil has got hot and thin, which may have been leading to a loss of pressure. If you can, get a 400psi pressure gauge in the cab on a flexible tube and plug it into the test port (see number 2 on diagram) on the plate under the tractor. You can check this gauge as you are working. When the pressure in the clutch pack drops, the sprag should take up drive, but unfortunately this is not happening.

The sprag is gripping from a standing start, but if the pressure drops and high drive slips, it is expected to



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pick-up drive. As the shaft and hub are spinning, it is failing to grip the shaft and drive is being lost.

Oil for the TA comes from the oil cooler return. The oil flow should be 2.0-2.5 gallons/minute. This can be checked by running half-a-gallon of oil into a measure in 10-15 seconds with the engine running at 1600rpm with the PTO disengaged, then checking again with the PTO engaged. A big difference may show the fault to be leakage in the PTO, resulting in a shortage of oil for the TA.

A pump on the base plate supplies TA pressure via a regulator spring behind the plug (number 3 on the diagram) facing forward on the base plate. That spring may be at fault.

If the oil flow and pressure are correct then a TA rebuild and new sprag will be required.

JOHN DEERE 4020



Q I have recently purchased a John Deere 4020 Powershift. I had been assured the engine had recently been overhauled, but I notice that the engine is breathing heavily from the vertical breather pipe. Am I correct in assuming this is due to worn pistons and/or liners and is an expensive rectification to undertake?

■ Jim Swanson, Holt, Norfolk.

A On any tractor other than a John Deere 4020 the answers to your last two questions would be 'yes' and 'yes'. The 4020 is different. When introduced, the 4020 engine was far ahead of its time and far ahead of the then current lubrication oil specification. It was thought that some oils could produce life-shortening oil vapours. To counter this possibility, an air pump was mounted on the nearside ►

rear of the engine front mounting plate. The pump was driven from the adjacent timing gear and sucked filtered air from the intake manifold. This air was then pumped into the crankcase via the timing cover interior. From there it picked up the vapours and the resultant mix discharged from the engine breather pipe. Therefore, the heavy breathing you mention is a perfectly normal design feature on this engine and nothing to worry about.

DAVID BROWN 1210



Q For the past 12 months, the engine on my 1972 Davis Brown 1210 has gradually lost its 'snap' and doesn't hang-on under load as it used to. My local mechanic has checked the compression, the fuel injectors and fuel injection pump and has found no faults. All we notice is a slight noise coming from the area of the power steering pump, although this is working perfectly. We would appreciate any advice you may have.

■ Ken Lovely, Tiverton, Devon.

A The problem is probably worn timing gears. Early David Brown engines were fitted with coarse-toothed spheroidal graphite timing gears for quiet running. However, with the extra load imposed by the power steering pump and the Minimec in-line fuel injection pump, the timing gear teeth were prone to wear, thus retarding the pump and valve timing with the consequent loss of performance you mention.

The factory cure was to switch to fine-tooth, steel gears, which had improved wear characteristics albeit with a very slight metallic 'ting' on tick over. To check this theory, remove the power steering pump and check the backlash in the timing gear train. It should be 9-12 thou, gear to gear. If greatly in excess of this, replacement of the timing gears will be required. This will entail salvaging the gears from a post-1974 David Brown 1210 or 1212 at a breaker's yard.

WHEEL NUT SPACERS



Q Can you enlighten me on the purpose of the spacers (see picture) located between the wheel nuts and centres of my John Deere tractor? They seem to have no discernible practical function. Thanks in advance.

■ Jim Stevens, Royston, Hertfordshire.

FENDT 311LSA



Rear lift problem is resolved

Q My Fendt Farmer 311LSA has a problem with its rear hydraulic lift. It periodically stops working, at which point the trailer tipping function stops too. When I check the hydraulic oil level, it is low, but there are no leaks from any hydraulic functions. Can you advise me on the possible cause of the problem?

■ Alan Kennedy, Kells, Co. Meath.

A Firstly, do the lift arms drop if they are left in the raised position and has the transmission oil level increased? If so, it indicates that the main lift piston seal has worn or hardened over time inside the power lift casing. Check that the rear axle oil is not about to run out of the breather on the top cover. When your tractor was new, it would have been delivered with a parts book, but as this is probably no longer available to you, here is the schematic you need from the parts book. You will need to replace the worn/hardened seal (number 9), insert (number 8) and cylinder O-rings (3 and 5). You will also need the top cover gasket (number 2) and various other O-rings to seal the front plate.

The lift housing can be removed without raising or removing the cab but will require the fabrication of a lifting bar and a suitable floor crane. It may help to remove the rear wheels and support the tractor safely to gain easier access to the fixings.

Lower the power lift completely and then disconnect the lift arms and assister ram, and catch all the oil. Start by lifting the cab mat and the metal cover in the cab below the front of the seat. The linkage and necessary pipes can be detached. When all of the bolts (numbers 24, 23, 15 and 57 on the schematic) have been removed, the unit can be

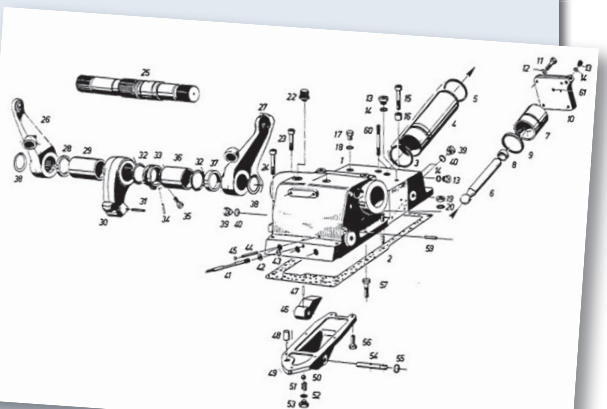
lifted with the crane, balancing it with the fabricated bar. Pull it to the rear.

The rest is straightforward. Make sure everything is clean and use lubricant to re-assemble the components. There should be no need to make any adjustments to the operating linkages, provided nothing is damaged. The moving parts in the lift, especially the lifting crank and push rod, should be coated liberally with high pressure grease and there will be oil in the housing (number 49).

When everything has been re-assembled and refitted, it is advisable to replace the rear transmission oil, which should be EP80 gear oil. The hydraulic system was either 10w30 engine oil or STOU. These oils are not compatible and mixing them may cause seal issues and synchro wear in the gearbox.

Replace the hydraulic filter in the tank and check the two cone filters in the suction pipes to the pumps (note the direction of fitment i.e., point towards the pump).

There is an alternative method but it involves detaching the hydraulic steering hoses, heater hoses, gear levers and linkages, and lifting and supporting the front of the cab to access the front of the lift housing. The lift assembly doesn't come off, but one must take care not to damage other components.



A The clamping force exerted by the wheel bolts or cap screws is directly proportional to the stretch of the bolt or cap screw shanks and nut torque.

A longer shank will therefore increase the clamp force, as will a higher nut torque. Fitting spacers, as per those on your tractor, allows the use of longer shanked bolts or cap screws, thereby providing greater clamping force. Hope this helps.

MASSEY FERGUSON 360

Q The rev counter on my MF 360 goes up to 1600rpm and stays there, no matter what the engine speed is at the time. I've had the alternator checked and it appears to be working correctly. I don't want to buy a new rev counter at £300 to find out that I have the same problem. The

FORD 5030



Q Can you give me some advice on a Ford 5030? To cut a long story short, my tractor's Synchro gearbox has failed. We can't get any parts for it as Kubota, which originally made the transmission for Ford, apparently doesn't make them anymore. The question is, can I fit a Ford 8x2 transmission? I have spoke to a breaker and he said the 8x2 'box just fits straight in. He mentioned the gear shift levers would be in the middle of the cab, as opposed to the side, but I could put up with this as we are desperate to get it going again. My tractor also has Dual Power and I was wondering if we could use this in the new transmission. What do you recommend?

■ J. Carter, British Columbia, Canada.

A The transmission in the small Ford/New Holland 30 Series tractors was made by Kubota and as you say, parts can be difficult to obtain. These tractors were available from new with the 8x2 transmission so it will be possible to fit this gearbox. One thing to check before buying a transmission is that the number of splines on the two input shafts of the donor gearbox are the same as the current transmission. If not, then you may need a new clutch assembly to match. It is also worth noting that the 8x2 transmission, although reliable, is not as nice to use as the Synchro transmission.

The Dual Power has quite a few differences, so will not swap across. We would suggest you search the breakers' yards for a Synchro gearbox to match what you have. It would also be worth trying some UK dealers to see if they have any new 'old stock' parts you can use to rebuild your existing transmission.



rev counter is the quadrant type. The tractor has done only 3000 hours and the hour-meter still works. A number of MF parts are now obsolete, so what can I do?

■ D. Upton, Burton upon Trent, Staffs.

A While it would appear that the fault is in the rev counter, there are some checks that can be carried out before committing to a new unit, assuming one can be obtained.

The rev counter works by sensing the number of pulses emitted by the alternating current generation components of the alternator at varying engine speeds.

While the alternator may have been checked and tested in terms of its charging output, has the output from the W-terminal (rev counter) been tested? This test is for phase voltage and phase

frequency and may be outside the normal scope of an auto electrician.

Your local MF dealer should possess an MF 3004 Test Unit which can apply a set pulse signal to the rev counter at selected different speeds. They may also have the voltage and phase test equipment. These tests should show whether it is the rev counter or alternator that needs replacing.

JOHN DEERE 6830



Q My high-hour John Deere 6830 has suffered a major turbocharger failure. The driven shaft from the turbine to the impeller has sheared adjacent to the turbine and the shaft is seized in its bearings due to a shellac-type contaminant. My local service technician blames the failure on 'driver error'. Could you expand on this and advise how to avoid any similar, expensive, repeat failures?

■ Alan Moate, Canterbury, Kent.

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

A Your local technician is undoubtedly correct in diagnosing 'driver error', in this case resulting from hot shutdowns, probably over a period of time.

When worked on medium-to-high load, the engine burns proportionately more fuel which in turn leads to higher working temperatures in general, and exhaust gases in particular. These gases heat up the turbo to such an extent that if the engine is shut down before a 4-5 minute tick-over cooling period, the small amount of residual oil in the turbo bearing housing is 'cooked' to the shellac you describe. This in turn results in the failure you describe. To prevent any subsequent similar failures, follow the engine shutdown procedure outlined in the tractor's operator's manual.

BULLETIN BOARD

Using service bulletins of the past, we pinpoint when product changes took place.



SINGLE LEVER FOR GEARS

March 1991 saw the announcement of a significant mid-life improvement package for the highly popular Massey Ferguson 300 Series. The HiLine cab models now had a flat floor and there was also the option of a new 12/12 shuttle transmission.

On the 12/12 'box, the main gear and range changes were controlled by a single right-hand gear lever, with forward and reverse changes being made using a shuttle lever mounted on the dashboard. This created the ideal set-up for loader work.

At the same time, MF also introduced a new hydraulic console for all 300 Series tractors. This console housed the spool valve levers on its front face and the linkage controls on top, as well as a rocker switch for operating the front and rear diff locks on four-wheel drive models. Other MF 300 Series improvements rolled out in March 1991 included automatic engagement of four-wheel drive when braking as well as electro-hydraulic engagement of four-wheel drive.

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ENGINE ISSUE

The new owner of a 1991 Ford 7810 Generation III that has spent its life in New Zealand introduces his machine and describes its mechanical and cosmetic condition. Words and photos by Andrew Hurst.

FACTSHEET

- **TRACTOR:** 1991 Ford 7810 Generation III
- **HOURS:** 8100
- **ENGINE:** 103hp Ford 6.6-litre, 6-cyl
- **OWNER:** Andrew Hurst
- **LOCATION:** Fairlie, South Canterbury, NZ
- **PURCHASED:** March 2021



Above right: The badly clogged-up radiator would surely have caused this Ford to run hot during its time with its previous owner.

Right: The engine had gone porous and was a non-runner. The cylinders are going to be bored, to allow liners to be fitted.



MY LIFELONG DREAM of owning a Ford 7810 has finally been realised. I first caught sight of my 7810 whilst driving past a dealer's yard, and from that moment I was smitten. It was actually in for an engine rebuild, so my first challenge was wrestling it away from its then-owner. We eventually came to an agreement which involved some cash and another tractor.

My 'new' tractor has plenty going for it in my eyes. For starters, it is a 7810, a Generation III no less, but it also has four-wheel drive and a good loader. The biggest problem at present is the engine. It had water in the oil and its previous owner had decided it was not economic to rebuild. When it arrived here, the engine was partly dismantled. Initially, I went looking for a replacement engine, but as there was nothing available in this country, I've chosen to rebuild what I have.

At the time of writing the engine is about to be sent to a machine shop to be bored and sleeved. We will be using the original pistons, crank and camshaft. Water had entered through the exhaust pipe, so the head isn't very pretty, but it should skim up OK. The fuel injection pump and injectors will be overhauled in due course.

When I removed the radiator, it was 90% blocked with debris, so must have been running hot just before it took its last breath. Maybe we have a crack in the cylinder head? The rest of the tractor is pretty tatty. Not

being able to start it is probably a good thing because it means I don't know what else is wrong - for now!

It is on 34in rears and 24in fronts and the tyres are not good. I would prefer 38s and 28s, but changing

“ My 'new' tractor has plenty going for it in my eyes. For starters, it is a 7810, a Generation III no less, but it also has four-wheel drive and a good loader. ”

the wheels is down the list a bit. The Super Q cab is in pretty good shape, with surprisingly little rust along the window frames. The left-hand door has a crack in the frame and some rust along the bottom of the top window.

The front axle is tight and has benefited from an earlier pivot pin overhaul. The tinwork is all there, but there is some rust on the bonnet, the rear wings are

dented, and the front guards are missing. Once we have the engine running, I will look at what's next on the list to repair. The cab door can be fixed while the engine is out. With its front loader, my new 7810 will be handy for shifting bales. Eventually, when the mechanical issues are sorted, it will get a re-spray and some new rubber.

There were not many Ford 7810s sold in New Zealand in the late 1980s and early 90s, this being at a time when farming wasn't that good and four-wheel drive 100hp tractors were still a luxury. Most of the 7810s that came here had analogue dashes, 34in rear tyres and check chains on the hydraulic arms. My tractor has three sets of double-acting SCVs and air-conditioning, both of which were optional extras.

Quite a few second-hand 7810s were imported from the UK and these all had digital dashes and bigger rubber. New ones were mostly bought by contractors who used them for baling and cultivating.

The 7810 is such a good size for a working classic, being big enough to be useful, but small enough to be economical to repair, and simple to fix. The loader on my tractor has a euro hitch, so I will be able to use it with our existing attachments. Even if I can't find a New Holland 525 forage harvester to put behind it, I'm sure it will look grand behind my New Holland 658 baler. Watch this space!

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GOOD FARMER

Finding any sort of Fendt Farmer 308LSA in the UK, let alone one that's tidy and has done low hours, is not easy, but that's what has just come up for sale in North Wales. Words by Sandy Cox; pictures Llion Jones.

FACTSHEET

- **TRACTOR:** 1986 Fendt Farmer 308LSA
- **ENGINE:** MWM 4.2-litre four-cylinder
- **POWER:** 78hp
- **HOURS:** 4435
- **LIST PRICE (1986):** n/a
- **PRICE NOW:** £18,000



Above right: The only blemish to the cab interior is the wear to the Grammer seat cushion; all the other trim is in good condition.

Right: This smart little Farmer 308LSA model comes equipped with a set of genuine Fendt front weights and front mudguards.



THERE HAS BEEN a 300 Series in the Fendt range for more than 40 years. The current 300 Vario Series models cover the 110-150hp bracket, but back in 1980, when the first Farmer 300 Series tractors were introduced at the DLG machinery show in Hanover, an event I personally attended, every model in the range was below 86hp.

The initial range, designated as the Farmer 300, contained four models spanning 62hp to 86hp. For a series that would be a staple of the Fendt range for years to come, I recall that its introduction at the show was a relatively low key affair.

Fuel economy was a hot topic at the time of the Farmer 300 launch, with the price of crude oil having doubled during the oil crisis of 1979. Fendt responded to this by displaying a 75hp experimental tractor with a modified cylinder head and injectors to run on a 50:50 mixture of diesel and methanol. It was suggested that Europe's farmers would soon be growing at least half their fuel.

That hasn't happened yet but, spurred on by the then oil crisis, the 300 Series was claimed to be eight per cent more fuel efficient than the 100 Series it was to replace. The Farmer 300 range made its first major UK appearance on importer Bill Bennett Engineering's stand at the 1981 Royal Show. The two-wheel drive models were designated 'LS' and the four-wheel drives were known as 'LSA'. The 'LSA' designation actually

also referred to features of the tractors. The 'L' denoted the luxury comfort of the integrated, Fendt-built cab, with its reduced noise level of around 80dB(A) and roomier and improved operator environment. The cab had a flat floor and the gear sticks were positioned to the right.

“ The clock is showing just 4435 hours, which is a very modest total for a 35-year old Fendt. **”**

The 'S' stood for sophisticated, which was principally Turbomatik. Introduced in 1968 on the Fendt Farmer 3S, this fluid flywheel between the engine and clutch enabled the operator to put the tractor in gear conventionally then, with the engine still ticking over, lift the clutch and remain stationary. The tractor would move away smoothly when the engine revs were increased and come to a halt when the engine speed was reduced, all without touching the clutch or stalling. The 'A' in the

model designation stood for Allrad, which was German for all-wheel drive.

With the history lesson out of the way, let's turn to the lovely little 1986 Fendt Farmer 308LSA that is currently being offered for sale by North Wales Fendt and Massey Ferguson dealership Emyr Evans. The clock is showing just 4435 hours, which is a very modest total for a 35-year-old Fendt. Its past history isn't known, although it is believed to have been imported into the UK a few years ago. Prior to arriving at Emyr Evans' branch at Denbigh it had been in the hands of a collector.

It appears to be in very good all-round condition, although it is in need of a set of tyres as those currently fitted, possibly the originals, are down to 20 per cent at the rear and 10 per cent on the front. The lugs on the rear wheels suggest it has been used in the past with duals.

It is equipped with a 20F/6R transmission with a 30kph top speed. There are three main gears and reverse in the High and Low ranges, with a three-stage splitter providing a generous 18 forward ratios. Two additional 'overdrive' gears give transport speeds of 25kph and 30kph. Internally the cab is in good condition, apart from some wear to the cushion of the Grammer seat.

If you are interested in this original Fendt Farmer, call Berwyn Evans at Emyr Evans' Denbigh branch on 01745 812333.





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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 Warwick Bale Trailer, 20ft long, 7ft3 wide, single axle, good tyres, good steel floor, front & rear lades, tidy useful trailer £1,595



USED Moulton Big Bale Grab, 4 lines of Hardox claws 6 wide, twin ram, good strong frame, bale bar, hydraulic hoses. JCB Q-fit brackets £1,095



USED Sitrex Haybob, 2007, 3m working width, wide tyres, all new tines, good frame - no welds. Just needs a few springs £1,095



USED MX Multimass Weight Block, 2019, 600kg, easy to hitch on/off, John Deere green, very good condition. £925



USED PZ Haybob 300, 3m working width, spreads & swaths, good wide tyres, good gates, tines all there, good frame, good condition. Choice From £895



USED Misc Pallet Forks, 1.2m wide, 1.2m long tines, very good strong frame, would take big weight. JCB/ Volvo loading shovel brackets £795



USED Tanco Bale Handler, over the top type, for round and square bales, good condition. Hydraulic hoses & MX brackets £795



USED MX BRU225 General Purpose Bucket, 2.25m (7ft3) wide, straight sides, very good front edge, hardly used. MX brackets £625



USED Misc Bale Spike, triple tines, good frame, JCB Tool Carrier brackets £595



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ON-FARM MODEL FAIR

The Spalding Model Tractor Show, temporarily relocated from its usual venue at the Springfields Event Centre to organiser Colin Boor's farm at nearby Crowland, Lincs, took place on 4 July. David Pullen picks out some of the highlights among the many new miniatures and dioramas on display at what was the first farm model event to be held since the lockdowns began in March 2020.

THE CHANGE OF VENUE for the Spalding Model Tractor Show proved popular and within an hour of opening there were 150 cars in the car park. The show, held on Sunday 4 July, had a great atmosphere, with organiser and host Colin Boor managing to provide 48 pitches, spread out across several of his farm buildings and a large hired tent, for traders and diorama owners.

There was a good selection of new and obsolete farm models available for those wanting to add to their collections. Old Barn Conversions (www.oldbarnconversions.co.uk) had several scratch-built 1/32-scale buildings costing £100-£130 for sale alongside its weathered models. New from RJN

Classic Tractors (www.rjnclassictractors.co.uk) were a pre-production Roadless Ford 5000, a Roadless Ploughmaster 65 and a three-cylinder Nuffield 3/45. Runs of these 1/16-scale tractors will be limited to 250 of each, priced at £250 apiece. RJN Classic Tractors now also offers its Leyland 384 with a safety cab for £350 and it was also showing the prototype of its forthcoming Matbro Mastiff. Only 150 Mastiffs will be made, each priced at £350, and they will be available soon.

Conversion specialist Steven Frater (www.sdfaterfarmmodels.co.uk) was showing several of his latest conversions. He was selling a dual-wheeled version of Britains' silver JCB Fastrac 4220 for £48 and a Britains' New Holland T6 Series on row-crop wheels for £50. He

Above: RJN Classic Tractors' new 1/16-scale models for 2021 include, from left, a Roadless Ford 5000 (pre-production version), a Roadless Ploughmaster 65 and a Leyland 384 with a safety cab. Production is limited to 250 of each tractor, with prices ranging from £250-£350.

also had a Wiking IH tractor, badged as a 1255XL, for £80 and a John Deere 9RX with new 9570RX decals for £90. Steven has also converted one of Siku's old Claas trailers into a black-painted Marshall tandem-axle trailer (£40).

Highlights on the stand of 1/32 Farming Models (www.132farmingmodels.co.uk) included Fendt 938 Vario and 940 Vario tractors with bespoke black paintwork at £150 each, and some Universal Hobbies' County 1474s, rebadged as 1884s and available in a choice of different colours, for £130.

Barry Burrell, whose collection of scratch-built Grimme scale models appeared in the November 2020 issue of **CLASSIC TRACTOR**, has been keeping himself busy in lockdown, scratch building miniatures of a Track Marshall

Below left: Back in the late 1960s, Barry Burrell spent four seasons operating an MF 175 with an FMC pea viner. He spent the recent lockdown scratch-building this 1/32-scale replica of the FMC machine. In the absence of a model of an MF 175, a Universal Hobbies MF 1080 is acting as a stand-in.

Below: Reg Gray's weathering of a Britains Ford 6600 and 7600, and a UH Taarup single-chop harvester has added to the realism of this diorama of a forage harvesting scene of the mid-1970s.





Above: Dominik Drabich and his 10-year old son Anthony were very busy the night before the show, putting together their impressive two-stage onion harvesting diorama. **Right:** This County 1884 started life as a Universal Hobbies County 1474, before being repainted and rebadged by 1/32 Farming Models. It was available for £130. Other colours are available.



Above: This 1/32-scale Track Marshall 200 is another of Barry Burrell's lockdown scratch builds. He made the crawler's rubber tracks from pond liner material.



Above: This is the prototype of RJN Classic Tractors' impressive new 1/16-scale Matbro Mastiff. Production versions will be in blue. Only 150 will be made, each costing £350.



Above: If you want a Britains New Holland T6.180 fitted with row-crop wheels, Steven Frater is your man to do the conversion. His row-crop wheel-equipped New Holland is priced at a reasonable £50.

200 rubber-track crawler, a FMC pea viner and an ASA-Lift carrot harvester. He was also displaying a diorama based on his wife's family farm.

Father and son Walter and Michel Cann, who had travelled up from Devon for the show, were both exhibiting large farming dioramas. Walter's display had a livestock theme, while Michel's layout was populated by an abundance of New Holland machines. Other exhibitors from the south-west of England included Reg Gray and Craig Pitman. Craig was displaying several excellent small dioramas and

Below and inset: This cattle shed and yard, complete with a wealth of realistic detail, is part of a much larger 1/32-scale diorama that Reg Gray is currently building, based on a real farm in Somerset.

Reg was showing part of a new diorama he is building of a real dairy farm in Somerset.

The Drabich family, first-time exhibitors at the Spalding Model Tractor Show, were displaying a large diorama of a two-stage onion harvesting operation. The family spent the Saturday evening before the show piecing together their impressive layout.

Event organiser Colin Boor is hoping the Spalding Model Tractor Show will be able to make a return to its customary Springfields Event

Centre home at Spalding in April 2022. He says it will not be possible to hold another show on his farm this year.

News on other farm model shows is not so good. Neither the Lakeland Model Farm Show nor the LCN at Zwolle in Holland will take place this year. The future of Toytrac has to be finalised, but it is hoped it will return next year. Keeping watching the Toytrac Facebook page for updates.



Below: Craig Pitman is a very skilled farming diorama builder. This small hedge-cutting scene, complete with a New Holland TM155 and trimmer, is a typical example of his realistic work.





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TRACTORFILE

Classic items of interest from the archives of editor Rory Day and our readers.



IMPORTED GEAR AT GRASSLAND

FOLLOWING RECENT COVERAGE of higher-hp Deutz Fahrs in Tractorfile, former Watveare product manager Andy Delaney dipped into his archives and sent me some great pictures of a couple of larger DX6 Series models working with Gehl machines at the Grassland '90 demonstration at Stoneleigh. At the time, Watveare was responsible for the UK distribution of Deutz-Fahr, Gehl and the Mercedes-Benz MB-trac.

"This event was the first time Watveare had shown a range of grassland machines from the American manufacturer Gehl," recalls Andy. "Watveare Ltd had just undergone some internal restructuring and had been split into two departments – power units, namely tractors, combines and MB-tracs, were being headed up by Paddy Flynn, while other machines were managed by

Tony Edwards. It was thought that Gehl products would be a good fit for the machinery department.

"As with many North American grass machines, it was soon discovered that conditions and crops in the UK were very different to those in the USA, and the Gehl machines were quite power hungry," continues Andy. "Watveare's association with Gehl was short-lived. In February 1991, the parent company, Lohnro, decided to merge its two agricultural machinery companies, Watveare and Westmac, under a new division called Dutton Foreshaw Land Machinery and rationalise its machinery offering. The Gehl products were dropped. One of the unusual machines demonstrated at Grassland '90 with a Deutz-Fahr DX6.30 was a Gehl swath merger. This enabled two rows to be put together and picked-up by the forager."



PLAQUE FROM MANNHEIM

PARTICIPANTS IN TRACTOR MANUFACTURER SERVICE COURSES are generally awarded a certificate at the end of their training, but when Alan Kellett completed John Deere's programme on its new 40 Series tractors in 1979, he received something more weighty – a cast iron plaque.

"The new range had synchromesh transmissions, a tow-startable Hi-Lo, fully hydrostatic steering and a ZF mechanical front-wheel drive, while one model, the 2140, even had a turbocharged engine," he says. "All John Deere European branch service personnel spent 1-2 weeks at the Mannheim factory in Germany, learning about the new systems. At the conclusion of the course, each person was presented with a cast grey iron plaque measuring 11in by 8in. The plaques were cast in the factory's now-demolished works foundry and worded in English, French and German.

"We spent one week on the 40 Series and a few more days on changes and improvements to the French-made balers, mowers, etc," adds Alan. "I always thought of the plaque as special, because it wasn't something bought-in, but actually cast in the same foundry as the engine blocks and transmission cases. The foundry has now been demolished and is the site of the Hotel LanzCarré."



Rarely seen cab

ONE OF THE THEMES of recent Tractorfiles has been the weather and safety cabs made by Tractorvision. Not many of these large and well-appointed operator units were made and few seem to have survived, so I was pleased to hear about one that still exists in Co. Roscommon in Ireland. The cab in question, fitted to a Nuffield 4/65, was spotted in July by reader Colin Jordan as he was passing Regan Tractors' yard at Frenchpark.

"I don't know if the tractor is in good working order or even if it is for sale, but it appears to be in very good cosmetic condition, apart from the cab wings which are in need of replacement," he tells me. "It is a roomy cab, but you would need to be nimble to get in and out. I'm sure it would make a lovely addition to someone's collection."



One of the early imports

IN THE PREVIOUS ISSUE'S TRACTORFILE, reader Barry Clitheroe asked if his 1964 John Deere 4020, serial number 21T70693, was one of the earliest original imports in the UK. Cue a response from farmer's son, tractor importer and **CLASSIC TRACTOR** Farm View columnist Richard Keel, whose family own an earlier example.

The tractor that is currently in the care of Richard and his father John at Droitwich in Worcestershire is serial number 21T70176, making it 517 units earlier than Barry's machine. Most of the 4020s sold new in the UK had what were known as 'Standard' shell-type fenders, whereas this particular tractor, and some other very early arrivals, had flat-top row-crop fenders.

"My uncle and grandfather bought this tractor in the late mid-1970s when they farmed in north

Somerset," he explains. "It was a choice between the 4020 and a pre-Force 5000, both of which were similar money.

"Our tractor is well-travelled," continues Richard. "In 1985, when the family farm was sold after my grandparents retired, my uncle Chris moved to west Worcestershire. In 2002 he retired and moved to southern France. In early 2020, they moved back to Worcestershire, bringing the 4020 back to our farm. The tractor had actually spent a few months here in 1985, between my uncle's move from Somerset to Worcestershire.

"I was talking to someone in the last couple of years who has a John Deere 4020 that's apparently a few hundred tractors earlier than the one we look after, so I'm expecting there to be several older ones out there," he notes.

MF TOY IS TRANSFORMED

FOR ALMOST AS LONG as he can remember, Cameron McKay, a New Zealander now living in Co. Cork in Ireland, has been fascinated by Massey Ferguson 760 combines. He played with the Britains toy version as a child, first sat in the cab of a real machine in 1980 and went on to buy his own machine, which remained down under when he moved to Ireland a few years ago.

"Every farming lad had a Britains MF 760 when they were growing up and I was no exception," says Cameron. "When I was carpet farming back in the day, the narrow wheels on the Britains toy always bugged me. I bought an unboxed Britains MF 760 this year, initially with the intention of changing the wheels, but one thing

led to another and I decided to do a complete custom-build.

"I modified the toy's header to make it like an 18ft Freeflow and added details like fingers,

pulleys and belts, and made a header trailer out of wood," he adds.

"I added some realism to the feeder house and gave the cab some controls, a black interior, windows, a wiper and mirrors. I also altered the grain tank, fitted an elevator and

straddle tanks, and made other alterations.

"I based my model on a 1977/1978 MF 760 with a red cab and black interior. I might even create a silver cab European grain tank version sometime," says Cameron.



READERSRESPOND

GOLD FIAT 1280DT Peter Wilde has come forward with some great information on the gold-painted Fiat 1280DT that got a mention in Tractorfile in the August 2021 issue. "The gold Fiat displayed on John I. Fearn's stand at the 1984 Newark & Notts Show was in fact the dealership's demonstration tractor," he tells me. "I was the person who washed it prior to it being sprayed gold at the local Ford car body shop, Gregory's of Worksop, at a cost of £400. The tractor was then sold by salesman David Sherlock I think in the Doncaster area. However, the customer insisted on it being painted in its original Fiat colours and stated that if the new paint came off when he pressure washed it, he would send it back.

"The tractor was resprayed in Fearn's workshop by service engineer John Whittington," he recalls. "As a footnote, I was the person who sprayed the vintage Fiat 702 that was also displayed at the show. It was part of Trevor Fearn's collection."

LELY ROTTERA The 8m Lely Roterra power harrow that was recently used by the Suffolk Bunch, along with three smaller 6m versions, to establish 90 acres of linseed (August 2021 issue) caught the eye of reader Will Turner. He has responded by sending a picture of an

identical machine he saw working in 1984. The super-wide Lely was being used at the time behind a Massey Ferguson 4840 in the Boston area of Lincolnshire. He believes it may have been the first 8m Roterra in the UK. Sadly, the registration number of the tractor isn't visible, but it appears to have been supplied by local MF dealer Chandlers, possibly from its Spilsby depot. Does anyone know who owned this impressive MF/Lely combination?

DEUTZ-FAHR CLUB In the previous Tractorfile, I asked former members of the now defunct Deutz-Fahr Driver's Club to get in touch. This prompted reader and former club member Andrew Smith to share some of his past experiences of working with Deutz-Fahr products. "I was a member of the club and may still have the tie somewhere – I must have a look," he says.

"I've always had a soft spot for Deutz-Fahr products. After a short spell at Writtle Agricultural College, I worked for the Wallis family at Greensted, near Ongar in Essex. They had a five-cylinder Deutz-Fahr DX90 that pulled like a train and was a lovely tractor to drive. The five-cylinder engine was a gem, although it did vibrate its way through brake pipes and silencers at a rate of knots. They then got a two-wheel drive four-cylinder DX80 that really punched above its weight. With some heavy weights on the front end, it pulled a four-furrow Ransomes 300 Series reversible plough far better than it had any right to.

"After leaving the Wallis family I worked on a farm at Shenfield, near Brentwood, before moving to Coleman Engineering, which was a Deutz-Fahr dealer at the time. Later in life I spent time with Carter Agricultural at Harleston in Norfolk, where we sold Valmet tractors, materials handlers and Deutz-Fahr combines, the latter being a match for anything at the time in my eyes."



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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, S10 5PD,
jennyryan@magneticpower4u.com, www.magneticpower4u.net

Classic Tractor

FOR TRACTOR OWNERS, OPERATORS AND ENTHUSIASTS

**NEXT
ISSUE**

CUTTING CREWS!

ON SALE
24 SEPT

With harvest underway, you can expect to see lots of classic combine action in the next issue. Highlights of our annual 'Harvest Special' include a visit to see a recommissioned MF 565; a day out in the field with a through-the-ages fleet of Laverdas; a classic and modern New Holland comparison; and much more.
Photo: Chris Lockwood.



4WD CREATION

What do you do when you want a County 1884 with a Super-Q cab and none are available? Join us next time as a County fan from Ireland shares his experiences of creating a replica 1884 Super-Q.



LOYALTY TO MF

The Miles family from Suffolk have been loyal MF users for well over 60 years. A change in farming policy and pending dispersal sale prompts us to look back at their history of MF ownership.



TYRE CHOICES

If you are in the market for a set of 540/65R28 and 650/65R38 tyres of the type commonly fitted to tractors of 120-160hp, check out our comprehensive guide to what's available in the next issue.

NOVEMBER ISSUE ON SALE 24 SEPT

Airmyn, East Yorkshire

It wasn't the biggest sale, but Townend Clegg & Co's dispersal of the late Graham Cowling's equipment at Airmyn in East Yorkshire on 2 July contained some interesting and very tidy classics. David Laley reports.

Main results

1970s	Massey Ferguson 520 trailed 3.5m discs. Good.	£340
1980s	Opico GT-270 grain dryer. Good.	£220
1980s	Lely Roterra 33 Series 4m power harrow. Average.	£260
1980s	Lely Roterra 44 Series 4m power harrow. Average.	£260
1980s	Dowdeswell DP1 five-furrow reversible plough. Good.	£450
1980	Taskers two-row potato planter. Average.	£55
1990s	Amazone ZA-U 1001 fertiliser spreader. Average.	£100
1990s	Farm Force press. Good.	£450
1990s	Cousins Combi-harrow 4m. Good.	£500
1990s	Reco Sulky Compact combi-drill c/w Kuhn power harrow, 3m. Exc.	£1950
1990	Gem Self-Trak 2000 trailed sprayer. Good.	£240
1994	Berthoud Gamma mounted sprayer, 12m. Good.	£260
2000s	Watkins Tri-Till mounted cultivator 3m. Excellent.	£4300
2001	Case-IH Gem 3000TS trailed sprayer. Excellent.	£6100
2006	Teagle XT46 fertiliser spreader. Good.	£220
1983	IH 956XL 4WD, 12,000hrs. Tyres F/R50%. Good.	£6950
1984	Track Marshall 155 crawler, hours n/a. Very good.	£6800
1989	Same Explorer 90 2WD, 5500hrs. Tyres F30%/R80%. Good.	£3200
1999	Renault Ares 620RZ, 9626hrs, c/w Farm Force front linkage. Tyres F/R80%. Good.	£10,100
1990	Manitou MLT 626T telehandler, 9257hrs. Tyres F/R30%. Good.	£5600

A clean 1999 Renault Ares 620RZ (£10,100) achieved the top price at the sale of the late Graham Cowling's machinery. His pride and joy, a very smart 1984 Track Marshall 155, went to a local buyer for £6800.

THE LATE GRAHAM COWLING was a respected farmer, a devoted family man and an enthusiastic user of classic machinery. He enjoyed operating and maintaining the mostly older equipment he farmed with at Airmyn, near Goole, particularly the 1984 Track Marshall TM155 crawler that was his pride and joy.

Following his untimely passing in December 2019, the dispersal of Graham's machinery was carried out by local auctioneer Townend Clegg & Co on 2 July, a year later than originally planned because of the pandemic restrictions.

Many onlookers were pleased to see Graham's cherished Track Marshall 155 sell to a local buyer for a sizable £6800, whilst his four-wheel drive 1983 IH 956XL, repainted in recent times and showing 12,000 hours, made a useful £6950. A 1989 Same Explorer 90, unusual in two-wheel drive configuration and with a modest 5500 hours under its belt, looked a bargain at £3200.

The youngest tractor on offer, a 1999 Renault Ares 620RZ with a Farm Force front linkage, 9626 hours clocked and a clean appearance, was good value at £10,100. A tidy 1990 Manitou MLT 626T telehandler that had done 9257 hours was another of the day's good buys at £5600.

With relatively few dealers in attendance, most of the older implements were bought by metal recyclers for modest sums. However, some of the younger items did sell well, namely a Watkins Tri-Till cultivator for a useful £4300 and a 2001 Case IH Gem 3000TS trailed sprayer for an excellent £6100. The Dowdeswell DP1 plough that Graham had used with his Track Marshall 155 made a respectable £450.

TRADE VERDICT In the absence of trade buyers, local farmers had the opportunity to purchase some well-maintained equipment for sensible prices. The farm's Renault Ares 620RZ appeared to be good value, even with almost 10,000 hours clocked, while the Same Explorer 90 was the bargain of the day.



Model Track Marshall 155 Year 1984 Hours n/a



Model IH 956XL Year 1983 Hours 12,000



Model Same Explorer 90 Year 1989 Hours 5500

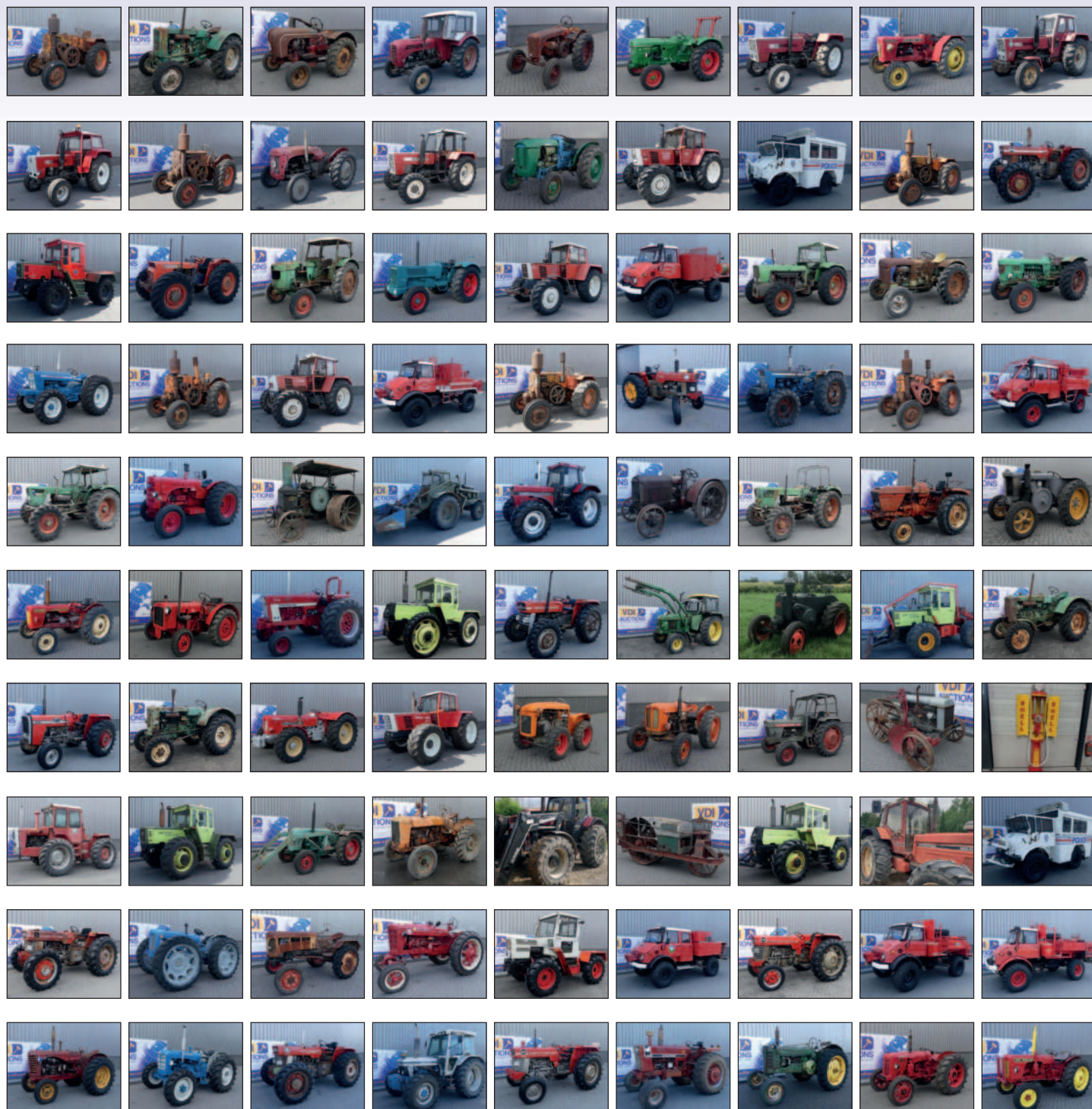
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TRACTORS & MACHINERY

Osgathorpe, Leicestershire

Four Case IH tractors, all with low hours and in fabulous condition, made excellent prices at Bagshaws' sale for the late Sidney Armett near Osgathorpe in Leicestershire on 23 July. David Laley reports.



Main results

1990s	Taarup 338 trailed mower-conditioner. Good.	£1600
1990s	Cousins V-Form subsoiler. Very good.	£2750
1990s	Kuhn HR3502 3.5m power harrow. Very good.	£2680
2000s	Taarup Ten-X trailed forager harvester. Good.	£400
2000s	Vicon Analex 463 single-rotor rake. Very good.	£2050
2000s	Kverneland LD85 four-furrow reversible plough. Very good.	£2500
2000s	West 1600 dual spreader. Very good.	£3500
2000s	Vicon Fanex 683 six-rotor tedder. Very good.	£3550
2002	Master grain drier. Excellent.	£16,800
2004	Amazone ZA-M fertiliser spreader, c/w hopper extension. VG.	£1300
2007	Quivogne Pluton 300 3m cultivator. Very good.	£3050
2011	KRM Soladrill 799 , 4.8m. Excellent.	£6000
2011	NRH hydraulic folding rolls, c/w paddle tines. Excellent.	£6750
2012	McConnell PA5455 hedge cutter. Excellent.	£10,800
2014	NC GT205-14 14t grain trailer. Excellent.	£11,200
2002	Case-IH CS94 , 4248hrs. Tyres F/R60%. Very good.	£16,000
2004	Case IH Maxxum MXM120 , 3360hrs. Tyres F30%/R50%. VG.	£25,800
2009	Case IH Puma 180 , 1409hrs. Tyres F70%/R90%. Excellent.	£41,000
2012	Case IH Maxxum 110 , 893hrs. Tyres F/R90%. Excellent.	£37,600
2012	Manitou MLT735-120LSU Turbo , 1779hrs. Tyres F/R50%. Exc.	£36,000

All four of the late Sidney Armett's Case IH tractors had done very low hours and were in fabulous condition. Prices ranged from £16,000 for a CS94 from 2002 to £41,000 for a 12-year old Puma 180.

FOLLOWING THE PASSING of Leicestershire farmer, Sidney Armett, in September 2020, auctioneer Bagshaws was instructed to carry out a dispersal of his immaculate fleet of equipment. The sale at Woodside Farm, Osgathorpe, near Loughborough, initially delayed due to pandemic restrictions, took place on 23 July.

Dealers and farmers came from far and wide, all hoping to take home some of the exceptionally well-maintained machinery. The stars of the sale, a quartet of immaculate Case IH tractors, all achieved fantastic prices. A 2002 Steyr-built CS94, showing 4248 hours and with some minor damage to the rear of its cab, set the ball rolling with a very respectable sale price of £16,000. The 2014 McConnell PA5455 hedge cutter that had been attached to the Case-IH CS94 over recent years made an equally impressive £10,800.

A sweet-sounding six-cylinder 2004 Case IH Maxxum MXM120 with just 3360 hours on the clock sold for an excellent £25,800, while the youngest tractor in the sale, a 2012 Case IH Maxxum 110 on just 893 hours, achieved a buoyant £37,600. A Case IH Puma 180 that had clocked an incredibly low 1409 hours during the course of its 12-year life on the farm achieved a sale-topping £41,000.

Another of the farm's low-hour machines, a 2012 Manitou MLT735-120 LSU Turbo telehandler (1779hrs), sold for £36,000. Other notable items selling well were a pristine 2014 NC 14t trailer (£11,200), a 2002 Master grain drier (£16,800) and a 2011 KRM Soladrill (£6000) that had done less than 400 acres.

TRADE VERDICT Almost all the machines in this sale were in outstanding condition, the result of having done relatively little work in the hands of a caring owner. Buyers, aware that this was a rare opportunity to acquire some top drawer kit, didn't hold back, resulting in premium prices being achieved almost across the board.



Model Case-IH CS94 Year 2002 Hours 4248



Model Case IH Maxxum MXM120 Year 2004 Hours 3360



Model Case IH Maxxum 110 Year 2012 Hours 893

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Categories include: Vintage & Classic Tractors, Steam Engines, Classic Commercial, Implements, Bygones, Stationary Engines, Memorabilia, Spares and Ploughs etc

Saturday 23rd October 2021

AUCTIONS AND VALUATIONS UNDERTAKEN NATIONWIDE

Ockbrook, Derbyshire

Three very genuine one-owner Massey Fergusons made strong money at Bagshaws' retirement sale for Erroll and Margaret Scott near Ockbrook in Derbyshire on 31 July. David Laley Reports.



Main results

1970s	Massey Ferguson 30 drill. Poor.	£160
1980s	McConnel Shakaerator Average.	£650
1980s	Kuhn Flex 4-rotor rake. Good.	£140
1983	AS Marston 10t grain trailer. Good.	£1480
1990s	Armstrong & Holmes 8t grain trailer. Good.	£3220
1990s	Kverneland LD85-160 four-furrow reversible plough. Good.	£1350
1994	Kuhn 1100-M twin disc fertiliser spreader. Good.	£520
1995	Marshall 6t grain trailer. Excellent.	£2040
1995	Falcon 4m drill, c/w end tow kit. Very good.	£200
2000s	Armstrong & Holmes 12t grain trailer. Excellent.	£7000
1974	David Brown 996 2WD, hours? Tyres F30%/R50%. Average.	£820
1981	DB 1390 c/w loader, 4707hrs. Tyres F30%/R60%. Average.	£3900
1983	MF 698 4WD, 5649hrs. Tyres F/R30%. Very good.	£7600
1992	MF 399 4WD, 6500hrs. Tyres F/R70%. Excellent.	£17,140
1993	MF 390T 4WD c/w MF 915 loader, 5088hrs. Tyres F/R 50%. VG.	£17,550
1993	Ford 7840 SL 4WD, 14,006hrs. Tyres F10%/R40%. Average.	£8000
2004	McCormick MTX185, 2778hrs. Tyres F10%/R60%. Good.	£17,300
2008	MF 6480 Dyna-6, 7033hrs. Tyres F/R80%. Excellent.	£24,400
2009	Kubota M125X, 761hrs. Tyres F60%/R70%. Excellent.	£25,500
1989	JCB 3CX Sitemaster, 9804hrs. Tyres F/R10%. Average.	£6850

All three of Erroll and Margaret Scott's very tidy Massey Fergusons made excellent prices, from right: 390T (£17,550), 399 (£17,140) and 698 (£7600).

BURNWOOD FARM, part of the Locko Park Estate, near Ockbrook, in Derbyshire had been farmed by Erroll and Margaret Scott for more than 50 years. Their once impressive herd of pedigree Holstein cattle was dispersed back in the late 1990s, allowing them to focus on arable cropping.

Their retirement sale, carried out by auctioneer Bagshaws, contained three older Massey Ferguson tractors, all in clean condition, and a fine array of traditional equipment. The sale was bolstered by a further six tractors and associated equipment from several other local vendors.

The Scotts' 1983 MF 698, showing 5649 hours and with a small amount of surface rust on its cab, set the tone, reaching an excellent £7600. The farm's most powerful tractor, a K-plate MF 399 HiLine, benefitted from modest hours (6500), good tyres and a bright appearance. All these factors, plus the ongoing popularity of this six-pot model, contributed towards a resounding same price of £17,140. A local buyer who had been searching for a tidy loader tractor was delighted to secure the Scotts' 1993 MF 390T and its MF 915 loader for a resounding £17,550.

A fine selection of well-maintained grain trailers also sold well. A single-axle 6t Marshall from 1995 achieved a hearty £2040 and a more modern 12t Armstrong & Holmes sailed to a whopping £7000.

Tractors entered by permission included a clean 2008 MF 6480 on 7033 hours (£24,400), a 2009 Kubota M125X that had only done 761 hours (£25,500), a low-hour 2004 McCormick MTX185 in need of a cosmetic refresh (£17,300) and a scruffy 14,000-hour Ford 7840SL (£8000).

TRADE VERDICT The excellent results achieved by the Scotts' two MF 300 Series models confirmed what many already knew: these machines, especially good examples with modest hours, are hot property and achieving prices that are at least 20% higher than a couple of years ago.



Model Kubota M125X Year 2009 Hours 761



Model Massey Ferguson 6480 Year 2008 Hours 7033



Model Massey Ferguson 698 Year 1983 Hours 5649



**MOOR HOUSE FARM, HOLFORD,
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Private dispersal sale for Mr Terry Ayre of
**TRACTORS, IMPLEMENTS, SPARES
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WEDNESDAY 15th SEPTEMBER 10am
Joint auctioneers. Bateman Hosegood, Culmpton



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SATURDAY 18th SEPTEMBER 10 am



**BANK FARM, CHANDLER,
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Dispersal sale for Richard Veitch,
private collection of
CLASSIC TRACTORS, COMBINE, IMPLEMENTS, PARTS



WEDNESDAY 22nd SEPTEMBER



**CRYFIELD GRANGE FARM,
KENILWORTH, CV4 7AQ**
Dispersal sale for Mr Brian Dickens, private collection of
**VINTAGE TRACTORS, CRAWLER
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PLOUGHS, SPARES**



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This 3000 Select-O-Speed is one of 31 examples of the model on offer.



This G-plate Ford 7810 (4500hrs) has been owned by Philip since 1991.



Ford 7000 has been converted to four-wheel drive with a Schindler axle.



This 5000 (6X) has a later cab, PUH, power steering and front weights.

HOARD UNDER THE HAMMER

Below: Philip Warren's collection of Fords lined-up for CLASSIC TRACTOR in 2005. He had 50 tractors at the time, but that tally has since risen to 83.



A huge collection of 83 classic Fords is to be sold by auctioneer Kivells in an on-site and on-line auction in Devon on 4 September. Sandy Cox has been perusing the catalogue.

MANY PEOPLE begin collecting tractors almost by accident, and that was the case with Devon farmer Philip Warren from Middlecott Farm, Beaworthy. He had no intention of buying a tractor when he went to a farm sale in the late 1980s, but the Ford 5000 Select-O-Speed he bought set him on a one-man mission to save Select-O-Speed models. He eventually ended up with 83 tractors in his collection, consisting of 31 Ford 3000s, 35 Ford 4000s, 10 Ford 5000s, a 7810 and Ford 7000 four-wheel drive models, an 1806-hour Ford 655 Special backhoe loader and four Ford 5000s in kit form. Included among them are a considerable number of Select-O-Speed tractors, which were the initial focus of the collection.

The poor reputation of the Select-O-Speed transmission and damage to them from misuse led to many being scrapped prematurely or converted to a manual gearbox. The fact that they were relatively uncommon by 1989 was what attracted Philip to these models. He decided to try to save a few. A number of the ones he bought were tractors that had been stripped of all parts that could be used to rejuvenate conventional gearbox tractors. This just left a transmission and backend, or even just a Select-O-Speed gearbox, for which Philip would acquire all the parts necessary to make a complete tractor again. Where the Select-O-Speed 'box' was damaged, he repaired it with parts from his stock of other scrapped transmissions.

He rebuilt engines too, including relining blocks that had gone porous, and repaired front axles. He converted the Ford 7000 in his collection to four-wheel drive with a Schindler front axle. While mechanical gearbox tractors got some regular exercise on the farm, the Select-O-Speed ones were rarely used because of the scarcity of parts.

Back in 2005, the collection consisted of 50 tractors, but since then it has grown to 83 units, plus two Ford-based Collins Teleshift telehandlers, two Ford backhoe loaders and a Fordson Major. His forthcoming sale also contains a large number of parts.

Phillip, now aged 77, says: "I have enormously enjoyed collecting, rebuilding and tinkering with my tractors and hope that buyers at my sale will benefit in the same way as I have for so many years."

Philip Warren's sale takes place at 10:30am on Saturday 4 September at Middlecott Farm, Beaworthy, Devon, EX21 5DX. Viewing is on 2-3 September, 10am-4pm. For further details call Kivells on 01409 253275 or visit: <https://tinyurl.com/warren-ford-sale>

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TRACTORS FOR SALE

ALLIS CHALMERS



Allis Chalmers ED40, 1965, lovely little tractor, good oil pressure, starts great and runs and drives well, older restoration. £4,200 ono. Tel: 07899 947344. Wiltshire. [JP15R]

Allis B, new radiator, two front tyres, s/plugs and recently painted. £1,000, can deliver within 40 miles of Ripon. Tel: 01677 470597. Bedale. [JK]

CASE



Case Maxxum 5150, good condition all in good working order, tyres 50% worn, air con and air seat, just over 10,000 hours, good, reliable tractor. £12,500 ono. Tel: 07855 247751. Whitland. [JKW38]



Case MX120, with front linkage, on Michelin 18.4 x 38, 3 spools, passenger seat, Dromone PUH, air con, F/R shuttle and P/Shift. Tel: 07710 372273. A. Mills, N. Ireland. [JKW119]



Case Pro 4240XL, complete with Quicke 430 (Euro 8) loader, S47 PAB, 1998, 8,000 hours, tidy condition, in good complete working condition, tractor has been used on a small holding for the last 14-years. £12,000 ono. Tel: 07581 504197. [JW134R]



Case CS150, c/w front linkage, with front axle suspension, on 580/70 x 38 tyres, 50k with air brakes, 4 spools, front fenders. £19,750. Tel: 07718 367212. A. Mills, N. Ireland. [JKW117]



Case Magnum 7120, 140/150hp approximately, 1993, second owner, PUH, front weights, air con, tidy. Tel: 07973 117993. Beds. [JKW81]

CATERPILLAR



Cat D7, 1963 (we think), shot blasted and resprayed, new brake bands, new magneto in engine, all fluids recently changed, c/w tool carrier, and a blade we think could be made to fit. £12,500. Tel: 07831 450018. York. [JW102R]

COUNTY



County 1164, 1975, hours unknown, Agri spec, recent reconditioned fuel pump and new head gasket fitted, cab lower front window glass and doors included, genuine tractor ideal restoration project, V5, £16,500 ono no VAT. Tel: 07974 732255 after 6pm. Staffs/Derbys border. [JKW77]



County 4600-4, starts, runs and drives as should, wheel weights, drawbar and puh. £8,750. Tel: 07841 341101. Wetherby. [JW33R]



County crawler, breaking for spares, good running gear, please call for more details. £POA. Tel: 07860 346682. Faversham, Kent. [JP16R]

DAVID BROWN



David Brown, diesel, needs radiator and starter, will start with a pull. £750. Tel: 07880 602544. Castlewellan. [JKW47]



David Brown 1200, 1970 model, restored 2018 and used on farm since, clean, tidy, straight tractor with original engine and chassis as all numbers match VIN plate, no V5 present but it was registered when first purchased. £4,995. Tel: 07968 386651 or 01837 810274. Okehampton. [JKW70]



David Brown Cropmaster, TVO, 1952, running, good metalwork and registered, some general restoration required front tyres, steering wheel, etc. in SO41 area. Tel: 01590 681513. Lymington. [JKW62]



David Brown 990 Implematic, fitted Twose finger bar hedge cutter, in good running order. £POA. Tel: 07708 677639. Oswestry. [JP17R]



David Brown 1200, 1969, two owners from new, last for 45 years, 5,898 genuine hours, 12-speed, 540/1000 PTO, very nice original tractor, V5C present, mechanically sound, viewing welcome. £3,450 no VAT. Tel: 07512 809864. Nr Buxton. [JW1R]



David Brown 30D, 4 cylinder diesel tractor, 1953, V5 reg. £3,500 ono. Tel: 07770 846811. Chatham. [JW100R]



David Brown 990 Implematic, 1965, 12-speed, new back tyres, new brakes, engine and gear box good, good hydraulics, taxed. £POA. Tel: 07913 780471. Lancashire. [JW104R]

DEUTZ



Deutz-Fahr 5125, 126hp, 30 x 30 power shift transmission, SDD quick steer. £59,500. Tel: 01305 889924. Dorset. [JW28R]

FERGUSON



Fergie P3, diesel, been stood for years, tow start, running in photo, gearbox and clutch good, correct heavy duty rears, but MF35 front wheels, renovation or spares, I can help to load. £950 ono. Tel: 07836 676425. Hereford. [JKW51]



Grey Ferguson TVO, 1953, tractor for sale with top-mounted mower, starts first time but will get hot when worked, ripe for a restoration project. £1,200 with the mower and hay turner if wanted, buyer to collect. Tel: 07958 756986. West Hertfordshire. [JKW94]



Ferguson TES20 diesel, 1956, in original condition, road registered with appropriate reg number for year of 432 XVG, only two previous owners since new, being in original and unrestored condition, it has a fully functional, very rare, Howard reduction gear box, Ferguson front loader, and recently replaced rear tyres, new 12v battery, and new control box, starts and runs well being used for only light work, collection only from SY21 9LB. £4,500 ono. Tel: 01938 590725 or 0786 726578. Email: g.e.coles@btinternet.com Welshpool. [JW113R]



Ferguson TED, good tyres, nicely restored, I have been ploughing with it, comes complete with early pick-up hitch with mushroom button release. £2,150. 07729010733. Berwick upon Tweed. [JW115R]



Grey Fergie TEF 20, diesel, 1956, rebuilt engine with loader, weight, bucket, forks & transport box. Great start for a full restoration. V5. £2,250 ono. Tel: 07368 580218. Email: lan.naylor.schofield@gmail.com Poole. [JW88R]



Ferguson T20, 1955, petrol/TVO, part restored to working order to cut and roll paddock, fitted with new clutch, radiator, water pump, dynamo, battery and front tyres, also new head and tail lamps/wiring and two head gaskets, including Wessex GM 1200 cutter and two metre wide roller. £1,100. Tel: 01483 222689. Surrey. [JW95R]

FIAT



Fiat 120C, 2,079 genuine hours, running gear 98%. £6,500. Tel: 07974 890660. Linton. [JW4R]

FORD



Ford 7710, 8,500 hours, starts and drives perfect, all works as it should, twin assisters, 4 spools. £11,750. Tel: 07841 341101. Wetherby. [JW34R]



Ford TW25, 1986, Serial No 914860, 5,990 hrs, tyres front 14.9 r28 rears 460/85 r38 all 90%+ good, recent professional respray, new cab interior including head lining, PUH, 8 hyd valves, tractor performance monitor, refurbished seat, very nice collectable tractor. £23,500 ono no VAT. Tel: 07900 911994. [JW147R]



Ford 4000 Force, extensive restoration, everything is working, every part has been dismantled, refurbished or replaced with attention to detail, suitable for show or work, stunning example, delivery available at extra cost. £8,750. Tel: 07757 775699. Derbyshire. [JW137R]



Ford 8770, N reg 8,200 hours, tyres 710/42 rear, one 30% one 45%, 540/34 front 90% front linkage very clean and tidy. £25,000 ono. Tel: 07939 533075. [JW96R]

Ford 8830, 1991, 6,930 original hours, original paint, all is in perfect condition Airco and heat, more info call. Tel: 00 32 475352661. Located in Belgium, Merchtem. [JW]



Ford County 8200, 1981, serial no 3996250, 7,952 hours, 90% good tyres, everything works on this tractor, recent full service oil/fuel/air filters and back end oil + filter, cab is in very good condition with very little rust, c/w full set of cab interior including head lining very nice rare collectable tractor. £16,750 ono + VAT. Tel: 07900 911994. [JW148R]

FORDSON



Fordson Super Dexta New Performance, c/w loader, been stood for years, spares or repairs, can help to load. £950 ono Tel: 07836 676425. Herefordshire. [JKW50]



Fordson Major, 1958, good condition, runs well, nice project for someone to restore, requires new wiring loom. £2,200 ono. Tel: 07460 518520. Chichester. [JKW61]



Fordson Standard, 1934, now in its original orange paintwork, 2 new mudguards, wide spec, used through the WW2 in West Sussex. £3,100 ono. Email: D.Smith.57@btinternet.com. Tel: 01952 727326. Shropshire. [HIP2R]



Fordson E27N, comes with original Perkins P6 engine, in super condition, sale for health reasons, realistic offers please. Tel: 07968 401316. North Yorkshire. [JW78R]



Fordson Major, 4WD, with Bray loader, easy starting, good runner and all works, power steering, hydraulic loader with pallet forks and bucket, located in the south east. £5,000. Tel: 07904 283187. [JW116R]



Fordson Dexta narrow tractor, rare vintage model, 1959, with live drive, roll bar and is in working condition with V5. £4,250. Tel: 07941 255264. West Sussex. [JW71R]



Fordson Major, we have owned this tractor 20 years, no bonnet or link arms, good running order there's a boom for the loader available. £1,900 ono, can deliver at your cost please call for more info. Tel: 07967 876374. North Staffs. [JW108R]



Fordson Super Major, New Performance, 1964, good all round tractor, good engine, PTO and hydraulics work. Tel: 07746 229035. Evesham. [JW99R]



Fordson Super Dexta, 1963, in good working order starts well, two owners from new, with log book, reg 98 RFC, all good tyres, lights and gauges all work. £2,750. Tel: 01865 377183 or 07812 657310. Oxfordshire. [JW109R]

Fordson Major, 1953, in show condition, good running order, best offer secures it. Tel: 07885 146905. Gwent. [JW]



Fordson Super Major, starts and runs well, hydraulics are non-functioning, water pump needs replacing. £2,750. Tel: 07511 921611. Worcs. [IJW19R]



Fordson Super Major, 1963, reg YKE 795A, agricultural, 4 cyl diesel, perfect tin work, refurbished 2 years ago, all new tyres, paintwork and much more. £5,500 ono. Tel: 07837 991278. Birchington, Kent. [IJW69R]



Fordson Dexta, with loader, runs well, tin work pretty good, open to offers. £POA. Tel: 07708 677639. Oswestry, Shropshire. [IJP18R]

INTERNATIONAL



International Harvester B634 Roadless, fully restored 5 years ago, barn stored since, 1970 with Cabcraft cab, current V5, ready to work or play, extensive rebuild, new tyres, tractor starts and runs well, open to reasonable offers, viewing welcome by appointment. Tel: 07990 803179. Oxfordshire. [JKW39]



International B275, 1961, starts and runs well, everything works, very original, complete with original log book, recent service, delivery possible, more pictures on request. Tel: 07595 279483. Preston. [JKW71]

International BTD20 crawlers, two, both under repair one with blade, one very rare long track frame wide tracks, ex 1950s side booms, also have some parts and extra spares in boxes, at 73 it is time to let them go, can assist with the loading. Tel: 07836 266097. Coventry. [JKJ]



International TD6, starts on petrol, runs on diesel, everything working order, sell or exchange for diesel tractor. £4,000. Tel: 07951 796879. Reswallie, Forfar. [IJW85R]



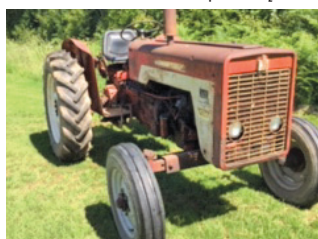
International 354, 1971, one new front tyre, all others 85%, many new parts, fully restored, starts well. £4,700. Tel: 01250 875732. Perthshire. [IJW120R]



International B275, engine overhauled, new tyres and brakes 2014, has done 85 hours since, good reason for the sale. £3,600. Tel: 07484 789970. Lincolnshire. [IJP5R]



International 484, refurbished, high standard, mint condition. £5,500. Tel: 07925 203023. Shropshire. [IJP2R]



International 434, engine runs well, good wheels, tyres and tin work, Quickie loader available. £2,800. Tel: 01752 851634. Cornwall. [IJW14R]

JCB



JCB 435S, 2018, 1,300 hours, full spec, 50k, auto lube, Contractor Pro package. Tel: 07976 702858. Powys. [JKW4]



JCB 403, 550 hours, 2019, 69 reg, Euro headstock, radio, cab heater, LED lights. Tel: 07976 702858. Powys. [JKW24]



JCB 541-70, 2019, 1,400 hours, Super Agri, 145hp, choice of headstock. Tel: 07976 702858. Powys. [JKW93]



JCB 419S, 2020, 650 hours, five year/3,500 hours warranty, Contractor Pro package, lots of extras. Tel: 07976 702858. Powys. [JKW48]



JCB 3D II, 1968, low hours, owned 45 years, sound machine, good basics, engine and gearbox, operates but ideal for restoration or recommission and use. £5,000. Tel: 07443 117191. Henley On Thames. [IJW47R]



JCB 542-70, 1,200 hours, Super Agri, 145hp, choice of headstock. Tel: 07976 702858. Powys. [IJW144R]

JOHN DEERE



John Deere 5620, 2008, 4,000 hours, Power Quad, air con very nice genuine tractor. Tel: 07976 702858. Powys. [JKW100]



John Deere 3350, wide step, L reg, 100% original, very good condition, 1,850 hours, 30k box, owner driver retired, off Cotswold arable farm, mainly cultivations some mowing. £32,000 no VAT. Tel: 07971 249396. Gloucestershire. [JKW105]



John Deere 3350, retired collection show tractor, wide step, 1993/L, very good original low hour condition, 1,825hrs, owner/driver from an arable Cotswold farm, barn stored. Tel: 07971 249396. Glos. [IJW25R]



John Deere 1120, good tractor, mechanically sound, all tinwork has been professionally painted to a very high standard. Tel: 07850 285345. Gloucestershire. [IJW93R]



John Deere 5010, Wheatland tractor very nice sheet metal various wheel options available and also five furrow trailed plough, good runner. Tel: 07794 101386. Banbury. [IJW61R]



John Deere 5020, great looking, job to find a nicer tractor, needs engine work though. £7,000 + VAT. Tel: 07794 101386. Banbury. [IJW62R]



John Deere 8210T, aka Brenda, lovely tractor immaculate condition, ready for the field, you will not find a nicer example, 6,080 hours, 25" track. £36,000 + VAT. Tel: 07794 101386. Banbury. [IJW63R]



John Deere 6115, 2014, Power Quad, clutchless shift, 40k, gearbox, roof hatch, air con, air seat, passenger seat, 2 spool valves, beacon, stereo, loader fitments, good tyres, 1 previous owner, genuine tractor, push back hitch, TLS, £34,000 + VAT. Tel: 07540 570700. Email: carolcay29@gmail.com Perth. [JW76R]

LEYLAND / MARSHALL



Leyland 344, L reg, 4,353 hours sound engine PUH, PTO, hydraulics, all working order. V5. £3,000. Tel: 07771 743333. Suffolk. [JKW31]



Leyland 270, 1974, good starter, runs well, PTO uprated, all works as it should, tin work shabby but sound. £1,800 ono. Tel: 07803 745381. Buckingham. [JKW79]



Leyland 472, rare 4x4, 1981 extensive work carried out on engine and gearbox, new brakes, etc. good runner ideal for restoration, barn stored, further pics on request. £POA. Tel: 07860 26063. [JKW63]



Leyland 245, full working order, 9,900 hours recorded, good tyres all round, recent full service, no oil leaks, no cab, in recent use towing gang mowers, inspection invited, 20 mins from junctions 15/16 M6 private sale by Cricket Club. Tel: 07979 918453. North Shropshire. [JKW205]



Field Marshall, 1946, Mk1, good condition, barn stored, drives and brakes well, Marshall winch fitted, original serial plate present, V5 road registered, located GL56. £12,000 ono. Tel: 07752 437726. Email: bernardweaver69@gmail.com. Moreton in Marsh. [JKW127]



Leyland 245, 1974, Perkins 3-cylinder, front loader with bucket, rear fork lift with fold up tines, very handy and useful machine, starts and runs well. Tel: 07941 490407. Boston. [JW72R]



Leyland 272, 10-speed, 1978, 4,338 hours, V5C present, tractor running, tyres fair, many new parts fitted, message for further details if interested. £5,350 no VAT. Tel: 07498 961348. Bridgnorth. [JW49R]

MANITOU



Manitou 735 Elite, 2015, 7m reach, air con, 40kph 4,100 hours, very nice condition. Tel: 07976 702858. Powys. [JKW99]

MASSEY FERGUSON



Massey Ferguson 35, 1963, 3 cyl diesel, runs well, starts on first touch of the button, fully serviced, body work is excellent, new speedometer and front tyre. £8,000 ono. Tel: 01243 788811. Chichester. [JKP7]

Massey Ferguson 2680, 4x4 good runner, ring for more info. Tel: 07967 876374. North Staffs. [JW]



Massey Ferguson 205 industrial tractor, 1966, extensively restored to full working condition with many spare parts available. £5,000 ono. Tel: 07934 448127. Birdlip. [JKW20]



Massey Ferguson 135, with straight axle, pick up hitch and has V5, ready for work or play. £8,250. Tel: 07718 897765. Forfar. [JKW113]



Massey Ferguson FE35, 1958, very nice cond, starts and runs fine, rear wheel weights swinging drawbar full light kit oil return and trail tip pipe, roll bar folds down. £5,750 ono. Tel: 07765 905083. Lincolnshire. [JKW35]



Massey Ferguson 50 HXS, with front muck fork, Extendahoe and rear digging bucket, off UK farm, good working order. £9,900. Tel: 07710 372273. A. Mills, N. Ireland. [JKW120]



Massey Ferguson 699, in great condition, please call me for more information. Tel: 07973 424441. Greater Manchester. [JKW41]



Massey Ferguson FE35, 4 cylinder petrol/paraffin, 1963, comes with logbook, spare radiator, front and rear wheel and original seat, all in working order, in need of a good home, what is it worth? Tel: 07708 287732. Email: chrisjones2807@hotmail.com. Doncaster. [JKW200]



Massey Ferguson 200, working condition sold as seen. £1,500. Tel: 07974 89066. Linton. [JW2R]



Massey Ferguson 35, 3-cylinder, excellent mechanical condition, engine recently been reconditioned and done little work since, surface rust only on bonnet. Tel: 07802 453554. East Yorkshire. [JW55R]



Massey Ferguson 550, Multipower with creeper gearbox, 1977, front end power loader with bucket, next to new rear tyres, new battery, 9,600 hrs on clock, included in sale 1.7m flail mower, in excellent condition. £7,250. Tel: 07974860178. Albrighton, Wolverhampton. [JW66R]



Massey Ferguson 135, February 1965, restored to a high standard, everything works as it should. V5 document, no VAT, please call for more details. £POA. Tel: 07860 409588. Chepstow. [JW107R]

MASSEY HARRIS



Massey Harris 744 PD, fine example of a fully restored vintage tractor, the restoration was done some years ago, tyres all good, lights work, runs and drives well, ideal tractor for shows and road runs, V5 present, please phone happy to have a chat. £8,500. Tel: 07785 557366 or 01264 710595. Nr Andover, Hampshire. [JW103R]

MERCEDES



Unimog U900AG, 1979, 2,684 hours, supplied by MacDonald Equipment Co as 1 of 10 promotion vehicles for 1980 Lake Placid Winter Olympics, automatic hitch, 3-point linkage front and rear, service history and parts book. £16,000. Tel: 01223 263052. Cambridge. [JKW19]

MB Tracs, a 1400 (ZAR 250 000) and late model 1500 (ZAR 200 000) for spares or rebuilt/restoration, both was towing tractors, without hitches, both tractors are in South Africa, shipping to UK is approx ZAR 160 000 per tractor via UK based shipping agent, send me a Whatsapp for pics and more info. Tel: 0027 836856488. [IJ]

McCORMICK



McCormick Deering, 1930, excellent starter and good runner, has V5 and rear road bands. £4,200. Tel: 07718 897765. Forfar. [JKW114]



McCormick International B250, engine thoroughly gone through, including new valve guides, new radiator, new rear tyres, brakes and steering column, nice restoration to this renowned ploughing tractor. £3,250. Tel: 07729 010733. Berwick-upon-Tweed. [IJW114R]

NEW HOLLAND



New Holland T7.210, 4,635 hours, on 580/70 x 38R & 480/70 x 24F comes with front linkage, has front axle and cab suspension. Tel: 07718 367214. A. Mills, N. Ireland. [JKW116]



New Holland TC 27D, 804 genuine hours, immaculate for year. Tel: 07717 601204 or 01790 753531. [JKW33]

NUFFIELD



Nuffield 4/65, was running but not started for some time due to illness, bought from Catlowdy Carriages in 2017, video on YouTube, tyres still up, buyer to collect, Burnley. £1,500 or near offer. Tel: 07710 689244. Burnley. [JKW15]



Nuffield Universal 3, 1959, V5, all original, rear tyres 90%, front tyres 65%, fully restored, starts well, £6,000. Tel: 01250 875732. Perthshire. [JKW90]



Nuffield P4, Perkins, fully restored, starts first time even from cold, new timing chain, 2 new front tyres, rear tyres 75%. £5,000. Tel: 01250 875732. Perthshire. [JKW91]



Nuffield 3/45, been stored under cover for a few years but was used regularly, selling on behalf of my father in law, tractor located in the Widnes area. £2,500 or sensible offer. Tel: 07419 824853. Widnes. [IJW44R]

Nuffield 4-25 vintage, being sold as "spares or repair" it was running ok but has been in storage so needs to be checked over the engine turns over on battery but will not start, it comes with front end loader, wheel weights and spiked bucket tin work is sound. Tel: 01902 372362. Wolverhampton. [IJ]



Nuffield DM4, 1956, with V5 and taxed, starts and runs well, hydraulics and PTO are in running order, only 5,236 hrs on the clock and has come from a large private estate, bargain at £3,250, more information call. Tel: 07796 258972. Bicester. [IJW68R]

Nuffield 10/60, runs but not battery. £1,800. Tel: 07843 729006. Oxfordshire. [JK]
Nuffield Petrol TVO in need of restoration, in full, Nuffield DM4, needs full restoration. £2,500 the pair. Tel: 01822 613610. Tavistock. [JK]

OLIVER



Oliver 80 Standard, good condition good running, electric start, good tyres, ready to rally, £3,000 ono. Also by separate negotiation Oliver trailing/drag plough, £500 ono. Tel: 01224 861974. Aberdeenshire. [IJW74R]

ROADLESS



Roadless Ploughmaster 78, please call for more info. £16,000 no VAT. Tel: 07743 459549. Keith. [IJW67R]

RENAULT



Renault 70.14, c/w PUH, Orchard spec, on 13.6 x 28 & 7.5 x 18F, 3,806 hours. Tel: 07710 372273. A. Mills, Northern Ireland. [JKW118]

OTHER BRANDS



BMC Mini, barn stored, non-runner. £1,000. Tel: 07767 887061. Reading. [JKW29]



Hymac Whitlock 370, 1972, comes with a two foot trenching bucket and a five foot grading bucket. £POA. Tel: 07974 091512. Solihull. [JKW250]

Universal 640 DTC, 64hp, 4WD, engine starts, runs very well, brakes, gears, hydraulics work well, heated Duncan Super cab, 1 double acting spool, new BKT 14 x 28 rear, 10.5 x 2 front tyres, tidy. £6,500 ono. Tel: 07886 409719. Cumbria. [JK]

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. [HI]



Leyland, in any condition, please call, 4x4. Tel: 07989 322710. [DE]



Marshall 904XL, sold in 2010 on eBay, it was sold with a black "Kellie" loader and distinctive stainless exhaust, registration number B230 KHH, anyone with information with its whereabouts please get in touch, cash paid. Tel: 0061 467082772. Australia. [CD]

Case 1455, with air con, private buyer, needs to be in good condition, £POA. Tel: 07980 598686. Herefordshire. [BC]
International 485XL, tractor wanted, any condition, private cash buyer. Tel: 01794 340922 or 07976 281713. Hampshire. [EF]



JWD 494 tractor, any condition, running or not, cash paid and collected. Tel: 0061 467082772. Australia. [CDW200]



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@murrell.plus.com, Tel: 01493 750999. Norfolk. [BCW90]

Muirhill 121, Series 3 wanted, ex farm by farmer, vintage collector. Tel: 01327 830242. Northants. [JK]

Fordson E27N, with electrics and high top gear, will pay top price for show, original condition. Tel: 01473 652619. Ipswich. [JK]

Kubota L210 or L220 older compact, prefer Hampshire or Isle of Wight areas, will consider all conditions, but would pay up to £1,500 for a good condition one, must have good hydraulics and tinwork. Tel: 07794 786387. Lee on the Solent. [JK]

Ford 3600 4100 or 4600 Pre Q-cab model, must be in fair order, please call. Tel: 01772 812220 or 07977 851873. Preston. [LJ]

Massey Ferguson 130, in Hampshire, Sussex, would prefer complete running or not fair price paid if in good condition. Tel: 07794 786387. [LJ]

Massey Ferguson 130, in Hampshire, Sussex or low areas, prefer complete running or not, fair price paid if in good condition. Tel: 07794 786387. [LJ]

Ford 3600 4100 or 4600 Pre Q cab model, must be in fair order landline. Tel: 01772 812220 or 07977 851873. Preston. [LJ]

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]

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]

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. [JK]

Massey Ferguson 65 MK 1, reg 191 8PT 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 GSE 268G, Super Major ASE 268B, Massey Ferguson 65 RSA 69, Major ESE 235. 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 N1, 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]

QUAD BIKES AND ATVS



Kioti 2400 Mechtron K9, 515 hours. £9,500. Tel: 01305 889924. Dorset. [LJW27R]

OTHER VEHICLES FOR SALE



John Deere 3200 telescopic handler, 2001, 10,700 hours, tidy and in good working order, £14,000 + VAT. Tel: 07951 291545. Shropshire. [JKW75]



Massey Ferguson 780 Special Bagger combine, excellent condition well maintained will go straight to work barn stored machine. £3,000. Tel: 07801 585490. Lincs. [JKW85]



Hitachi EX60-5, 6,431 hrs, c/w 3 buckets, piped, hydraulic quick hitch, sought-after model of this very reliable digger. Tel: 07718 367314. A. Mills, N. Ireland. [JKW121]



Schaeffer HR26B digger, 6.5t, c/w 3 buckets, German built, starts easily and runs well, came off local farm, all works fine. £3,750. Tel: 07718 367214. A. Mills, N. Ireland. [JKW122]



Massey 788 combine, in working order, average condition with a few dents, used on a 15 acre small holding for many years has been dry stored, original manual available located in Hertfordshire. £1,950 ono. Tel: 07919 183843. Felsted. [JKW5]



Claas Matador Standard, in near working condition, starts on the button, good project for someone, needs new tube in front tyre, was last used 5 years ago open to sensible offers Wymondham, Norfolk, call after 5pm. Tel: 07877 678172. Wymondham. [JKW49]



Isuzu Bighorn 3.1TD, LWB Lotus Edition, 1995, been stood a few years due to bereavement, very low miles, runs and drives fantastic, very solid vehicle, Goodrich tyres, will need very slight recommissioning for MOT or excellent shoot/farm runabout. £650. Tel: 07817 364945. Derbys. [JKW69]



Dodge RAM 2500 6.7L Cummins Turbo diesel 'Big Horn', US heavy duty, new '21 reg, crew cab, 4x4, long box (8ft), 400hp, Delmonico red pearl-coat with black interior, sport appearance group, 6-speed automatic transmission, shift-on-the-fly transfer case, heated driver seat, max payload 2,205 lbs, max towing 16,580 lbs, two sets of keys, owners handbook, full set of Dodge floor mats, genuine Carfax report, finance available, part exchange welcome, delivery available. £59,500 + VAT. Tel: 01617 478749. Lincoln, Manchester. [LJW16R]



Massey Ferguson 825, 1984, B reg, 14 foot header/trolley, Perkins AT6.3544 engine, 1,929 hours £2,500, more photos on request. Tel: 07980 932112. Cambridgeshire. [LJW101R]



John Deere 1055 combine harvester, 1984, 3,130 hours, D reg, 12ft header on a trolley, header needs some attention. £5,500. Tel: 07889 166133. Northumberland. [LJW65R]



Claas 970, 2017, 40ph auto lube, V8 man engine, fully serviced and ready for work, first to see will buy it. Tel: 07976 702858. Powys. [IJW77R]



Massey Ferguson 788, 10 feet cut, barn stored machine good condition. £1,600. Tel: 07801 585490. Lincolnshire. [IJW94R]

OTHER VEHICLES WANTED



JCB 520-50 Farm Special loadall, 4x4x4, please email pictures and details info@jamesmurrell.co.uk or call James on 07770 692891. [JKW7]



Land Rover, Series 1, 2, 3 or Defender 90 110, anything considered, Nationwide, cash on collection. Tel: 07775 203208. Nationwide. [JKW3]



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. Totnes, Devon. [IJW21]



Willys jeep, or similar, all conditions, good price paid, I am easy going with no pressure, call anytime. Tel: 01548 521278. Totnes, Devon. [ABW98]

JCB 3CX Sitemaster wheeled digger, email info@jamesmurrell.co.uk, or call James Tel: 01493 750999. Norwich. [AB]

Mamod steam engine, first Mamod steam engine wanted, for my grandson, any reasonable price paid. Tel: 01889 359705. Uttroter. [IJ]

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



Lawrence Edwards round bale wrapper, good working order. £900, based in South Wales. Tel: 07817 358738. Bridgend. [JKW60]



New Holland 940 baler, comes with wide pick up, very good original condition, just in from UK farm. £3,500. Tel: 07710 372273. A. Mills, N. Ireland. [JKW126]



New Holland 644 baler, 37,000 bales, only used for straw, owned by ex-New Holland mechanic. £2,500 + VAT. Tel: 01337 828497. Fife. [JKW88]



Allis Chalmers 201 baler, last used 2 years ago, would make nice collectors machine. £600. Tel: 07821 021867. Bude. [IJW6R]



Vermeer round baler, in good working condition can deliver at your cost. £1,200 ono. Tel: 07967 876374. North Staffs. [IJW112R]



Round bale grab, £250. Tel: 07831 541937. Mid Wales. [IJW124R]

International B47 small square baler, running when parked up, needs some TLC and paint, one other B47 for spares, second baler has good knotters, needles, reel etc. £300, can load. Tel: 07801 307552 for details. Durham area. [JK]

BUCKETS, LOADERS AND ATTACHMENTS



Loader bucket Euro brackets, please call for more details. Tel: 07759 342125. Northallerton. [JKW6]



Strimech buckets and grabs in stock, EPOA. Email: www.jmurrell.co.uk. Tel: 01603 712222. Norwich. [JKW9]



Tractor rear mounted pallet forks, 3 point linkage, 1,000kg max lift capacity, free delivery. Tel: 07968 183358. Holsworthy. [JKW56]



Bale grab, looks like JCB brackets, ram may need attention. £195 ono. Tel: 07831 541937. Mid Wales. [JKW97]



Grays-Lynkon loader, to fit Marshall/Leyland, includes spool valve and muck fork. £750. Tel: 07801 667918. Goole. [JKW36]



Foster D2P digger, tractor mounted with own hydraulic tank and pump, in mint condition, only had light use from new. £1,800 + VAT. Tel: 07850 367464. Swindon. [JKW16]



JM Soft hands round bale grabs, in stock now. £1,350. Email: www.jmurrell.co.uk. Tel: 01603 712222. Norwich. [JKW8]



Ferguson tea spoon loader fork and dirt plate, please call for more info. Tel: 07801 982635. Hants. [IJW52R]



Massey Ferguson industrial 203 loader and backhoe, with four buckets. £375 ono. Tel: 07971 412497. Devon. [JW97R]



Genuine JCB 5ft ditching bucket, with pins, very good condition fits 3CX/8060. £320. Tel: 07774 428853. Tamworth. [JW35R]



Massey Ferguson front bucket, needs some welding. £225 ono. Tel: 07563 634657. Cheshire. [JW38R]



Grays loader and sub frame to fit David Brown 1210/12, tractor not included, but is breaking for parts. £POA. Tel: 07811 849467. Oswestry. [JW139R]

BUCKETS AND LOADERS WANTED

Front end loader, for a Fordson Dextra tractor, would consider a Dextra 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]

ADVERTISE HERE FREE
FOR DETAILS SEE PAGE 145

CULTIVATORS



Lemken Smaragd 3m cultivator, c/w seven legs, discs and crumbled roller. £2,750 + VAT ono. Tel: 07976 794383. Shropshire. [JW87R]



JD spring tine cultivator, approximately, 1970, 12 foot working width. £POA. Tel: 07811 849467. Oswestry. [JW140R]

HARVESTERS

Clayson 135 combine harvester, 10 foot header, Ford 6-cylinder engine, last used in 2016. £1,000 no VAT. Tel: 01295 788508. Banbury. [LJ]

MOWERS, FLAILS, TOPPERS AND CUTTERS



A C Bamlett Ltd finger bar mower, worked spot on when used last time lots of spares, 2 fingers, 46 cutter blades, 3 cutting knives, 2 spare drive rods, 2 PTO shafts, 1 new drive belt, some spare rivets. Tel: 01539 730225. Kendal. [JKW206]



John Deere 1350 mower, c/w transport drawbar ram, in excellent condition, recent new bed fitted. Tel: 07710 372273. A. Mills, N. Ireland. [JKW125]



6ft toppler, in good working order, call for more info. £300. Tel: 07887 666437 or 01728 603078. Kelsale. [JKW74]



Major pasture toppler, 9ft wide, is in good working order. £900 ono, collection only from Warwickshire. Tel: 07964 825592. Warwickshire. [JKW44]



McConnel Hy-Reach, sold for spares or repairs as it needs a tilt ram and a pipe, F10 flails. £975 ono. Tel: 07831 541937. Mid Wales. [JKW98]



Spearhead 565 Excel, c/w 1.2m T-flail head, slew ram and joystick control. £5,750. Tel: 07718 367214. A. Mills. [JKW115]



Ransomes 5 gang hydro mower, Kubota engine, very good condition, 4WD, diesel cab with no front window/door. £3,750 + VAT. Tel: 07831 615912. Cambs. [JKW28]



McConnel PA5600, r/h cut, c/w 1.2m Multicut flail head, 5.6m reach, 65hp motor/pump with oil cooler, from local owner tidy condition and ready to use. Tel: 07710 372 273. A. Mills. [JKW92]



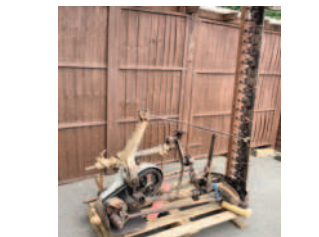
Teagle 8 pasture toppler, one owner from new, not had much use. £1,500. Tel: 07788 555169. Oxon. [JP1R]



Howard 350 rotavator, Kohler engine, been garaged. Tel: 07921 330722. Colchester. [JW111R]



Teagle 8ft toppler, good blades, surface rust, cuts well. £950. Tel: 07973 117993. Beds. [JW110]



Massey Harris Ferguson finger bar mower, in working order, complete with brass plates, there is no swath board, used regularly to top our horse paddock but is no longer required, £185 collection only. Tel: 07871 946095. Skegness area. [JW54R]



Howard rotovator, in good working condition, fitted with Honda engine. Tel: 07802 453554. East Yorkshire. [JW58R]



John Deere mid mount mower, to suit John Deere 855 compact tractor or similar. £575. Tel: 07711 508200. South Yorkshire. [JW48R]



Ferguson toppler, in good working order. £350 ono. Tel: 01728 603078. Kelsale. [JW111R]



Vintage Atco cylinder mower, 34" cut, new Honda 9hp engine fitted, ideal for cricket pitch etc. Tel: 07802 453554. East Yorkshire. [JW56R]



Norlett Bushwacker three wheel orchard mower, 1974, Briggs Stratton 3.5hp, runs been mowing recently, later carb fitted (have the original) very basic and light machine and rare especially in operational condition. £90. Tel: 01253 836653. Preston. [JW131R]

PLOUGHS



Kverneland 4 x 12", with full auto reset bodies, c/w full set discs, skims and wheel, in good original condition, £1,900. Tel: 07710 372273. A. Mills, N. Ireland. [JKW124]



Dowdeswell DP7D3 4+1. 14" furrows, fully refurbished, 95% new wearing parts, in excellent condition, will go straight to work, phone for full spec. £4,200 + VAT. Tel: 07764 151082. N Yorkshire. [JW30R]



Oliver trailing/drag plough, approximately 1938, great for vintage ploughing, also available by separate negotiation Oliver 80 Standard, 1944, £3,000 ono (See Oliver's in tractors section). Tel: 01224 861974. Aberdeenshire. [JW75R]

SPRAYERS



Vigzol Everyman 50 gallon sprayer, owned from new, always stored inside, last used 6 years ago, tank doesn't leak, some spares as well, come with instruction book. £200. Tel: 07711 906304. Macclesfield. [JKW87]



Berthoud 12m sprayer, electric controls, in perfect condition, quod nozzles, just out of test as owner retired, good reliable sprayer. £1,100. Tel: 07968 090662. N Yorks. [JW73R]

TANKERS AND BOWSERS



Titan Fuel Master diesel tank, 2,500 litre capacity with 240 volt auto off pump and remote level sensor. £700 no VAT. Tel: 01482 875282. Cottingham. [JKW83]

TRAILERS



Pettit 3t tipping trailer, original, very tidy, easy restore to go with vintage tractor. Tel: 07973 117993. [JKW14]



AS 6t tipping trailer, 2006, c/w bale extension and ladders, has done very little work. £2,500 no VAT. Tel: 07814 542579. Lincolnshire. [JKW12]



Vintage lorry tipping trailer conversion, barn stored, surplus to requirements, holds grain and tips, tipper body main beam needs replacing. Taunton area. £1,000 + VAT. Tel: 07702 330370. [JW20R]



JPM trailer, 14t multi-purpose trailer, c/w ramps, call for more. Tel: 07976 702858. Powys. [JW145R]



Bailey 16t silage trailer, corn fully loaded air/oil brakes. Tel: 07976 702858. Powys. [JW43R]



Ifor Williams 14 foot 3 axle, mud guards, barn stored, every night, good brakes, lights all working. Tel: 07976 702858. Powys. [JW141R]



Vintage trailer, 1960-70, believed to be potato trailer, KB Engineering Co, PTO driven unloading belt, inside trailer, to unload through rear chute, excellent original condition, ideal restore to show or make a good advertising item at end of the lane or use to feed livestock. £800. Tel: 07784 445968. Helston, Cornwall. [JW82R]



AS Marston, 8t twin axle grain trailer, in good condition and good tyres. £3,750. Tel: 01652 656572. Lincs. [JP11R]



Tipping trailer, needs new floor. £1,000 ono. Tel: 07563 634657. Cheshire. [JW36R]



Frazier F92 grain trailer, good condition, call for more info. £2,500. Tel: 07563 634657. Cheshire. [JW37R]



Ifor Williams trailer, 14 foot, 3 axle, mud guards barn stored every night good brakes lights all working. Tel: 07976 702858. A. Mellor, Powys. [JW21R]



Low loader trailer, 12ft bed and 7.5 foot wide with running gear not fitted heavy steel build, stopped project. £590. Tel: 01502 561657. Beccles. [JP4R]



Wooden farm tipping trailer, 10ft long, 6ft wide approx/sides 2ft high approx. £450 ono. Tel: 01629 584083. Matlock. [JW7R]



Drill trailer, with 20 foot bed and box. £275. Tel: 07831 541937. Mid Wales. [JW121R]

TRAILERS WANTED



Farmer and contractor requires 12-20t Agri dump trailers. Email: details to farm@murrell1.plus.com Tel: 07770 692891. Norwich. [LAW7]

IMPLEMENTS FOR SALE

Perry bale squeezer, good ram £100, Lister posthole borer, with 9 auger + handbook, £300, 18 auger for post hole borer, unused, but old, £250. Tel: 07751 987258. Nottingham. [IJ]



Kverneland 2200 potato harvesters, x 2, many spare parts and webs.
Tel: 07740 605576. Angus. [JKW40]



Claas 3500 liner, 4 rotor in very nice condition not your usual rubbish.
Tel: 07976 702858. Powys. [JKW101]



Claas 610 direct disc cutter, as new condition c/w trailer.
Tel: 07976 702858. Powys. [JKW103]



AS 2000I banded fuel bowser, tractor toe, lights and brakes, very good condition, no road use. £1,850.
Tel: 07767 248412. Cambs. [JKW106]



Howard 155 rotaspreader, with hyd lid, off local farm. £850. Tel: 07802 897800. N. Ireland. [JKW123]



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 two for easier transport. Tel: 01889 500303 or 07850 525693. Staffordshire. [JKW86]



Vicon 300 haybob, excellent condition, very well looked after. £1,000 no VAT. Tel: 07850 367464. Swindon. [JKW207]



Trailed Ransomes discs, approx. 9.5 feet, all good bearings, will still do a job. £300. Tel: 07968 090662. North Yorkshire. [JW8R]



Small heavy roller, £200. Tel: 07419 824853. Widnes. [JW45R]



Haybob (type) old not been used in a few years. £250 ono. Tel: 07563 634657. Cheshire. [JW39R]



Massey Ferguson 30 corn drill, not been used for several years but could soon be made to work. Tel: 07759 342125. Northallerton, North Yorkshire. [JW135R]



Kongsilde sucker/blower, type CAB/20, c/w with approx 2m long x 13 pipes, approx. 1m long x 7 pipes, approx half metre long pipes x 3, 3 cyclones, 7 90 degree bends, 6 45 degree bends, 2 dividers. £260. Tel: 01334 828218 or 07754 782280. Fife. [JW43R]



Old Massey Harris fertiliser spreader, has been under cover for many years, would suit a collector to restore, sensible offers please as I am selling on behalf of my father in law. Tel: 07419 824853. Widnes. [JW46R]



Browns subsoiler, please call for more info. £375. Tel: 07831 541937. Mid Wales. [JW122R]



Tong potato hopper, variable speed control, adjustable height, single phase, in very good condition. £1,100 ono, no VAT. Tel: 07581 069671. Colleshill. [JW84R]



Howard Rotospike, 80", is in need of some TLC, please call for more info. £200 ono. Tel: 07971 412497. Devon. [JW12R]



Howard 150 rotaspreader, in excellent original condition, all paint still on barrel, fully oiled and stored inside. Tel: 07710 372273. A Mills, N Ireland. [JW118R]



Self-contained log splitter, with Honda engine, can be easily adjusted to split logs or batons. Tel: 07802 453554. East Yorkshire. [JW26R]



Lewis 4' link box/scrapper, excellent condition, no rot, has working tipping mechanism. Tel: 07802 453554. East Yorkshire. [JW57R]



Atkinson lime spreader, PTO driven, owner retired. Tel: 07710 372 273. A. Mills, N Ireland. [JW117R]



Post rammer, please call for more details. £195. Tel: 07831 541937. Leominster. [JW125R]



Vicon Varispreader, new s/s base plate with spare delivery spout, perfect working condition (has been used for sowing grass seed) is ideal to work or as a show exhibit. £250. Tel: 01588 680605. Shropshire. [JW]



Massey Ferguson 30 drill, comes with grass box under cover most of life, Delta farm single leg subsoiler with crumbler, Massey Ferguson 20 baler triple packer needs work been out. Tel: 07790 595894. Melton Mowbray, Leicestershire. [JW]



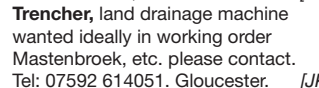
Merry tiller implements, spud lifters, bulker, cultivator, rotary grass cutter, slasher tines, pick tines, spade lug wheels, also Titan and Major tillers, 3 gears major forward and reverse. Tel: 01865 407920. Oxon. [JW]



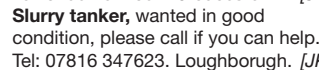
Balers wanted, International: 430/440/435/445, Massey Ferguson: 120/124/128/220/224/228, Claas Markant 55/65 any condition, will fetch anywhere in UK. Tel: 07794 154003. Derbyshire. [EFW107]



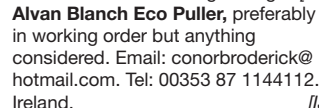
McConnel saw bench. Tel: 07531 436749. Lifton, Devon. [JK]



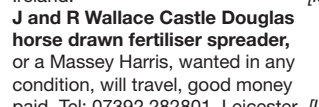
Trencher, land drainage machine wanted ideally in working order Mastenbroek, etc. please contact. Tel: 07592 614051. Gloucester. [JK]



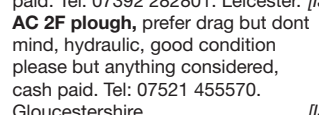
Slurry tanker, wanted in good condition, please call if you can help. Tel: 07816 347623. Loughborough. [JK]



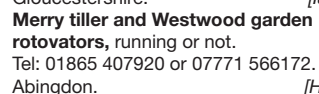
Alvan Blanch Eco Puller, preferably in working order but anything considered. Email: conorbroderick@hotmail.com. Tel: 00353 87 1144112. Ireland. [JW]



J and R Wallace Castle Douglas horse drawn fertiliser spreader, or a Massey Harris, wanted in any condition, will travel, good money paid. Tel: 07392 282801. Leicester. [JW]



AC 2F plough, prefer drag but dont mind, hydraulic, good condition please but anything considered, cash paid. Tel: 07521 455570. Gloucestershire. [JW]



Merry tiller and Westwood garden rotovators, running or not. Tel: 01865 407920 or 07771 566172. Abingdon. [HJ]

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. [FGJ]

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]

SEATS

Bamfords tractor seat, original very old heavy cast very nice, very rare original not copy painted grey can post for £10, bargain £135. Tel: 07980 105313. Derbyshire. [JK]

WHEELS AND TYRES



Heavy duty tyres, hardly used, size: 16.9-34, good condition, collection only from Warwickshire. £500. Tel: 07964 825592. Warwickshire. [JKW46]



Front flotation wheels, six stud, to suit International/Ford tractor, good condition, both holding air. £150, please contact for further info. Based in South Wales. Tel: 07817 358738. Bridgend. [JKW58]



Turf tyre, complete set, to fit Ford 1210 compact tractor. £240 ono. Tel: 01666 504150. [JKW17]



Wheels and tyres, told these came off a smaller Ford four wheel drive tractor, tyre size 250/80 R16. £120 ono. Tel: 01666 504150. [JKW21]



John Deere 1120/2120 rear wheels, with 13.6 x 38 Goodyear radial tyres. £750. Tel: 07968 178264. Cornwall. [JW15R]



Full set of wheels and tyres, for compact John Deere tractors, 25 x 12.00-9 rears, fronts 27x10.50-15. Tel: 07976 702858. Powys. [JW142R]



John Deere 8 stud rims, 650 x 65 x42 Michelin tyres 25-30% removed from 7530. £1,300 + VAT. Tel: 07794 101386. Banbury. [JW60R]



Grey Fergie front wheel and tyre, tyre is 19 x 4 and about 50% worn, no cracks or cuts, holds air. £45. Tel: 07871 946095. Skegness. [JW53R]



Two 8.00" x 19" vintage 5 stud wheels, tyres in very good condition no cracks or damage. £100. Tel: 07946 344324. Lincolnshire. [JW41R]



Ford TW 39kg outer wheel weights, x4. £43 each + VAT. Tel: 07764 151082. N Yorkshire. [JW31R]

WHEELS AND TYRES WANTED

Rear wheels, pair of them, for Ford 4000 12.4 x 36. Tel: 01986 788389. Harleston, Norfolk. [DE]



Massey Ferguson 175/178 front rim, 4.5 x 19 reasonable condition, please call. Tel: 01257 480305. Lancashire. [JW70]



Wheel rim to match (A) 14 x 30 Whitlock, Wheel B 14 x 30 JCB 4D, loading shovel wheel Goodyear tyre. Inflated but not the best. £Offers. Tel: 07961 451348. [JW72]



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]

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]

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 & LOG SPLITTERS



McConnell saw bench, good working order. £950 ono, collection only. Tel: 07964 825592. Warwickshire. [JKW43]



Heavy duty saw bench, three phase electric, needs tensioner runners, good order, not used recently. £300 + VAT ono. Tel: 07831 615912. Cambridgeshire. [JKW26]



PTO driven Ferguson saw bench / 3 point linkage, good working order with spare blade. £300 ono. Tel: 07887 666437. Kelsale, Suffolk. [JKW22]



Denning vintage PTO saw bench good cutter, not send recently, in good order. Email: richardnlane@icloud.com Tel: 07831 615912. Cambridgeshire. [JKW27]



Homemade log splitter, good working order, £900 ono, collection only from Warwickshire. Tel: 07964 825592. Warwickshire. [JKW45]



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: lmason9@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: lmason9@hotmail.com Kent. [GHW24]



Wood chipper TP760, PTO driven, working order, please leave your name and number if I don't answer. £6,750. Tel: 07511 921611. Worcs. [JW18R]



Self-contained log splitter, with Honda engine, can be easily adjusted to split logs or batons. Tel: 07802 453554. East Yorkshire. [JW59R]

CABS, CAB PARTS, PANELS & GLASS



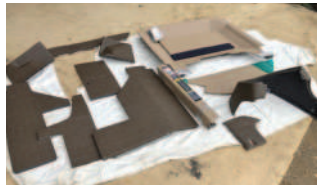
Ford Q/Bubble cab door, off side, glazed. Tel: 07973 117993. [JKW64]



Right hand door, for John Deere OPU cab. £50 no VAT. Tel: 07764 980531. Northumberland. [JKW128]



Rear window, for John Deere OPU cab. £50 no VAT. Tel: 07764 980531. Northumberland. [JKW129]



John Deere 4055-4955 cab interior, had enough of a dirty cab that is falling apart? Transform it with this complete interior, high quality, pro form set, USA made. £1,000 + VAT. Tel: 07794 101386. Banbury. [JW89R]

ENGINES AND GENERATORS



Petter AV1 diesel generator, 3kw including Morrison control box and manuals, fuel pump needs attention, but otherwise good. £250 ono. Tel: 07801 667918. East Yorks. [JW130R]



P6 engine, was completely rebuilt and refurbished some years ago to fit in our E27N Fordson but never used now surplus to requirements, best offer. Tel: 07816 759930 or 01909 482427 10-4. South Yorkshire. [JW136R]

Cummins 6 BTA, turbo, low miles, £1,500, Ford Cargo, 6 cylinders, £650. Tel: 07714 233720. Cheshire. [IJ]

VARIOUS OTHER PARTS FOR SALE



Starter motor for Perkins 6354 engine, ran when taken off but been in storage. £60 ono, collection from Spalding, South Lincolnshire. Tel: 07949 338150. Spalding. [JKW78]



Ford 4000 weight frames, as original, also 3000/3600 + 5000/7000 weight frames. Tel: 07811 907317. Staffordshire. [JKP1]



Marshall/Leyland weights, ten in total very good condition based in Northern Ireland. Tel: 07711 334127. Co Down. [JKW95]



Hedge cutting door guards, will fit John Deere 10, 20,30 and Series 6 pillar cabs, all fitting brackets included, never been fitted on a tractor. £40 each. Tel: 07769 874594. Colchester. [JKW30]



Ford tractor drawbar, to suit Ford 5610 possibly 6610 also, part no EONN/E915/AD, never been used, mint condition. £170. Based in South Wales, willing to post at cost. Tel: 07817 358738 for further details. Bridgend. [JKW59]



Quick hitch, with MF 50 brackets, welded on in good order. £185. Tel: 07831 541937. Mid Wales. [JKW96]



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. [JKW54]



Genuine David Brown PTO flat belt drive pulley, excellent condition, £65 ono. Tel: 07887 666437 or 01728 603078. Kelsale, Suffolk. [JKW73]



Brook single phase motor, 1hp, 1420 full load speed and 6.2 amp load, working order, starter available rated 4.8 amp not checked. Tel: 01482 875282. Cottingham. [JKW84]



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. Lancs. [JKW55]

Ten John Deere 6000 Series front weights, £250, Seven Massey Ferguson 100 series front weights, £140. Tel: 07766 552686. Dereham, Norfolk. [IJ]

Ford 3000, breaking for parts. 016526565712. Brigg, Lincs. [IJ]

Anti-roll frame, of MF35 complete with brackets. £70 ono. Tel: 07803 745381. Buckingham. [JK]

Keeping it Original
Keeping it Massey Ferguson

MASSEY FERGUSON



Perkins Phaser crankshaft, complete with pistons and con rods, running well, engine block went porous, good condition, based south Wales, contact me for further details. £200, willing to post at cost of postage. Tel: 07817 358738. Bridgend. [JKW57]



Bearings, probably for Lister Blackstone side delivery rake, five unused and three slightly worn [part no. 5727G] £100 ono. Tel: 078016 67918. East Yorkshire. [JKW32]



Ford weights 4, Fomoco weights 2, Ford drawbar 1, Fordson hitch part. £120. Buyer collects. Tel: 01865 377184 or 07812 657310. Oxfordshire. [JKW34]



Ford extended weight frame, to suit Ford 10 Series tractor allows for a toolbox to be fitted. £135. Tel: 07711 508200. [JKW42]



Vicor Acrobat and air pin finger plate, please call for more stock. Tel: 01652 656572. Lincs. [JKP2]



Ransomes TSR Series plough shear bolts, I have 14 available. £30 + VAT. Tel: 07793 889831. Scunthorpe. [JKW25]

Universal 640 DT parts, 8 x 8 shuttle reverse gearbox, good working order, £350 ono, 4WD axle hub reduction type 20 inch, 10 ply Firestone tyres, £250, ono, cash on collection. Tel: 07886 409719. Cumbria. [IJ]



Howard rotavator wheels and covers, for 80 inch machine £50. Tel: 07711 508200. South Yorks. [JKW102]



International Pick up hitch, complete with hitch frame. £200 ono. Tel: 01666 504150. [JKW22]



Ford Pre Force 3000 steering box, call for more info. £POA. Tel: 01652 656572. Lincolnshire. [JKP3]



Ford 3000 back end, call Dave for more info. Tel: 01652 656572. Lincolnshire. [JKP4]



Ford 3000 gearbox, call Dave for more info. Tel: 01652 656572. Lincolnshire. [JKP5]



Parts for two 1946 TE20 Continental tractors, open to offers. Tel: 07771 571339. North Somerset. [IJW92R]

Track Marshall 56/75 parts, includes tracks, idlers, sprockets, top rollers /bottom rollers, 75 engine. Tel: 07944 640696. Horncastle. [IJ]

Tractor rear axle and winch, please contact me for more details and info. Tel: 01865 777600 or 07791 676157. Oxford. [IJ]



Roll bars, one for Ford 1210 tractor £150, one for JD 855 tractor. £150. Tel: 07711 508200. [IJW64R]



International Harvester, pair of stands for 24-1 front end loader, £85 the pair, hydraulic drop link for B250 and B275, £35. Hydraulic drop link for IH 454, £35. Tel: 01502 561657. Suffolk. [JP19R]



John Deere weight block, £60, MF 165 drawbar £20, MF 165 top link bracket, £30. Tel: 07951 796879. Reswallie, Forfar. [IJW86R]



Ford front mudguards, in excellent condition, base plates to fit Dana Spicer axle, c/w all original studs, bolts and washers. £900 + VAT. Tel: 07764 151082. N Yorkshire. [IJW32R]



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. [IJW132R]



International Harvester pair lower lift arms, for B414 and 434 (new old stock) £120, Lower lift arm, used, B414/434, £35 lower lift arm (used) B250/B275, £35, lift straps for pick up hook, B250/B275, £25 each. Tel: 01502 561657. Suffolk. [JP20R]



Ford 1000 spline PTO shaft, to fit 8630 or similar £130 + VAT. Tel: 07764 151082. N Yorkshire. [IJW29R]



Amp, 180 amp, 1 phase welder. £50. Tel: 01652 656572. Brigg. [JP14R]



Ford 2000/3000 traction cap support. £POA. Tel: 01652 656572. Brigg. [JP12R]



Ford 2000/3000 left hand foot plate. £30. Tel: 01652 656572. Brigg. [JP13R]



New Holland combine TX34 parts, five belts and a selection of filters all unused. £250 ono. Tel: 07563 634567. Cheshire. [IJW40R]



Massey Ferguson/Quicke loader brackets, spool block and joystick etc. to fit Massey Ferguson 6485 T3. £950 + VAT ono. Tel: 07971 412497. Devon. [IJW13R]

PARTS WANTED

PTO Shaft for an IMT with a 16 teeth gear, is there one out there? If so please phone. Tel: 07769 824371. NW Scotland. [BC]

Marles type P3690 steering box, for Thwaites left hand drive 1960s-ish 15cwt dumper good condition please. Tel: 07923 897240. Oldbury. [AB]

PUH lower bracket for a Fordson Super Major wanted. Tel: 07870 746466. Powys. [BC]



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, Berkshire. [HIW77]



Engine for Holder A60 tractor. Tel: 07768 288440. Stratford-upon-Avon. [GHW33]

Leyland 4/98TT engine fitted to the following tractors: Marshall / Leyland 282,482,802,804. Tel: 07976 686843. York. [LA]

Steering wheel, for British made M.M. model 'U.D.S.' diesel tractor. Tel: 01283 585258. [JK]

NOS cab, for a Nissan digger, could be a 1980s model, please call if you can help. Tel: 01625 575798. Macclesfield. [JK]

Lift arms and cab cladding, required for MF 165 tractor, year 1975, call Peter if you can help. Tel: 07946 488797. Lancs. [JK]

Three point linkage levelling box, for Fordson Super Major. Tel: 01647 440890. Devon. [JK]

David Brown 770 Selectamatic seat assembly, also seat pan and mountings, cushion not important, can collect locally or pay for courier. Tel: 07880 881622. York. [IJ]

Weight frame for International 74 series, please call if you can help. Tel: 07889 421028. Exeter. [IJ]

David Brown 770 Selectamatic, clevis drawbar assembly, wanted, must be complete, with mountings and drawbar, cash payment can collect locally or pay for carriage. Tel: 07880 881622. York. [IJ]

Rear wheel centre, for Ford Ferguson 2N. Tel: 01590 678664. Hants. [IJ]

Nuffield 10/42 pair of mudguards, please call if you can help. Tel: 01538 382920. Leek, Staffordshire. [IJ]

Gear box, for a 1949 - 50 Farmall cub or Cub tractor, please call. Tel: 01749 870756. Somerset. [IJ]

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 BT6 IH crawler. Tel: 01434 674627. Hexham. [HI]

Massey Ferguson lift arms and flexi-cab panels and fabric. Tel: 07946 488797. Lancashire. [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]
Double acting valve, for a Fordson Dexta two pipe valve, please let me know. Tel: 00353 877860323. [DE]

MISCELLANEOUS



Record number five vice, good order, collection only. Tel: 01482 875282. Cottingham. [JKW89]



Collinson feed bin, 11 tonne capacity, water tight but showing surface rust, side chute delivery, buyer to arrange pick up and transport. £POA. Tel: 07790 063234. South Lanarkshire. [JKW104]



Market stall and all advertising boards, please call for more items. £1,050 ono. Tel: 07974 890660. Linton. [IJW3R]



Old vice, in working order very good jaws, quick release no 34 record. Tel: 01902 850861. Staffordshire. [IJW23R]



Old original petrol can, good condition. £POA. Tel: 01902 850861. Stafford. [IJW22R]

Felco block and tackle, 2t lift, £45. Tel: 01442 832744. Hemel Hempstead. [IJ]



Gear Oil, Shell S2 A 80W-90, 200l drum, never opened. £350 ono. Gear Oil, ISO220, 215l drum, never opened, £250 ono. Tel: 07854 852459. Gainsborough. [IJW5R]



Lister multi-level elevator, barn stored, good engine. £295. Tel: 07786 452370. Scottish Borders. [IJW50R]



Grain bins, x 2, 40t to be dismantled. Tel: 07968 090662. N Yorks. [IJW51R]

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. Tel: 01845 567412. Yorkshire. [LA]

MODELS, COLLECTABLES, LITERATURE AND DVDs

Border fine arts model, making adjustments, International Farmall M and plough. Tel: 01623 871247. Newark, Notts. [JK]

Two boxed previously owned Dinky Fodens, a brewery chain wagon and flat lorry £85 each. Tel: 07903 904199 after 7pm. [JK]



Foden models, two previously owned boxed 1947 Dinky Fodens, £85 each. Tel: 07903 904199. Tarporley. [JKW1]



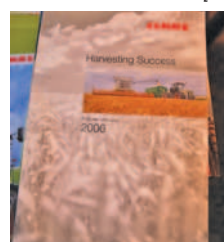
John Deere combine brochures, x 6, very good condition, A4 size 12 to 24 Pages each £25 plus postage. Tel: 07583 673321. Hereford. [JKW107]



Two Case Axial Flow combine brochures, A4 size, very good condition. £12 plus postage. Tel: 07583 673321. Powys. [JKW108]



History of combines in UK, A4 size hardback book lot of illustrations covering models sold in UK during the 1950s to 2000, s 212 pages. £23 incl. post proceeds to Cancer Support. Tel: 07583 673321. Hereford. [JKW109]



Claas product range books, 6, 2006 2007 2008 2012 2017 2020 can split, A4 size, vgc. £25 plus postage. Tel: 07583 673321. Hereford. [JKW110]



Fendt tractor brochures, selection of eight different items from the 1990's, Feature: Farmer, Favorit, GT/GTA, and Xylon types, all in good condition - £36 plus £2.25 postage. Tel: 01458 241343. South Somerset. [JKW52]



Claas rotary mowers brochure, models WM 165 TO WM 210 F, twelve pages. £12. Tel: 01423 733487. West Yorkshire. [JKW65]



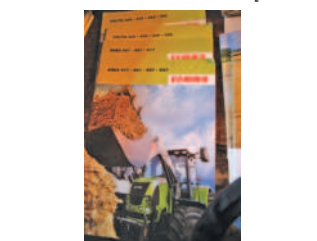
Bonhill K430 and K440 balers leaflet, £8. Tel: 07962 891469. West Yorkshire. [JKW66]



Fendt 200 Vario series, 23 pages, £15. Tel: 01423 733487 or 07962 891469. West Yorkshire. [JKW67]



Merlo P27.7 EVS-EVN handler leaflet, £8. Tel: 01423 733487. West Yorkshire. [JKW68]



Early Claas tractor brochures, Ares and Celtis, three brochures, 2005. £18 plus postage. Tel: 07583 673321. Hereford. [JKW111]



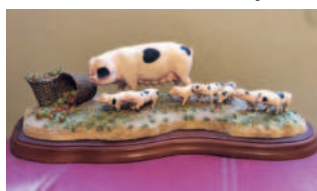
Claas Mercator and Consul combines 8-sided fold-out sales leaflet, 1968, published by Manns of Saxham, features large colour photos of the then new Claas models, hole-punched otherwise good condition for age. £8 plus £1.70 postage. Tel: 01458 241343. South Somerset. [JKW53]



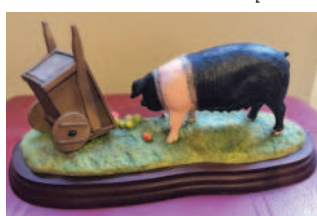
Ideal combine brochure, very good condition, A4 size. £10 plus postage. Tel: 07583 673321. Hereford. [JKW112]



Border Fine Arts, The James Herriot Studio Collection, Leave Some for Me, lovely condition, 2009, £75. Tel: 07860 266412. Somerset. [JKW10]



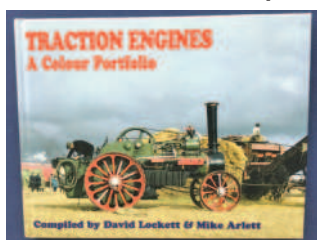
Border Fine Arts, the James Herriot Studio Collection, No Scrumping, slight blemish in the wooden base, call for more. £90. Tel: 07860 266412. Somerset. [JKW11]



Border Fine Arts, The James Herriot Studio Collection, Upsetting The Apple Cart, £60, pigs tail slightly broken, not really noticeable but this reflects in the price. Tel: 07860 266412. Somerset. [JKW13]



AMT Caterpillar D8H, 1.25 kit, unopened, sealed box, selling at the cost of purchase + shipping from the USA. £88. Tel: 07961 948279, evenings only please. Somerset. [IJP3R]



Traction engines a colour portfolio hardback, unmarked pages, great colour photos, cover price £14.99, accept £3.75 as new condition. Tel: 07989 951895. Canterbury. [IJP98R]



New Holland 8040/8050/8060/8070/8080 combine leaflets, A1 condition, £10 each. Tel: 07801 199001. [IJPW126R]



New Holland 370/376/378/368 baler leaflet, A1 condition. £10 each. Tel: 07801 199001. [IJPW127R]



NH 60 Series, NH TL Series and NH TM Series leaflets, A1 condition. £10 each, other models available. Tel: 07801 199001. [IJPW128R]



NH 70/70A Series and TG Series tractor leaflets, £10 each, other models available. Tel: 07801 199001. [IJPW129R]



Fodens with trailers, set of five with two tankers (Mobilgas, Regent) £300. Tel: 07871 691483. Newport Pagnell. [IJPW105R]



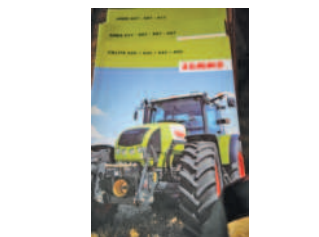
Nine Corgi tankers and two lorries. £80. Tel: 07871 691483. Newport Pagnell. [IJPW106R]



Leyland enamel tractor badge, £24. Tel: 01994 232893. Carmarthen. [IJP6]



The game changer ideal combine brochure, 2019, very good condition, 16 pages. £10 plus postage. Tel: 07583 673321. Hereford. [IJPW90R]



Three Claas tractor brochures, Celtis and two Ares 2004/2005 Celtis 426/436 446/456 Ares 577 567 557 547 and Ares 697 657 and 617 good condition. Tel: 07583 673321. Hereford. [IJPW91]



Vintage paraffin cap badge, £38. Tel: 01994 232893. Carmarthen. [IJP7R]



Bedford drivers club badges, £28. Tel: 01994 232893. Carmarthen. [IJP8R]



Claas DVDs, three, video clips of machines working 2007, 2008, 2009, £12 plus postage. Tel: 07583 673321. Hereford. [IJPW79R]



Claas product range brochures, x4, 2006, 2007, 2012 and 2017. £15 plus postage. Tel: 07583 673321. Hereford. [IJPW80R]



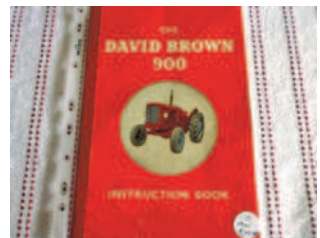
Claas product range brochures/booklets, 2006, 2007 and 2008 full range of machinery very good condition. £12 + postage. Tel: 07583 673321. Hereford. [JW83R]



Sales brochures, three A4 single sales brochures MF combines, 520, 525 Super 11 and 625 Super 11 very good condition. £15 plus postage. Tel: 07583 673321. Hereford. [JW81R]



Massey Ferguson pocket catalogue, 1978, £28. Tel: 01994 232893. Carmarthen. [JP9R]



David Brown 900 drivers handbook, £35. Tel: 01994 232893. Carmarthen. [JP10R]

Original David Brown 1210 handbook, in very good condition. £1,500. Tel: 01977 661689. East Yorkshire. [J]

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. [JW58]

Universal Hobbies 1/32 scale Claas Matador combine and Claas Super trailed combine models, preferably mint and boxed. Tel: 01458 241343. South Somerset. [JK]

Toy model tractors, good prices paid, David Brown Cropmaster, Orange Nuffield 1950s, please call if you can help. Tel: 01327 261038. West Farnham. [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 Dextra 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. [HI]

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]

EVENTS

RMPCS Annual Ploughing Match, on Sunday 5th September 2021 at Ham Mill Lane, Hamstreet, Romney Marsh TN26 2QW, ploughing starts at 10am. Enquiries to romneyploughing21@gmail.com or 07821 009693. [JK]

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



Cleveland Sitesafe Ltd. have spent the last 30 years developing secure storage solutions to protect you and your equipment. From a small store to a full garage, we can secure all of your assets from theft or vandalism. Contact us today to start protecting your valuables, info@cleveland-sitesafe.ltd.uk or find us online at www.cleveland-sitesafe.co.uk. Tel: 01642 244663. Middlesbrough. [JKW82]



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 land owners at www.medwayhistoryfinders.co.uk. [FGW110]

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Case MXM 140 Pro, 2003, 8,500 hrs, air con, front fenders, front weight carrier, BKT 580/70/30 tyres at 80%, 480/70/28 tyres at 40%, 4 manual spools, hydraulic Dromone push-out hitch, very tidy tractor, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ5R]



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. [JZ7R]

FORD



Ford County 754, with Atlas crane and grab, torque gearbox, going well. €8,500. Tel: (0)87 940 6440. Co Waterford. [JKW23]



Ford 5640, 1992, SLE Special, 8,200 hours, new Dromone hitch, standard lift, very straight original tractor. No VAT. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ3]



Ford 6600, 1977, 4WD, in perfect working order, very original condition, please contact Ray. Tel: (0)87 6300047. Co Meath. [IJW24R]

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. [HZ9R]



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. [JZ8R]

MASSEY FERGUSON



Massey Ferguson 390, 2WD, Hi line, 1993, in perfect working order. €16,000 + VAT. Tel: (0)87 6300047. Co Meath. [IJW17R]

NEW HOLLAND



New Holland TL90A, 2008, 6200 hours, 100hp, manual shuttle, front fenders, 2 spools, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ3R]



New Holland TS100 SLE, 2002, 7,000 hours, black chassis, 100hp, Power Shuttle, air con, hook type lift arms, front fenders, new Dromone hitch, 2 manual spools, front weight carrier, Firestone tyres all round. VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ1]



New Holland T6030, 2010, 5,000 hrs, Range Command, Sidewinder, front links & PTO, 42/30 tyres, hyd push-out hitch, climate, a/c, mint, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ2]



New Holland T7030, 2007, 5,300 hours, Power Command, full suspension, 4 manual spools, air con, wide wheels, hydraulic push-out hitch, mint condition, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ1R]



New Holland T7.210, Dec 2018, 5,800 hrs, 50k, Power Command, a/c, manual spools, air brakes, 660/540 new front tyres, 70/80% rear tyres, dble mirrors, front weight carrier, Blue Power, twin beacons, LED lights, mint, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ4R]



New Holland 8560, 1998, Range Command, air con, new Dromone hydraulic push-out hitch, 4 manual spools, front fenders, Michelin tyres 650/540 at 70%, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ6R]



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. [HZ1R]

New Holland TS100, 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. [HZ]

OTHER BRANDS



Manitou 526 Turbo, 2004, 3,400 hours, Manireach, manual joystick, rear hitch, very tidy & original. VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ10R]



Steyr CVT 6230, 2016, 5,000 hrs, 50k, 290hp, CVT gear box, Trelleborg tyres at 95% 650/600, air brakes, climate control/air con, hydraulic push-out hitch, front links, Sidewinder screen, passenger seat, 4-speed PTO, twin electric mirrors, sun roof, mid-mount valve. As new condition, all manuals, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ7R]

International B250, 1958, engine reconditioned, spotless condition. Tel: (0)86 252 1214. Co Cork. [JK]

WANTED

Alvan Blanch Eco puller, preferably in working order but anything considered. Email: conorbroderick@hotmail.com. Tel: (0)87 1144112. [JJ]

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This John Deere 6830 and McHale Fusion 2 baler got absolutely toasted in Devon back in September 2020. The only things that survived to work another day were the tractor's flashing roof beacon and its front linkage. Photo: Antony.

1 Hay making in Cumbria came to an abrupt halt when the drawbar on this ageing John Deere baler came adrift. The operator, whose harsh clutching was allegedly to blame for the drawbar failure, shall remain nameless. Photo: Martin Hool.

2 This Manitou tumbled down a bank and ended up in a river bed after its operator, Charlie Wildbore, lost his bearings in the dark. Coming to rest door-side down, the method of exiting the cab must have been a little interesting.

3 Gloucestershire farmer Peter Day's part-time tractor driver was topping the field headlands before the 2021 harvest when he got a little too close to the ditch. That's no way to treat such a tidy modern classic Massey Ferguson 6290.

4 Ellen Phelan was on hand to capture the moment when her father Larry, standing right with his hands on his head, realised that it would have been better to wait for the land to dry out before attempting this manoeuvre with his Ford 7810.



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