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Pages 32-62

HARVEST SPECIAL!



"With the passing of John Simpson, the world of David Brown tractors has lost one of its greatest collectors"



Photo: David Lacey

THE PANDEMIC IS STILL IMPACTING

on machinery events, as evidenced by the staging of Ireland's National Ploughing Championships behind 'closed gates' in Co. Laois on 15-17 September. Happily, spectators will be allowed at this year's British National Ploughing Championships at Mindrum in Northumberland on 9-10 October. Event hosts D. Harvey & Sins have provided over 200 acres, so there's plenty of space if you still want to social distance.

Another event that's going full steam ahead is the Newark Vintage Tractor & Heritage Show at Newark Showground, Notts, on 13-14 November. This year's show has a number of themes, but if you like your classics, the ones that are likely to have most appeal are 60 years of the David Brown 990 and 50 years of the Ford 7000.

In other news, the International Harvester Club of Great Britain (IHCGGB) tells me that its AGM is taking place on 16 October at the Worcestershire YFC County Offices at Shires Farm, Hawford, near Worcester. There is a twist to this year's AGM, says club secretary Richard Dunning, as anyone who wishes to attend can bring along their tractors and give them a workout in an adjacent field, prior to the meeting.

Mark Weston of Westlake Ploughs, recently in the news following his purchase of Dowdeswell's parts division, has been on the acquisition trail again, this time buying the parts stock of Brad Farm Machinery of Hadleigh, near Ipswich, the former Deutz-Fahr dealership that went into voluntary liquidation in late August.

Finally, I close with some sad news. The machinery world has lost another three well-known figures. John Iles, formerly the founder and managing director of Merlo UK and prior to that MD of Manitou UK, for whom he worked for 20 years, overseeing the rise of the telehandler, has recently passed away. Another industry stalwart, John Prentice, who joined Ford in the late 1940s and latterly managed its European shows and demonstration department in the 1970s and 80s, died suddenly on 25 August.

Last but not least, with the passing of John Simpson of Market Rasen, Lincs, on 9 September, the world of David Brown tractors has lost one of its greatest collectors. Over a period of many years, John, a retired dairy farmer, amassed what must surely be the UK's largest and most complete collection of David Browns, from VAK1s to 94 Series models. He was a true friend to CLASSIC TRACTOR and helped us with many projects. He will be greatly missed by his many friends.



Rory Day

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Contents

Number 247 November 2021

2021
HARVEST
SPECIAL
PAGES 32-62



page
52

CUTTING IT FINE

Classic MF combine proves cost effective

Memory Lane MF Field Tester

CARRYING OUT TESTS

Before any tractor goes on the market or modifications and updates are introduced, it is tested by people who can be relied on to make sure everything works as it should in a real-world environment. That was Andy Delaney's role when he went to work for Massey Ferguson as a field tester in the mid-1970s. Here, he recalls the time he spent testing the articulated MF 1200 and particularly its successor, the MF 1250.

I ARRIVED FOR MY FIRST DAY at Massey Ferguson in September 1975, after leaving the Agricultural Department at Brunel University in Uxbridge, where I had been a student. I was one of the first of the company's 'harvest school' of students. The field test department was part of MF Engineering, and while most of the engineering department was located at the Massey Road site in County, where there was a large assembly plant and workshops where prototype machines were assembled and big trials were carried out, the field test section was based away at the back of the Stonehenge site. We had a big department and employed 20-40 people. There were six field test engineers, each of whom had a team of field test drivers working for them. These were also a number of senior field test engineers who oversaw the various projects and found farms where the test work could be carried out. In addition, there



was an agriculturalist, a young man, a secretary and a number of maintenance fitters. On arrival, I was fitted out with my tools, boots, clothes and my first motor company vehicle – a Caterpillar 416. The engine was mounted between the front seats and the gear change was on the side of the steering column. To be honest, it was a bit of a pain, but it was a great feeling being there in a vehicle and guided into the field. The Caterpillar was later replaced with a John Ford Escort van. The field test department on a large farm of about 1000 acres for many years.

My first project was to test the MF 1200 Series, working on a new hydraulic system that was due to be introduced into the MF range. Known as the M200 hydraulic system, it incorporated a new control valve and filter system. This was quickly followed by a lot of off-road testing, the heavy use of the tractor in the field ranges to be specifically designed with an integral cab. As the work on the 1200 Series faded off, I was assigned to a different field test engineer named

FEATURES

9

Farming Diary

Harvesting and mole draining has been keeping our Suffolk Bunch group busy.

16

Fleet Profile

This large Suffolk farm has been a loyal user of MF tractors for almost 60 years.

HARVEST SPECIAL

32

Old Joins New

Classic and modern harvest kit works together to mark a dealer's centenary.

38

Combine Comparison

Three similar-sized harvesters from the late 1960s and early 70s are compared.

44

Axial-Flow Evolution

A 1984 IH 1460 Axial-Flow is revived and put to work next to a recent model.

52

Cost-Effective MF

The useful life of this MF 565 has been extended with aid from farming friends.

58

MF 520 & 535

Two older MF combines enable a small farm to take its harvesting back in hand.

61

Lely Victory

A Lely Victory goes harvesting for the first time since it was last used in 1988.

65

Reflections

Arthur Battelle, at 96-years old, recalls his time as importer of Schindler axles.

73

Memory Lane

Andy Delaney looks back to the 1970s, when he was field testing the MF 1250.

REGULARS

3

Welcome

A round-up of some of the last-minute news that came in as we went to press.

page
73



Front cover: North Yorkshire farmers John and Joe Marshall using their 1988 New Holland 8060, 1980 David Brown 1212 and last-of-the-line Russells grain trailer to recreate a scene reminiscent of the 1980s. Photo: David Laley.

Main picture: David Rose's 1984 MF 565 combine, one of the last to be made in France, and New Holland TM140 bringing in the harvest near Wroxham in Norfolk. Photo: Chris Lockwood.

- 25 News**
Burnt County 1884 rebuilt; artic Deeres on move; charity auction of Ford parts.
- 30 Letters**
Share your views on farm tractors and machinery – from the past and present.
- 50 Subscribe Now!**
Take out a subscription to Britain's best tractor magazine and get two issues free.
- 81 Farm Favourites**
Your opportunity to tell us about your favourites and give them some praise.
- 85 Farm View**
Topical farming and tractor talk from our regular team of farm contributors.
- 108 Running Report**
A David Brown 1690 is saved and then refurbished by one of its past operators.

page
90

CUSTOM COUNTY 1884



page
9



page
61



- 110 Forecourt Find**
A gleaming MF 148 that was rebuilt to a high standard is now available to buy.
- 113 Collectors Corner**
A review of the latest farm models that have arrived and are due to be released.
- 118 Tractorfile**
The section that features classic items of interest from our archives and yours.
- 121 Next Month**
A preview of what we've planned for our next issue, in the shops on 29 Oct.
- 130 Classified Adverts**
Tractors, equipment, parts and events: find them in our Tractor Trader section.
- 146 Machinery Mishaps**
Our regular look at amusing blunders involving all types of farm machinery.

PRACTICAL

- 89 Tips, Advice & News**
Advice, top tips, readers' modifications and a review of the latest tractor parts.
- 90 County Replica**
With few County 1884s available, this fan has made his own Super Q version.
- 97 Cooling System**
The final article in our cooling system series focuses on how to test key parts.
- 105 Ask the Experts**
Our panel of tractor experts are ready to help solve your technical problems.



AUCTION CENTRE

- 122 Machinery Sales**
The leading prices from recent vintage sales in Co. Fermanagh and Yorkshire.
- 126 Collection Sale**
Report from the sale of 83 Fords, many of which were Select-O-Speed models.



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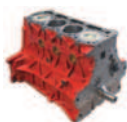
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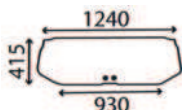
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HIGHS & LOWS OF HARVEST

Angus' recently-acquired New Holland 8770 in the company of the New Holland 8360 and Ford 6410 Generation III he uses for corn carting during harvest.



This year's cereals harvest has been a drawn-out affair in East Anglia, where members of the Suffolk Bunch – our group of modern classic farm machinery enthusiasts – have been working to gather the crops and carry out mole draining and cultivations. Group member and journalist Chris Lockwood updates us on some new arrivals and a traumatic loss.

THE SECOND HALF OF HARVEST has been a stop-start affair throughout much of the country this year, with the south-east of England being affected by regular showers and never-ending cloud cover. Naturally, this has frustrated Suffolk Bunch host farmer Angus Hamilton, who has been valiantly attempting to harvest his winter wheat against this stop-start backdrop.

"It is early September and I've still got two thirds of my wheat left to cut," said Angus. "As things stand currently, we've not combined anything for two weeks, which is very frustrating, but looking at the forecast it is supposed to get better. Compared to last year, we've got plenty of straw and although the wheats look fantastic, unfortunately this isn't the case in terms of yield.

Below: Angus Hamilton, inset, emptying the tank of his New Holland TX66 combine into an AS Marston trailer pulled by his New Holland 8360. This year's harvest at Rosery Farm has been more protracted than usual.

"We've had to dry almost everything to date with our Opico QF800 mobile dryer," he adds. "I don't mind drying and I'm glad I have got a dryer to help us in years like this, but it takes time and adds more cost. The QF800 is an 18t batch dryer which takes out about one per cent per hour. It is set-up inside a building so that it discharges grain onto the floor, which is then bucketed round into the store using the telehandler."

The protracted harvest has also prompted Angus to think about the future and how he can make the most of favourable weather windows. His combine, a dependable W-registration New Holland TX66, has been figuring in those thoughts.

"It is my 16th season with the TX66, and it's gone alright so far, touch wood," he says. "I kept my previous TX34 for 17 seasons, and if we still had it now we would be behind with harvest. If I had a bigger combine, which could cut 80 acres in a day instead of the current 50 acres, then I would have another large field done by

now. If money wasn't a problem then maybe the TX66's days would be numbered.

"The question would be whether to invest in a bigger combine or a bigger dryer," ponders Angus. "This year I would have been better off with a bigger combine to get more done while it was dry, plus a combine looks nicer than a dryer. There will have to be some serious thought given to when to replace the TX66, as you can keep these things for too long. So far I've been very pleased with the TX66 and it will hopefully keep going well for another season or two."

Although cultivations had yet to begin in earnest at the time of writing, in between harvesting, Angus has also been able to try out the New Holland 8770 he purchased earlier in the year.

"It was very nice to finally get the 8770 out in the fields," he says. "Due to the later harvest, we've not been able to do much with it yet. So far it has been on the combine header trailer and on the twin-leg buster, breaking up tramlines. I briefly used it to plough a field between the showers, and it performed very well. It is a very nice tractor to use. Although it has been too wet to go combining, the soil is incredibly dry, so I've not yet done any cultivations to get the blackgrass chitting, which I would like to do soon. It has been the driest wet August I've ever known."

Below: The first land work done by this New Holland 8770 since its arrival was subsoiling hard and dry tramlines using a classic Ransomes C-90 toolbar.



Adding to rubber-track armoury

Below and inset: Despite its worn tracks, Jonathan's first and oldest rubber track crawler, a Cat Challenger 75C that he bought last autumn, has been able to get enough grip to carry on mole draining.



CHALLENGER 75C

AFTER SELLING the majority of his wheeled tractors in recent months (**CLASSIC TRACTOR** September 2021 issue), Suffolk Bunch member Jonathan Tunmore has continued to add further crawlers to his machinery armoury, which already included a Cat Challenger 75C and Claas Challenger 55 and 95E. These machines were joined by a Cat Challenger 85D in early August.

"A few months ago, Angus and I had been on a road trip to buy some MB-trac front bars from Tim Ingles," explains Jonathan. "We also had a look at his Challenger 85D, and I did a deal with him."

"A few years ago, I enquired about an imported Challenger 85C at Sly Agri. I thought it would be a hell of a tool, but I didn't end up buying it. I had already seen Tim's Challenger 85D on the Rubber Track Revolution DVD. After watching the film 21 times, much to my wife Toni's annoyance, I was rather taken by the tractor. It has had only had two previous owners over here and had only done 200 hours when it was imported from the US by Richard Hunt of Eurotrac for Garlands Farm Ltd in Essex. It was taken in by dealer S. R. Haylock in June 2013 and then bought by Tim Ingles to use on his farm in Gloucestershire."

"It has done nearly 10,400 hours and is a lovely straight tractor with nothing bent or damaged," he continues. "Much to the disdain of group member Chris Lockwood, it has a nice stainless exhaust too. When it arrived, I got Autoplant to give it a thorough service, replace 10 seals in the idler rollers and fit new handbrake pads."

"I remember Tim commenting on social media that the 10-litre engine doesn't have anywhere near as much grunt as the 12-litre in the Challenger 85D, and he's absolutely right. When comparing the 75C and 85D, obviously the 75C is less powerful, but the 85D's larger engine behaves in a much more torquey way," notes Jonathan. "They really are like chalk and cheese. Strangely the 85D seems a little better stitched together and is quieter inside the cab. It's difficult to put your finger on exactly what it is. Other than that, there isn't much difference between the 75C and 85D, other than the hue of the dash panel."

"Having multiple crawlers has been handy for contract mole draining," he explains. "It has enabled me to leave machines on multiple farms, which is better for the customers as we can crack on as soon as they have land that's clear. Rory Poacher has been

running one full-time. He is very committed and hard-working, and I've been using others in between driving the combine. I had planned to run the Challenger 75C and 85D together, but then a local farm's John Deere 8360RT went wrong, so they now have the 85D on hire to keep them going."

Jonathan's Challenger 95E has not been involved with his contract mole draining work and has been out on hire to Plant Larter Farms Ltd from the start of harvest.

"I had spoken to Ben Larter about mole draining, but felt I already had a lot to go at," says Jonathan. "So I gave him the option of hiring the tractor on an hourly basis, so that his own staff could just jump on and off it as and when they had time, which is what we ended up doing. His operator, Sam, likes it and has indicated that he's not fussed which tractor he drives – his usual Fendt 900 Series or the Challenger 95E. I believe they also plan to use it for some cultivating with a Väderstad Swift if there is time."

Following the unexpected loss of his Fendt Xylon – see 'Fendt consumed by fire' panel – it wasn't long before Jonathan selected a replacement which, not surprisingly, came on rubber tracks. A W-registration 9975-hour Claas Challenger 75E arrived at the end of August and went straight to work on a mole drainer.

"Moling seemed to be going quite well, but I was rather concerned about the 75C's tracks," he explains. "While it's dry, it mols perfectly well, but you don't need much rain to stop it, so it will need some new tracks eventually. Financially, it made sense to buy the Challenger 75E, as for £12,000 more I got a whole tractor and not just a set of tracks. I also thought there was a good chance that someone would need help with cultivations, due to the late harvest."

"It is another one from Ian Houlgrave, and is as good as my others," states Jonathan. "Everything that comes out of his yard is remarkably well-looked after and has been serviced regularly. The cab interior is in very good condition. You just can't fault this machine – it's a credit to the attention to detail of Ian's service department."

Below: Jonathan Tunmore's recently acquired Cat Challenger 85D arrived just before harvest and, after a thorough service, went straight to work mole draining.





CHALLENGER 75E



CHALLENGER 95E



Top: This W-registered Claas Challenger 75E is the latest addition to Jonathan's fleet of rubber-track crawlers, its arrival following in the wake of the fireball that consumed his Fendt Xylon 524. It has been working with a Miles mole drainer.

Above centre: Jonathan's Claas Challenger 95E has spent the summer on hire to local farming business Plant Larter Farms, which has been using it with its own Maidwell mole drainer.

Above: Just prior to this season, Jonathan had this Miles single-leg mole drainer converted to a high-clear beam by Miles Drainage. This minimises the build-up of harvest residue around the leg.



CHALLENGER 85D

Fendt consumed by fire



Above: This was the distressing scene following the fire that devastated Jonathan Tunmore's Fendt Xylon 524 earlier this summer.

REGULAR READERS of the Suffolk Bunch section will be familiar with Jonathan Tunmore's 1995 Fendt Xylon 524 systems tractor. This machine underwent a recent comprehensive mechanical rebuild before taking to the field again and becoming a firm favourite with its owner. Unfortunately, it caught fire and burnt out at the beginning of harvest, resulting in a total loss.

"My plan for the Xylon this season was for it ferry fuel out to the combine that I drive during the summer, and to the Challengers that I'm using for mole draining," explains Jonathan. "It had an AdBlue tank on the rear platform and was towing the diesel bowser. Mechanically, I thought it was where it was meant to be, with all of the gremlins ironed out, and it had been fine without any problems.

"On the evening in question, rain was forecast to arrive at 4am, so we planned to work late cutting oilseed rape," he continues. "Rory Poacher had been out with the Xylon to top-up the combine with diesel, and he then brought the header trolley over in readiness for moving farms. However, on his return journey the Xylon caught fire, with flames coming out from underneath the bottom right-hand side of the cab. Although all of the fuel lines had been replaced during the engine rebuild, due to the rapid way the fire took hold the problem was suspected to be a fuel leak.

"The fire brigade sent out four fire engines," adds Jonathan. "Rory had managed to get the Xylon off the road and onto a field without endangering himself or any crops. It was a very sad day, especially considering the time and effort which had gone into getting the tractor right. But there was nothing I could do about it and we were busy combining. Naturally, news travels fast, and the next day I even heard stories that my combine had caught fire, which it hadn't.

"Rory was then relegated to using a John Deere 6930, which has a considerably rougher ride. There were a great many things the Xylon did really well. Perhaps its biggest flaw, other than reliability issues, was the four-cylinder engine. To improve the Xylon, I think Fendt should have designed it around a six-cylinder 160hp engine, with more torque at lower revs, with the fan mounted on the side for better air-flow. If they had managed to include the Vario stepless transmission, it would have been perfect."



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One man went to mole

LAST MONTH, Dave Williams fitted a brand new set of track-chains and extended grousers to his Caterpillar D6D SA VHP crawler in readiness for this season's contract mole draining campaign. The crawler was soon in action again, and the new steel was to prove invaluable during a campaign of what has so far been contrasting soil conditions.

"My Cat has run every day since I started moling," says Dave. "Thanks to the deeper grousers, I haven't lost a single day to rain or wet weather, and for a contractor that's crucial. I'm noticing the difference massively.

"I knew from the start it would need new chains, and maybe track plates, but capability-wise it's now the crawler I had in my head when I originally bought it," he declares.

"The track chains have made it ride nicer as well, although the taller grousers have had the opposite effect when you're working on hard land and they're not biting in as much. But when it's carrying out general work, the new track chains have definitely improved the ride quality."

With the additional traction provided by the fresh metal on the grousers, Dave opted to remove his Cat D6D's considerable front weight block. Running without the weight has proven to be fine most of the time, but it will be refitted in due course to help the tracks run level in challenging conditions.

"I think it wants the weight back on it again," muses Dave. "I was convinced that for mole draining it didn't need weights on the front, and in good going it doesn't. This year I moled some hilly, heavy land, which is well-known to be challenging, for a new customer. When you get on tough going on the hills, then it does need the weight. It handles nicer on the headlands without it, but when it's pulling really hard it has a tendency to stand up on the sprockets, so you're not getting the full benefit of the tracks, this being despite still having the chin weight underneath the radiator. The Westlode

Below: Agricultural contractor and engineer Dave Williams fitted new track chains to his Caterpillar D6D SA VHP crawler in readiness for this summer's contract mole draining campaign.



drawbar is also incredibly low to the ground, which you think would help. The tracks want to be planted flat on the floor, which is how a crawler should be, rather than riding up.

"Moling is now beginning to come to an end," notes Dave. "I've seen extremes at both ends of the scale this year. What has really surprised me is that despite the rain earlier in the year, on the whole the ground still isn't that wet. Yet I've dug down in many places and the mole is forming a fantastic, properly-smeared mole channel. It's been a good moling year from a farmer's point of view, and I'm happy where I am with metal wear and diesel consumption.

"It is better than last year, but I'd be even happier if it

had been a bit wetter," he adds. "I did some work on land which had received 100mm of rain before harvest, and it went really well in fifth gear at half throttle, while wearing next to no metal."

Above: Pre-season preparations also saw Dave shot blast and re-spray his high-clear Miles mole drainer in Caterpillar yellow.

Below: The grouser extensions which Dave welded onto the existing track plates of his Cat D6D SA VHP have provided the crawler with considerable additional traction, so much so that not a single day has been lost to wet weather.



Chopping straw in style



Above: The forager made an excellent job of chopping the straw into 1.5in lengths, while a useful breeze helped to spread the chopped material evenly across the stubble.

DURING A BRIEF BREAK in the showers in mid-August, Jon Haynes used his John Deere 3650 and 3760 trailed forage harvester to chop some straw for Charles Course, a good friend of the Suffolk Bunch.

This was the first time the classic John Deere forage harvester had been used since it entered Jon's ownership in May last year. This cylinder-type machine was initially built at John Deere's Senonches factory in France and later at Arc-les-Gray in the same country from the late 1970s through to the mid-80s. It was initially the largest trailed machine in the manufacturer's range and, later, the only model offered by Deere until it was replaced by the updated 3765. It was a good match for Jon's 3650, with the two machines doing a good job of clearing straw which had been combined using an older machine that wasn't fitted with a straw chopper.

"My 3760 came from Somerset, along with a spare machine for parts," explains Jon. "It was bought on a bit of a whim, and was one of those things which seemed like a good idea at the time. I was hoping to be able to chop some grass with it and maybe find a two-row maize header to give me the option of harvesting some forage maize as well. Taking it over to chop the straw for Charles was a last-minute decision, and although I had spun the harvester over by hand, I hadn't really been through it in preparation for using



it. Luckily, when I ran it up the night before I needed it, everything seemed to work well, including the hydraulics."

The following day, Jon was unable to operate the forager, as his wife, Mads, was giving birth to their daughter Clara at the time (Editor – congratulations to Jon and Mads on your new arrival) but fellow Suffolk Bunch member Dave Williams was on hand to set-up the machine, which included sharpening the knives.

"Livestock farmers from the West Country should look away now – you need read no further," laughs Dave. "The straw needed to be chopped, and the weather forecast wasn't great, so we wanted to be getting on. I sharpened the blades so that they were all just about catching and weren't poor, but equally they weren't the sharpest. We didn't set the shear bar either, but it chopped the straw a treat, with a chop length of about 1.5in.

"For the particular job it was doing, Jon's 3650 was perfect," adds Dave. "In grass, I think you would want more power. I was using it in third gear with the Hi-Lo

splitter in Lo, and it was loading the tractor up, but it was sensible and it would have done it all day. It was about as much as much as the forager would take. There was plenty of straw and you couldn't jam any more into the front of it.

"The 3760 harvester is quite a sweet little thing, and I imagine that the electro-hydraulic controls would have been quite a thing back in the day," he says. "It was nice to use, and I would love to have a go with it in a nice heavy crop of first-cut silage, albeit with the knives properly sharpened, the shearbar set and probably a larger tractor on the front."

Above: Jon's John Deere 3650 produced 118 PTO hp when dyno tested last year, so it wasn't surprising that it handled his precision chop John Deere 3760 harvester very comfortably.

Below: Jon Haynes' John Deere 3650 had an outing with his John Deere 3760 forage harvester in August, chopping some straw that had been left by an older combine that had no chopper. This was the 3760's first time out in Jon's ownership.



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A poignant scene from this harvest, as John Miles & Sons' Claas Lexion 770 empties a tank of barley into a Richard Western SF16HS trailer pulled by the farm's MF 7265. The business has now entered into a contract farming agreement with a neighbour, bringing its in-house operations to an end.



SHOWING LOYALTY

Massey Ferguson tractors have been a mainstay of the Miles family's farming business in mid-Suffolk for well over 60 years. Chris Lockwood has been talking to Stephen Miles and long-serving operators Kim Meekings and Stephen Bennington about the machinery that has been used over the years, ahead of the online timed auction of equipment that marks the end of one era for John Miles & Sons and the beginning of another.



MASSEY FERGUSON TRACTORS have been an ever-present in the fleet of John Miles & Sons for almost 60 years. This large-scale agricultural business, located in central Suffolk and with a cropped area of 2500 acres of owned and contract-farmed land under its care, can trace its history back 121 years.

"My family moved to Great Ashfield in 1900," explains Stephen Miles. "My grandfather, John, and his brother, Gershom, remained in the village for the rest of their lives. They farmed in partnership until 1925, after which Gershom farmed separately and also ran his contracting business, G. Miles & Son.

John also continued farming in his own right, later being joined by his sons John and Rowley, and expanding the business whenever opportunities arose. A considerable area of land was lost to a new USAAF airfield in 1941, but the family was able to buy it back in 1960, having been farming it for some time. Stephen joined the business in 1976, and seven years later, in 1983, John Miles & Sons entered into its first contract farming agreement. Stephen's son, Philip, is the fourth generation to be involved with the business and is responsible for taking it forward.

"The family also kept cattle, sheep and pigs," continues Stephen. "In the late 1940s we had 200 ewes and a full-time shepherd. In the 1950s, a Friesian suckler herd was kept, with an annual sale of calving heifers being held at Lea Farm. In the 1960s, the dairy cows were replaced by intensive barley beef cattle, with calves being purchased on a weekly basis from Sturminster Newton market. The

Inset above: Ploughing wheat stubble in 2007 with a 54-plate Massey Ferguson 6490 and a Kverneland LB85 five-furrow. This tractor was highly rated by operator Stephen Bennington. Photo: Chris Lockwood.

cattle at Lea Farm were fed using a horse and cart, and we retained a Percheron horse called Napoleon until 1983. The cattle at our other farms were looked after using conventional methods."

For many years the majority of the farm's cultivations and drilling were carried out by a fleet of Caterpillar crawlers, these consisting of a D7, D4 and six D2s. Lighter work and transport duties were handled by numerous Ferguson TE-20s which had ousted earlier Fordson Model Ns, complemented by some Fordson Majors and Dextas. Machinery was mostly purchased from local dealers George Thurlow & Sons Ltd of Stowmarket and Frank J. Nunn & Sons of Elmswell, which merged in 1970 to form Thurlow Nunn & Sons Ltd. Today, Thurlow Nunn Standen Ltd claim to be the longest-serving MF distributor in the world.

"My first memories are of Fergusons," recalls Stephen. "We were, and still are, very friendly with the Thurlow family, and they were on the doorstep, making it very handy. We would have done all of our own



Left: Claas has been the combine brand of choice for John Miles & Sons for many years (see 'Combine chronicle' panel). This Claas Dominator 108SL was used alongside a slightly older Dominator 106 to bring in the 1990 harvest. Photo: John Miles & Sons.



The Miles family's fleet of new MF tractors lined-up in the workshop at Thurlow Nunn's Elmswell depot, prior to being delivered. The MF 698, foreground, was not part of the order. Photo: Martin Colchester.

maintenance at the time. For example, two Cat crawlers were usually brought into the workshop and overhauled every winter. Combines were mostly Claas, because my father had become very good friends with Helmut Claas, and our families remain on good terms to this day."

During the mid-1970s, the farm was running an impressive number of MF 100 Series models, including six 135s which were used for trailer work and loading, a number of 165s, and some larger 178s and 188s which undertook heavier work, including some ploughing. From 1973, they were headed by an articulated MF 1200, which took over the heavy cultivations from the Cat D7. The farm's tractors were regularly updated, and when the new 500 Series came on tap the older tractors were replaced with four 550s, two 565s, a 575 and two 590s, purchased in the late 1970s.

Operator experiences

"When I started working for the business, my first tractor was a P-reg MF 135," recalls long-serving machinery operator Stephen Bennington. "It was bought new, but I inherited it from someone else. I remember carting sugar beet with it on a Ferguson trailer with home-made extensions. We would be lifting almost every day from September through until the factory closed, working in all conditions. I recall once going up the field with a load of beet and overtaking the harvester five times during the length of the field, it was so wet!

"The Cat D2s were still used for pulling down with duckfoot harrows," he adds. "I had actually driven a Cat D2 when I was still at school, and when I came home in the afternoons I would roll what had been ploughed during the day. Later, I ploughed a field on the airfield with a D2 and a two-furrow Ransomes deep digger plough, although the MF 1200 did most of the ploughing with a four-furrow MF. The 1200 also got fitted with a set of cage wheels in place of the tyres and then it would go on a 21ft Cooper springtine harrow.

MF 100 SERIES "I then got an MF 165 and went on the drilling gang with a Marsk Stig springtine harrow, working ahead of the drill," continues Stephen. "This was a Multi-Power tractor and I liked it. A year later I was meant to have another hand-me-down 165, but when they said my tractor was ready, I ended up going and collecting a brand new MF 565. This went on a Cousins levelling harrow instead of the springtines.

MF 500 SERIES "I had an MF 575 next, and a Vicon Tilthmaster reciprocating power harrow. Its replacement, another 575, was on wider 16.9x34 rear tyres. I had two Tilthmasters – the first one had oval section bars and the second had square bars – and we would often use both of them together in the same field. This was how I got my nickname 'Hazard', because the Tilthmaster was 15ft wide. I fitted flashing lights on it for the road, and people used to say 'here comes a hazard'."

Kim Meekings, whose father, grandfather and great grandfather also worked on the farm recalls: "I remember my father using a Catchpole Cadet and

Ransomes 33A beet harvesters. He then had a Standen Cyclone with an MF 135 power unit, which was taken off every year after the beet season was finished and then used for other duties. Thurlows would spend about a week in the farm workshop removing or refitting the tractor, and they brought a crane lorry for doing the lifting.

"My first tractor was a T-registered single-door MF 550," continues Kim. "It had an MF 80 loader, which would be dropped off when it was doing other work. One of its main jobs was spraying with one of two trailed Chafer T2000s. One was PTO-driven and went on an MF 565, but mine was hydraulically-driven, which made it quite hard work for the tractor. When you put it in gear, it knew about it.

"I also used to cart a lot of conventional bales with a pair of Lister Take-Puts, one on the loader and one on the rear linkage, taking 24 bales with each trip," he adds. "This was following a pair of MF 590s and MF 128 balers with Browns Mansaver sledges. The bales would be set up by hand in readiness and there would also be an MF 135 carting as well. The



This 147hp MF 2720 was John Miles & Sons' biggest tractor in 1984. It undertook most of the ploughing with a 5-furrow Dowdeswell DP7, but one of its first jobs was cultivating stubble with this 4.5m MF 23 pigtail cultivator. Photo: John Miles & Sons.

Right: The farm's Challenger MT765C using a 6.6m Simba Cultipress to create a seedbed ahead of the drill, in this case on former sugar beet land.

Below inset: Before the arrival of a Väderstad Rapid, this 8m Kverneland Accord Pneumatic DV was John Miles & Sons' main drill. Retained for working in damp conditions, it is seen here behind the farm's first rubber-track crawler, a 2003 Challenger MT765.



MF 550 was a good little tractor. It did quite a lot of hours and although it was a bit of a bugger to start in cold weather, it always started.

"Looking back, the early 1980s were a golden era," says Kim. "At the time, there would have been an X-registered MF 1250, which must have been one of the last, on the plough, an MF 575 with cage wheels on a Vicon Tiltmaster or Pettit discs pulling down, an MF 590 on a 4m MF 30 drill, and an MF 550 on the seed trailer. The business had also bought an early four-wheel drive MF 590 to go on a three-row Armer Salmon beet harvester in dry conditions, and a Standen Lifter-Loader Mk2 for the rest of the season."

MF 600 SERIES A natural progression saw the MF 500 Series ousted by 600 Series models following their introduction in 1982. During the mid-1980s, virtually the entire tractor fleet at John Miles & Sons was replaced annually, with the impressive 1984 order from Thurlow Nunn's local Elmswell depot consisting of seven 66hp MF 675s,

two 75hp MF 690s and a solitary 147hp MF 2720. At the time around 1500-1600 acres was under cultivation.

"I went up from the MF 550 to a 675," remembers Kim. "It wasn't the first 675 on the farm, but then the whole fleet was changed almost every year until the 600 Series ended. I had A-, B-, C- and D-registration tractors one after another. The MF 675s would do most of the lighter work, such as drilling and hoeing sugar beet, rolling, and virtually all of the trailer work. During the autumn, we would typically have one on the sugar beet topper, a four-wheel drive MF 690 on the harvester with two 675s carting, the MF 2720 ploughing, an MF 690 on a 3m Maschio power harrow, another MF 690

on the MF 30 drill and an MF 675 on the seed trailer. There was also an MF 2680 at Norton, which ploughed with a four-furrow DP7.

It was only two-wheel drive and, although it had the horsepower, it lacked grip.

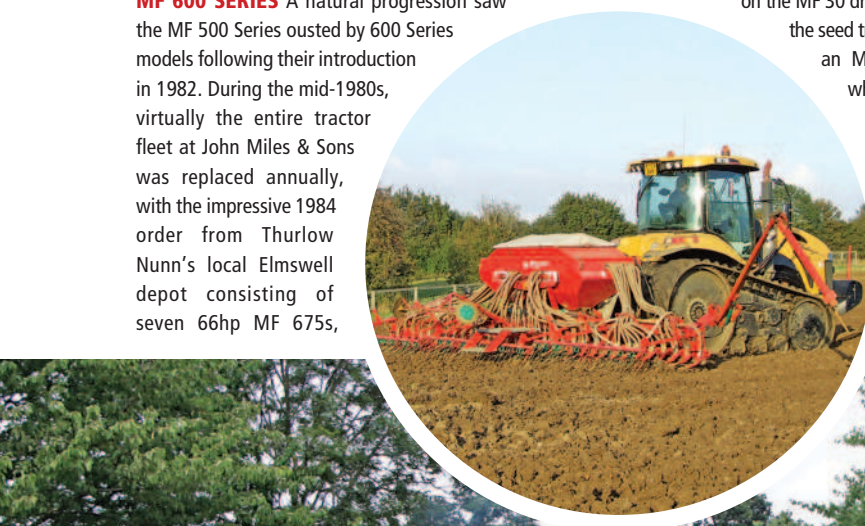
"My MF 675s went on

the same Chafer T2000 sprayer that I had used on the MF 550, although there was also a self-propelled Chafer Pathfinder on the farm by then," he adds. "I used to cart sugar beet with an 8t Richard Western dump trailer, which was about as much as the tractor wanted, and during the winter months we would cart mushroom compost from a local factory. They were nice tractors and quite a step up from the MF 550. It was good to have a bit more power, but they lacked four-wheel drive, and carting beet could be a bit of a challenge. You had to load the trailer carefully to get the weight in the right place, and we did get stuck sometimes."

Kim's colleague Stephen Bennington continues: "After my last MF 575, I had an MF 690, which was a year old when I got it. I then got a new B-registered MF 690 the following year and a 3m Maschio HM Series power harrow, which was one of the first around. "My tractors would clock-up 1200 hours per

Continued on page 21

Below: John Miles & Sons' 320hp Challenger MT765C was only a year old when this photo was taken in 2010. It was working in the same field as Miles Drainage's then 43-year old 270hp Caterpillar D8H 22A steel-track crawler.





John Miles & Sons' very first combine harvester, a US-built self-propelled Massey-Harris 21, arrived on the farm in 1942. Photo: John Miles & Sons.



This Claas Dominator 105 was a massive combine when it arrived in 1976. It was one of three combines being operated by John Miles & Sons at the time. Photo: John Miles & Sons.



Claas Dominator combines ruled the roost for over 20 years. This Dominator 108SL with a 17ft header was initially used alongside a 106 and then a 208 Mega. Photo: John Miles & Sons.



This Claas Lexion 570 combine equipped with a 25ft-wide header header, replaced the Miles family's first Lexion, a flagship 480 model, in 2004.

JOHN MILES & SONS' first combine was a self-propelled Massey-Harris 21, which was delivered new to Elmswell station in 1942. It was later joined by a pair of Massey-Harris 726 models, one of which was driven by Tony Turp.

"The 726 was the first combine I drove and I used it for a season," recalls Tony. "In my second year, I drove a Massey-Harris 780, and the third year I was on a Claas Matador Standard. I later used a Matador Giant, Senator, Dominator 96 and finished up with a Mega 208, which was the last one I operated."

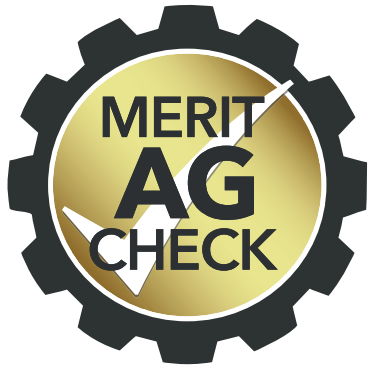
By the late 1960s, three Claas machines – two 12ft-cut Matador Giants and one 14ft-cut Senator – were being used to gather the farm's harvest. But there was to be a brief return to an MF combine, when a 625 replaced one of the Matadors. The other Matador was traded in for a Dominator 85 a little while later.

Below: John Miles & Sons has operated a succession of Claas Lexions, its latest being this 2017 Claas Lexion 770 Terra-Trac with a 10.8m Vario header.

Although an MF 760 was tried on demonstration, the 625 was to be the last MF combine on the farm. A succession of Dominators followed, with a 105 replacing the Senator and a 96 ousting the MF 625. Three machines became two when a new Dominator 108SL replaced both the Dominator 85 and 96 in 1990. The farm had earlier swapped its 105 for a Dominator 106.

The Claas Dominator 106 was traded in against a Claas 208 Mega in 1996, which was one of the first to be fitted with the new Vista cab. Like so many farms of a similar size, the Miles family opted to replace two combines with one Claas Lexion 480 in 2002. Since then, the family have run, in this order, a Lexion 570, 580+, 760 and most recently a 770.





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Left: John Miles & Sons' purchase of 10 new MF tractors from Thurlow Nunn in 1984 warranted a special line-up in the dealer's yard at Elmswell in Suffolk. Photo: Martin Colchester.

year. I usually started power harrowing in early August and would work almost every day until Christmas, I then went carting mushroom compost with the others.

"A few months later there was a new MF 699 waiting for me in the yard," he recalls. "With its six-cylinder engine, it was a brilliant tractor, and I moved up to a 4m Maschio. I remember once working on the airfield after beet; there was a Cat D7 from Miles Drainage doing the cultivating, along with their Ford 7710 and my 699 both on Maschios, and the drill working up behind us.

"Although the 7710 and 699 were the same horsepower, when the MF's six-cylinder engine was dragged down it would go straight back up again, while the Ford's four-cylinder turbo would take longer to recover, and I would leave it behind. The only downside with the MF 699 was that it was two-wheel drive."

MF 3000 & 3100 SERIES Once MF's ground-breaking new 3000 Series was launched in late 1986, it wasn't long before John Miles & Sons' MF 600 Series models began to be ousted.

"We had a couple of early ones – a 3080 and a 3090, both on E-plates," recalls Kim. "They were joined by the bulk of the fleet at the end of 1988. There were four two-wheel drive MF 3060s, another MF 3090, while our MF 2725 was replaced by a 3650. Everything increased in size slightly. For

example, an 8m MF 510 pneumatic drill replaced the MF 30, and was used on a 3090. My MF 675 went for one of the MF 3060s, which did the same jobs, like carting sugar beet. These tractors were kept until 1991, and they were changed every year for a time by fleets with J-, K-, L- and M-plates, which were the last of the 3000s. The 3060s were good little tractors and I can't fault any of them really for what we did with them, which was quite a lot."

Stephen's first 3000 Series model, coming after his second MF 699, was an F-registered 3090, followed by a 3115.

"The 3115 was a nice tractor," he recalls. "It was obviously completely different to the MF 699 and had a Datatronic computer and air-conditioning too. I would have liked an MF 3125, but we never had one, and I got a 3120 next. Things had changed a bit and the bigger tractors didn't do as much work in a year."

MF 6100 & 8100 SERIES The following year, a large number of recently-introduced MF 6100 and 8100 Series models were purchased, including a pair of two-wheel drive MF 6120s, two MF 6170s, an MF 6180 and an MF 8130. At the same time, one of the MF 3060s was replaced by a four-wheel drive MF 390.

"I had one of the two-wheel drive 6120s," says Kim. "Those early ones had their issues, for example the pre-select forward/reverse shuttle was definitely a problem, and didn't always work. The 6100s were

changed every other year and got better. My original 550 had stayed well into the 1990s, and was swapped for a two-wheel drive MF 362 with a loader. As well as loading, it did the rolling and other light work. It was a good tractor, and its four-cylinder engine really pulled well.

MF 4200, 6200 & 8200 SERIES "When the MF 4200 Series range came out, we had three four-wheel drive 4245s in place of the two-wheel drive 6120s," he explains. "I carted sugar beet with one and it was fine. However, the four-wheel drive cut in when you braked and it used to take forever to disengage; you would be driving along the road and there would be a big clunk when it came out. But for carting, they were good tractors really and didn't have many electronics, which we didn't need. Plus they were made in Britain too.

"Our first 6200 was a W-registered MF 6290, which came on wide 650mm rear tyres for drilling with an 8m Kverneland Accord DV," remembers Kim. "We called this tractor the 'one-arm-bandit', as it had a big forward/reverse lever on the side of the dash console.

"Around 2000, three people retired, including my father, and they were not replaced, so some of the tractors were upgraded to larger models and we stopped harvesting our own beet. I had an MF 6270, then a 6280, and finally a 6290, which was a late one, and it stayed until it was replaced in 2006."

Kim's colleague Stephen had an MF 8220 which, he says, tended to suffer from back-end trouble, but was otherwise a good tractor.

MF 6400 SERIES "Thurlows were very good and always got a replacement tractor out to us, one of which was a 6499," he recalls. "I liked it and so the business bought one. It was a really good tractor with a heavy-duty back end, and it was often used on dual wheels with the Cultipress. The 8220 was then replaced by a 6490 which, although only 190hp,

Below: Until the arrival of a telehandler in 2007, seed and fertiliser bags were handled by a Gregoire Besson bag-lifter. In this scene from 2006, an MF 6499 is being used to load fertiliser into an Amazone ZA-M 1200 spreader behind the MF 6480, which was less than a month old at the time, having just replaced a 6290.



This impressive fleet of new MF tractors was purchased by John Miles & Sons from local MF agent Thurlow Nunn Ltd in 1984. It consisted of seven MF 675s, two MF 690s and an MF 2720. Photo: John Miles & Sons.



pulled the plough almost as well as the 6499, and was on 580mm tyres rather than 650mm, which were better for ploughing."

Until then, the farm's cultivation strategy had been predominantly plough-based, with two 4m Maschio power harrows usually used to create a seedbed ahead of an 8m pneumatic drill. Following the purchase of a 306hp Challenger MT765 crawler in 2003, this began to change, with a Spaldings Flatlift deep cultivator being used instead of the plough before and after oilseed rape. A Simba Cultipress took over from power harrows, where possible, working ahead of a 6m Vaderstad Rapid cultivator-drill. Ploughing was still undertaken with the wheeled tractors, which remained exclusively Massey Ferguson.

MF 7700 SERIES "The 6490 went for an MF 6495 in 2010," says Stephen. "But we needed more power for a Sumo Trio, and after trying a 7626 on demo, the business bought one. It was changed in 2019 for my current MF 7726S with Dyna-VT transmission. This is a really nice top-spec tractor. It rides very well and I like the fact the spool valves don't share the oil with the back axle. We have added wheel weights, which has made a difference, and they are easy to take off with the forklift when they're not needed after ploughing, to save the tyres."

The MF 6290 that Kim was driving was followed by an MF 6480 which, he notes, was another very good tractor. "In 2012, my first 6480 was changed for a new one, which was one of the very last off the production line. It is an extremely high-spec tractor with all of the

extras which were available at the time. It is probably the best tractor out of all of them, and I actually like it better than the newer 7600 and 7700 Series models."

In recent years, John Miles & Sons has been pursuing a policy of reduced cultivations and direct drilling where possible. This has been implemented and overseen by Ed Lawton-Bradshaw, who took over as farm manager in March 2015 when the area under cropping had reached 2500 acres, this being in addition to a considerable area of stewardship land.

"Cultivations were highly intensive," explains Ed. "Multiple passes were still being carried out to establish oilseed rape, for example, often resulting in the moisture being lost and a dry seedbed."

"Blackgrass was the main evil, so we had to go down the route of minimising cultivations and introducing a lot of spring cropping, although sugar beet was dropped at this time. We sold the Rapid drill and bought a 6m Horsch Sprinter with Bourgault openers in April 2019, as it seemed the most flexible drill on the market at the time, capable of working directly into stubble or into a stale seedbed. It went on the Challenger MT755E, which pulls incredibly well, to the point where everyone says it is more like a 765. However, for the last two autumns it has mostly sat in the shed due to the wet weather."

Due to a change in farming policy, a neighbour will begin contract-farming the land after harvest. As a consequence, auctioneer Clarke & Simpson is carrying out a timed online dispersal sale – see panel – of John Miles & Sons' current machinery fleet on 22-27 September.

Sale preview



FOLLOWING ITS ENTRY into a contract farming agreement, John Miles & Sons is selling its modern machinery, plus a couple of its older vintage Caterpillars. These machines are being dispersed by Clarke & Simpson in an online timed auction on 22-27 September. For more details visit: www.clarkeandsimpson.co.uk

IMPLEMENTS: 2011 Kverneland EG85 5+1-furrow vari-width plough; 2011 Maschio Aquilla 6m folding power harrow with packer roller; 2012 Sumo Trio 3m one-pass combination cultivator; 2017 Simba Great Plains Cultipress 6.6m cultivator-press; 2018 Horsch Terrano GX 5.4m cultivator; 2019 Horsch Sprinter 6ST 6m trailed drill c/w Bourgault VOS openers.

TRACTORS: 1939 Caterpillar D2 3J crawler; 1941 Caterpillar D2 5J crawler; 2012(12) Massey Ferguson 6480 Dyna-6, front linkage, 6386hrs. Tyres F40%R70%; 2014(14) Massey Ferguson 7624 Dyna-6, front linkage, 4636hrs. Tyres F60%R80%; 2019(69) Massey Ferguson 7726S Dyna-VT, front linkage and PTO, 1520hrs. Tyres F/R80%; 2015(15) Challenger MT755E crawler, new engine 2520hrs ago, 3720hrs. Tracks 30%.

OTHERS: 1995(N) Volvo BM L50C loading shovel; 2016(16) Amazone Pantera 4502 sprayer, 4800-litre tank, 24/32m booms, 4300hrs. Tyres F/R80%; 2017(17) Claas Lexion 770 Terra-Trac, 10.8m Vario header, 1060 engine hrs. Tracks/tyres 80%.



Preparing land for winter wheat in October 2006 with a Massey Ferguson 6499 and 6290, both working with 4m Maschio DM-series power harrows.





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+2 ELEC SPOOLS
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1 FRONT SPOOL,
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FL+PTO, CLIMATE
CONTROL, HALF
LEATHER AIR SEAT,
A/BRAKES, 4 REAR
+1 FRONT SPOOL.



**MASSEY FERGUSON
7719S EXCLUSIVE**
3/2021, 545 HOURS,
DYNA-VT 50K, CAB+
FRONT SUSP, 4 TON
FL+PTO, AIR BRAKES,
CLIMATE CONTROL,
4 REAR+1 FRONT
SPOOL, 190 LT HYD
PUMP. **£93,000**



**FENDT 724
PROFI-PLUS**
3/2021, 757 HOURS,
VARIO, 50K, AIR CAB+
FRONT SUSPENSION,
EPC FL+PTO, 193 LT
HYD PUMP, LARGE
HEATED ELECTRIC
MIRRORS, CLIMATE
CONTROL, EVO SEAT.



**FENDT 828
PROFI-PLUS**
7/2020, 623 HOURS,
VARIO, 60K, AIR CAB+
FRONT SUSPENSION,
EPC FRONT LINKAGE,
VARIO GRIP, 5 REAR
+1 FRONT SPOOL,
205 LT HYDRAULIC
PUMP, EVO SEAT.



**FENDT 516
PROFI-PLUS**
3/2021, 580 HOURS,
VARIO, 50K, AIR CAB+
FRONT SUSPENSION,
4 REAR+1 FRONT
SPOOL, FRONT
LINKAGE, A/BRAKES,
AUTO GUIDE READY,
TRELLEBORG TYRES.



JOHN DEERE 6215R
4/2020, 1,688 HRS,
AUTO POWER, 50K,
CAB+FRONT SUSP,
5 ELECTRIC SPOOLS,
FRONT LINKAGE,
155 LT HYD PUMP,
CLIMATE CONTROL,
A/SEAT, A/BRAKES,
AS NEW. **£112,500**



JOHN DEERE 6930
7/2010, 9,690 HRS,
VARIO, 50K, FRONT
SUSP, COMMAND
ARM, 3 ELECTRIC
SPOOLS, AIR BRAKES,
BELT LIGHTS, TWIN
BEACONS, POWER
BEYOND, 650/65/38
BKT TYRES.



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 6120M
4/2017, 3,593 HRS,
POWER QUAD, 40K,
3 SPOOLS, AIR CON,
AIR SEAT,
TWIN BEACONS,
16.9/34 TYRES.



FORD 6600
1981, 5,562 HOURS,
DUAL POWER, 30K,
4WD, 2 SPOOLS,
FRONT WEIGHTS,
ASSISTER RAM,
16.9/38+12.4/24
GOODYEAR TYRES.



FORD 4610
1988, 3,080 HOURS,
COLUMN CHANGE
30K, 2WD,
2 SPOOLS, TWIN
ASSISTER RAMS,
POWER STEERING,
13.6/38+750/16
GOODYEAR TYRES.



**AMAZONE CIRRUS
6003-2 DRILL**
2017, 6M, RADAR,
LEVELLING BOARD,
2 ROWS OF ROTEC
PRO MATRIXEM
DISCS, TRAMLINE KIT,
PRE EMERGENCE
MARKERS, TRACK
ERADICATORS.



**VADERSTAD RAPID
600AS 6M DRILL**
2009, SYSTEM DISC,
LEVELLING HARROW,
HYD FAN, PRE-
EMERGE MARKERS,
BOUT MARKERS,
FOLLOWING FALLOW,
IMMACULATE
ONE OWNER DRILL.



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COUNTY BROUGHT TO LIFE

The first production model County 1884, the condition of which has been the subject of much speculation since it was in a fire some years ago, inset picture, has now risen phoenix-like from the ashes after a full rebuild in a Co. Durham workshop, reports Sandy Cox.

The 1884 was purchased in June 2020 by plant hire and groundworks contractor John Brown, who has previously completed some stunning rebuilds of large four-wheel drive tractors and crawlers. Although he says the 1884's condition wasn't as bad as it looked



Photo: Steve Wright.

in photographs or what he had heard from others, it still arrived as a collection of bits filling an articulated truck.

John first saw the tractor a few years ago when taken by a friend to see its owner, where the 1884 and a County 1184 were dismantled with parts everywhere. John told him that if he ever wanted to sell the 1184, he would be interested.

A year later he received a telephone call and a deal was done.

It took 18 months to rebuild the 1184, and after

sending photos to its former owner, John was asked if he could rebuild the 1884 for him. After working out what sort of job that would entail, the owner decided to let the tractor go.

"You only get an opportunity like this once," says John. "I knew that we could put it back together. It turned out not to be as bad as everyone seemed to think,

although the cab and tinwork were scrap.

A donor Ford TW-30, built the same week as the County's skid unit in 1981, provided what was needed to allow a very authentic rebuild to take place. The completed 1884 made its first public appearance at the Wensleydale Show at the end of August. We will be covering the full story of the tractor's refurbishment and its past history in the next issue of **CLASSIC TRACTOR**.

News briefs...



Northrop hits field

■ After lying dormant for over 30 years, an ultra-rare prototype six-cylinder Northrop 5004/6 has been reactivated and put to work by its new owners, reports Chris Lockwood. The rare Northrop that was being put through its paces at a Blue Force-organised working event in Suffolk in early September was acquired by collectors and machinery dealers Stephen and Matthew Haylock of Cambridgeshire from Cheffins' sale of the Shrubbs Farm Collection in Essex in July. The tractor, one of just two prototype six-cylinder versions made by Northrop in 1966, sold for a record-breaking £74,600. Since then, the Haylocks have given their rare classic a sympathetic but thorough clean, and addressed a few minor mechanical issues. The tractor is in fine health and proved very capable of handling a Ransomes cultivator.



Nice Ford available

■ A four-wheel drive Ford 6810 Generation III, probably one of the cleanest and most genuine examples to be offered for some time, is among the entries in Will Barker & Co's Bicker Bar Collective Sale near Boston, Lincs, on 9 October, reports Rory Day. The Ford was originally purchased new by G. C. Rylott & Sons of Algakirk, near Boston, Lincolnshire, in 1990. It was supplied by the then local Ford dealer, Townsends. When G. C. Rylott & Sons' family partnership was dissolved in 2003, the tractor was acquired by Paul Rylott's late father Maurice. It has since enjoyed a very gentle retirement, being used only to power a paddock topper a few times a year. It has only clocked 4257 hours and its still on its original Goodyear tyres. According to Paul, it has never spent a night outside. For more details, visit: www.willbarker.co.uk



ITEMS FLOOD IN FOR CHARITY AUCTION

A unique Ford-related charity auction that is being organised to raise funds to support research into Motor Neurone Disease (MND) and Duchenne muscular dystrophy has started to gather real momentum and attract some very tasty donated lots, reports Rory Day.

The 'Everyone has a PART to play - Charity Tractor PARTS Auction' is the brainchild of well-known Somerset-based tractor enthusiast, collector and former McCormick test engineer James Bacon, pictured, who was himself diagnosed with MND at the age of just 40 in 2018. He is being supported in his fund-raising campaign by his family, a team of friends, and auctioneer Greenslade Taylor Hunt, which will be running the auction through its online channels during the third week of November.

Ever since the auction was first mooted earlier this summer, there have been a stream of pledged items from those wanting to support James' initiative. Highlights among the many lots so far donated include a Ford 4100, a Roadless front weight block, a Ford 7000 weight frame,

dozens of items of original literature (including an original 7810 Silver Jubilee leaflet), a set of Ford rear wheel weights, special models, several sought-after new old stock Ford parts, a Ford Thousand Series toolbox, a Fleming link box, a Ford power steering kit, and many more items.



"I've been touched by James' story and that of other MND sufferers, including rugby players Doddie Weir and Rob Burrow, and I am fully supportive of his fund-raising efforts," says Rory Day, editor of **CLASSIC TRACTOR**. "I have personally donated some Ford items for the auction and encourage other people to see what surplus parts they can spare."

People who wish to donate items don't have to send them to the auctioneer; they can wait until the auction has ended, then send them direct or arrange for the winning bidder to collect them. You can keep up-to-date on the event's Facebook group page at <https://tinyurl.com/partsauction> or donate via: www.justgiving.com/fundraising/Part2play The contact e-mail is: part2play@hotmail.com

News briefs...

Photo: Murray Littlejohn.



Claas keeps going

■ A Claas Matador combine with an unusual cab has just completed its 53rd harvest in the north-east of Scotland, reports Sandy Cox. The 1968 combine has been owned by classic machinery enthusiast Murray Littlejohn from Tyrie in Aberdeenshire for the past 16 years, and prior to that it worked on the Black Isle, near Inverness. When acquired by Murray, it had no cab, but he happened to come across one on a Matador at a scrapyard. He recognised it as one of two cabs made by a local blacksmith for a nearby farm that operated two Matadors. Apart from fitting the cab, he says he has needed to do little work to the combine apart from fitting a fan belt, unloading belt and the usual routine maintenance. It gets to stretch its legs each harvest in neighbouring farmer

Keith Davidson's crops, cutting around 15 acres.



ARTICS HAVE NEW OWNER

Half-a-dozen articulated John Deere 8630s from the 1970s, and the monster kit they pulled, have recently found a new home in The Netherlands, reports Steven Vale.

The power-packed collection belonged to land improvement contractor and former John Deere dealer, Jan Mantingh, who passed away recently aged 78.

Jan, based at Gieterveen, in the north-east of the country, bought his first 275hp John Deere 8630 new in early 1975. A second unit quickly followed, with the two machines being joined by a further four 1975-78 models in the mid-1980s. The fleet of home-made implements they pulled included a 6m-wide grader, a monster plough, subsoilers and a huge scraper box.

When he was in need of a bit more grunt, Jan swapped the engines in two of his articulated John Deeres for a 380hp, 14-litre Scania V8 141. He later replaced the block in one of them for an even more powerful 460hp version.

He completed his last land improvement job in 2016. Shortly before his death he sold all his equipment to Dutch company Engberts, a John Deere spare parts specialist based nearby at Schoonebeek. The two Scania-powered John Deeres are destined to be used for large earthworks jobs in South Africa, while Engberts is hoping to put the remaining four Deere-powered 8630s, all with 5000-7000 hours clocked, back into action on land improvement work in The Netherlands.

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FAREWELL TO LEADING LIGHT IN FORD

Family, friends and former colleagues of the late **David Pearson**, a leading light in Ford Tractors for almost 40 years, gathered on 26 August for a service of thanksgiving in his home village of **Boreham in Essex**, reports **Rory Day**.

In a moving and often humorous eulogy, family friend Kit Speakman paid tribute to David, who died on 14 July at the age of 86, following a period of illness.

David was 20 when he first went to work for Ford at its Dagenham factory in 1955. After a spell on the production line, he then spent two years driving prototype Dexta tractors on the Elveden Estate in Norfolk. He later demonstrated the Dexta in the UK and Europe between 1960 and 1962, during which time he also spent nine months working in South America. He became a sales trainer at Ford's Boreham House training centre in 1963, and was then a UK area sales manager in 1964-1965. Between 1965 and 1967 he was the training manager at Boreham House, before moving up the ladder to become UK sales promotion manager in 1968-1969.



He was Ford's UK marketing manager from 1970 to 1972, then southern area sales manager from 1973-1975. In 1976, he took on the important job of UK general sales manager, a role he held for the next 11 years. After a spell as marketing product manager (1987-1988), he became product manager for high-horsepower Ford

tractors sold in Europe. During this time, he was heavily involved in shaping the future specification of the Ford 70 Series. He retired in 1994, but retained a keen interest in the farming industry and particularly blue tractors for the rest of his life.

During the late 1970s David persuaded Ford to import the Steiger-built FW Series to the UK, and he was also heavily involved in the decision to introduce the six-cylinder 7810 in 1987. It subsequently became a best-seller.

David's career story was serialised in a Memory Lane series in **CLASSIC TRACTOR** (July 2006 to July 2007 issues). The accompanying photo of David, fittingly standing next to a Ford FW-60 that was parked in a field in front of Boreham House, was taken in 2007 to mark the end of his magazine series.

News briefs...



Two larger entries

■ Viewers at Clarke & Simpson's Campsea Ashe Collective Sale in Suffolk in October will have the chance to bid for two of the most powerful classics to have ever passed through the auction, reports Rory Day. A Ford Versatile 946 and Case-IH 4494, both in excellent condition, have been consigned by a local collector. The 1989 Ford Versatile 946, a very nice and original tractor with 5207 hours clocked, previously came from a farm in Leicestershire. The 8031-hour Case-IH 4494, registration D128 GDL, once worked on a farm in Wiltshire, although this model was never offered by Case-IH in the UK. Online bidding runs from 20-25 October. For further details, visit: www.clarkeandsimpson.co.uk

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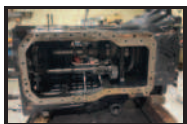
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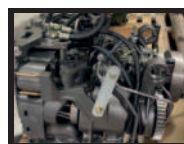
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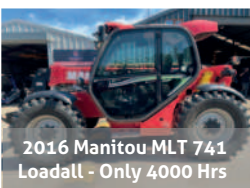
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Very Good Condition



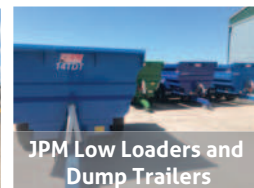
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3D Sieves 20ft



Simba Culti Press 80% Metal
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LETTERS

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Working for Deutz agents

IT HAS BEEN GOOD to see Deutz-Fahr, a brand that I've got a real soft spot for, getting a bit more coverage in CLASSIC TRACTOR. I thought you might like to hear about some of my past experiences with the company's tractors and combines.

I started working in the parts department of former Deutz-Fahr dealer Coleman Engineering in 1990. At the time, Coleman was a main agent for Deutz-Fahr, MB-trac, Sampo-Rosenlew and Wintesteiger. The Deutz-Fahr DX tractors and combines that we were selling at the time were very reliable, economical and well-respected machines.

We looked after many older Fahr combines including examples from the M Series, 26 Series, 35 Series and 36 Series. I seem to recall Deutz-Fahr boasting that it manufactured the world's most powerful combines, namely the 1640, 36.40 and 4090.

The DX range was followed by the AgroStar tractors, which were lovely machines with much-improved cabs that offered a very pleasant work environment.

The company's combines were rather simple compared to some of the opposition, but they were none the worse for this. Their air-cooled engines allowed drives to be taken from both ends, allowing simple belt and drive lines, but their outputs were impressive, with round-hole sieves giving a beautiful sample.

We had a pre-production/prototype Topliner combine on trial for a week. I'm not sure what model it was as it had no decals, but it was a match for the then-biggest 36.40. It had an extra drum behind the main drum. Other manufacturers were shortening their straw walkers to create spare for an extra drum, but Deutz-Fahr left their walkers the same length, resulting in a long, high-output machine. We got it flying, but Keith Campen, then working for importer Watveare, managed to get even more output. I recall a well-oiled, well-attended combine talk in a local pub by the late Alan Hawes.

Later, after the Topliner range had been launched, we did a few demos with the first 40.90 HTS. It was a beast of a thing, with a 310hp V8 engine and just for fun, two huge stainless exhausts mounted horizontally along the straw hood with their tailpipes pointing skywards. Straw walker access wasn't great, but who cared – it looked the part!

The Deutz-Fahr AgroStar tractors and Topliner combines served us well, but tractor-wise we were handicapped by a lack of horsepower and powershift transmissions. The 6.61 was the biggest AgroStar at the time, and it lagged well behind the opposition power-wise. We sold a handful of Intracs, but they were not really heavy draft tractors.

We had high hopes for the MB-trac 1800 intercooler, but had switched allegiance to Case-IH by the time it belatedly appeared. I left Coleman Engineering in 1994 and went to work for Distag-Euro for three years, running its power transmission company at Halstead in Essex. In 1997, having been made redundant, I started working as a salesman for Carter Agricultural at Harleston in Norfolk. We were agents for Deutz-Fahr combines, Valmet and Matbro. I sold a 4080 HTS combine to Crown Point Farms and two 4075s to R. & R. Farms at Wrentham. I attended a very good combine sales course at Lauingen in Germany and while there I saw the prototype eight-walker 8XL combine under construction.

Our SDF area sales manager was Robin McCard, a quietly spoken man, but someone who went after a deal like a rat up a drain pipe. Paddy Flynn was the main man at SDF at the time and he was a great guy to have on side. When Valtra Valmet took the franchise away from smaller dealerships like Carter Agricultural, I was made redundant and left agriculture for a few years, but I'm now working for Tuckwells in its groundcare parts department.

■ **Andrew Smith, Halstead, Essex.**

Ford gearbox view

WHILE READING THE ARTICLE on Arthur Battelle's career with Ford in the September 2021 issue of **CLASSIC TRACTOR**, a recurring thought came to me on the Ford Select-O-Speed (S-O-S) transmission.

Back in the day, when I worked for a Ford tractor dealer, I had the fortune, or misfortune, depending on one's personal experiences, to service and repair a few tractors with S-O-S transmissions. I believed that in

principle it was a brilliant concept, but not without its weak points, which have been documented many times over the years. One of the main problems, the failure of the direct drive clutch, was often caused by frequent and unnecessary use of the 'inching pedal' as a clutch. Also, the torque limiting coupling on the flywheel was anything but torque limiting on the 4000, with wear on the coupling splines to the input shaft being a common problem.

I have often thought about how much better the

whole Select-O-Speed concept would have been had it been operated and performed by a fluid flywheel or torque converter coupling, instead of the solid drive from the engine to the gearbox. The technology existed, even back in the days when Select-O-Speed was being designed and developed. Many automobiles had automatic transmissions in the USA and employed torque converters, while the pre-select gearboxes in cars and buses used fluid flywheels. It wasn't too long before fluid flywheels with synchromesh gearboxes were used in tractors, followed by full powershift systems. It may be that these alternative designs were considered in detail by the engineers and then dismissed, as were many innovations, usually on grounds of cost or for other reasons. I do wonder how tractor transmissions would have progressed if different design decisions had been taken back then. Maybe the marketing men felt there wasn't a need for features such as these at the time? I am sure there must be other readers who have thoughts on this subject?

■ **Ian Sharpe, Lutterworth, Leicestershire.**

Gathering up grass

YOUR ANNUAL FORAGE HARVESTING special issue is always a highlight of mine, not least because it reminds me of the time I spent working with my Dad on our 110-acre livestock and arable farm in the 1970s and 80s. My career path then took a different direction, veering me towards road transport and later into civil aircraft maintenance. Nowadays, the only connection I have with my earlier farm years is our battle-worn IH 784 and its Quicke front loader, and of course my memories. Silage making was always a big event. As far as I can recall, the silage contractor we used back then had a David Brown 1410 and a red New Holland trailed precision chop forage harvester (I can't recall the model number) with a hydraulic pick-up hitch for pulling a trailer. The wooden-sided trailers were towed behind the forager, and once filled, and then detached, they were picked up and carted to the pit by a Massey Ferguson 168. The grass was pushed up by another MF 168, this time a rare four-wheel drive version, using a rear push-off buck rake. Meanwhile, my Dad was busy rolling the pit with the afore-mentioned IH 784.

My Dad would not tolerate any crop being left on the ground, be it potatoes, cereals or grass. Regardless of if we were doing the job ourselves or using a contractor, he hated wastage. As a youngster I was dispatched to 'clean up' the headlands and corners of the silage fields with a hand fork and a barrow, after the silage contractor had missed some grass in the corners. If I was quick enough, I could fork the left-over grass into the next windrow before the forager made its next pass. My Dad mowed the grass himself and insisted on mowing right into the corners of the field.

■ **Philippe Nuytten, Navan, Co. Meath.**

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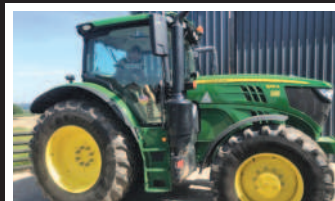
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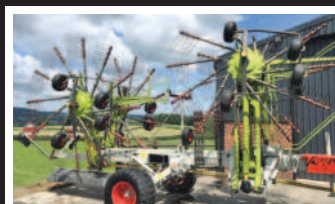
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BRINGING IT ALL TOGETHER

This harvest, staff from New Holland dealer Russells' depot at Malton in North Yorkshire joined forces with Welburn Manor Farms to run a 1988 New Holland 8060 and several items of Russells-related classic machinery alongside the farm's 2019 New Holland CR9.80 combine. David Laley was there to capture the action.

I T HAS BEEN A YEAR OF CELEBRATION for Russells, the Yorkshire-based New Holland dealer and former machinery manufacturer that became a limited company exactly a century ago. During its 100-year history, the family business has been an agent for many leading farm machinery brands as well as a manufacturer of a wide range of equipment (see 'History of Russells' panel).

As part of its centennial celebrations, I was invited to carry out a number of photo shoots for CLASSIC TRACTOR featuring classic-era equipment marketed and manufactured by Russells. The latest of these occasions had a harvest theme, as Scott McMillan and Joe Marshall, colleagues from Russells' Malton headquarters, joined forces with customer Welburn Manor Farms to provide an impressive line-up of classic and modern harvesting kit working together.

Welburn Manor Farms, near Kirkbymoorside, North Yorkshire, operates an impressive fleet of modern New Holland tractors, including a pair of T6.180s, a T7.225, two T7.270s and a huge T9.560 across nearly 2000 acres of combinable crops. Harvesting is carried out by a 2019 New Holland

CR9.80 rotary combine fitted with a 30ft header. In addition to the arable cropping, the farm has a pedigree herd of Hereford cattle. The whole operation is run by owner Will Shaw, farm manager Richard Bush and a dedicated team of staff.

As the farm's winter wheat harvest came to a close, the team at Welburn Manor Farms was joined by local mixed farmer John Marshall and son Joe, who works at Russells, as well as being involved in his family's farm too. They brought with them their immaculate 1988 New Holland 8060 combine and 1980 David Brown 1212 hitched to the very last Russell grain trailer, a six-tonner, to be manufactured at Kirkbymoorside in 1986.

The Marshall family has more than a fleeting association with Russells. Joe's grandfather, also called John, worked for the company for almost 50 years between the 1950s and the late 1990s, specialising in balers and combines. Roy Silverwood, designer of the Russell 3D tractor, lived with the Marshall family for a time on the 120-acre mixed farm near Kirkbymoorside that John acquired in the 1960s.

History of Russells

IN THE 100 YEARS THAT RUSSELLS has been a limited company, the family-run firm, currently headed by Paul Russell, has been an agent for Ferguson, Fordson, Nuffield, Allis-Chalmers, David Brown, and latterly Ford and New Holland.

From the mid-1800s up to the 1980s, Russells designed and manufactured an extensive array of award-winning farm machinery. The business specialised in producing seed drills, ploughs and cultivation equipment for worldwide markets from its premises at Kirkbymoorside in North Yorkshire. Its range of elevators, and bale handling systems such as flat-eight sledges, bale grabs and trailed 56-bale carriers, became a common sight on farms throughout the UK too.

Other notable items produced by Russells included a revamped version of the David Brown Hurricane forage harvester, and the 3D tool carrier tractor, designed and manufactured between 1978 and 1984 as a successor to David Brown's 2D. From 1984, a range of 4t, 6t and 7t trailers were built at Kirkbymoorside, based on former Weeks designs.

Russells ceased manufacturing equipment in 1987 to focus solely on expanding its machinery retail activities. It had become a Ford and New Holland dealer in 1983 after its long association with David Brown came to an end following the Tenneco takeover and subsequent Case IH merger.

During the 80s, 90s and 2000s, the business grew, with a number of prominent dealer acquisitions taking place. At present the company operates nine agricultural depots spread throughout Yorkshire, Derbyshire and the Midlands, with headquarters now at Malton following the closure and demolition of the Kirkbymoorside facilities several years ago. These depots operate alongside two ground care dealerships specialising in horticultural machinery.

Below: This classic-meets-modern occasion, with John and Joe Marshall using their classic New Holland 8060, DB 1212 and Russells trailer alongside Welburn Manor Farms' modern New Holland CR9.80, New Holland T6.180 and Richard Western trailer, was set up in North Yorkshire to celebrate Russells' centenary.



John and Joe Marshall and their classic machinery joined forces with employees from Russells' Malton depot and the team at Welburn Manor Farms to harvest the last of Welburn's winter wheat.



How the combines compare

Model	New Holland 8060	New Holland CR9.80
Year	1988	2019
Engine	6.2-litre Ford 2725E	12.9-litre FPT Cursor 13 turbo
Power	123hp	600hp
Transmission	3f/1r mechanical	Two- speed hydrostatic
Header width	15ft	30ft
Separation system	Five straw walkers	Twin rotor
Grain tank capacity	4500 litres	12,500 litres
Weight (less header)	8.0t	19.6t



Above: This 6t Russell grain trailer was the very last to be built by the firm in 1986 at Kirkbymoorside. It was the first new implement bought by John Marshall for his nearby farm, and remains in immaculate original condition.

Russell trailer

Joe's father, John, took over the farm in the 1980s, and the first implement he bought new happened to be the very last Russell grain trailer produced in a range containing models of 4t, 6t and 7t. The trailers were available as all-steel or with a timber floor and sides at extra cost. Prices in 1984 ranged from £1050 for an all-steel 4t version up to £2900 for a 7t trailer fitted with the timber floor and sides.

Left: John Marshall and his son Joe share close ties with New Holland dealer Russells. John's father worked for the company from the 1950s to the 90s, while Joe is currently the firm's warranty manager. Many of the classic-era items of kit on their farm were originally supplied by Russells.



Optional extras included grain sides, bale extensions, hay ladders and silage sides, priced between £100 and £375. Some of the Russell trailers had a black chassis and frame, with red panels and silver wheels, while others were painted blue with white wheels, similar to Ford's tractor livery.

John says the trailer he bought was a bargain, and it remains in stunningly original condition today.

"It was priced at £950 without grain sides, but after some negotiation I was able to buy it for £925, with Russells supplying the stanchions so we could make and fit our own wooden sides," he says. "Other than having to swap the left-hand wheel, it is still completely original."

Up until 1996, harvesting on the Marshalls' farm was carried out by John's uncle, firstly with a Massey-Harris 780, then an Allis-Chalmers Gleaner, followed by a much-larger New Holland Clayton 1550. John was so impressed with the 1550 that he then bought a New Holland Clayton 1545 with a 13ft header that had previously worked on a farm near Yarm.

"It was a very tidy combine in appearance, but required a lot of mechanical work," he recalls. "Once I had got it running sweetly, I harvested my own 80-100 acres along with a further 200 acres on other local farms."

"The 1545 was a compact combine ideally suited to working on the small local farms on the edge of the North Yorkshire moors, and I was able to do quite a bit of contracting with it until the extra workload began affecting its reliability," he adds.

New Holland 8060

Despite this, John ran the 1545 successfully for 19 years, until he replaced it in 2015 with his current immaculate F-registered New Holland 8060. By then his son, Joe, was also helping out on the farm and had begun working for Russells in 2011, firstly as a service technician before securing a role as group warranty manager.

"We decided to look for a slightly more-modern, comfortable and reliable combine to gather in our barley and wheat, so we could spend more time

This superb 1988 New Holland 8060 was previously owned and well-cared for by farmer John Jacklin, prior to the Marshalls buying it in 2015 with 1600 hours on the clock. Since then, that figure has risen by 400 hours.





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Acknowledgements

THANKS TO the staff from Russells' Malton depot, John and Joe Marshall, and Welburn Manor Farms for their time, enthusiasm and co-operation during their busiest time of the year.



Left: John and Joe Marshall helped recreate a classic North Yorkshire harvest scene from the 1980s with their 1988 New Holland 8060, 1980 David Brown 1212 and the very last Russell grain trailer to be produced, circa 1986.

Russells trailers



RUSSELLS BEGAN MANUFACTURING a range of 4t, 6t and 7t trailers at its Kirkbymoorside site in 1984. The trailers, based on former Weeks designs, could be supplied as all-steel or with a timber floor and sides for extra cost. Options included grain sides, bale extensions, hay ladders and silage sides. The prices in 1984 ranged from £1050 to £2900. They were painted either red and black or in blue.

tending to our herd of beef cattle," explains Joe.

John and Joe found just what they were looking for in the shape of one of the last New Holland 8060s manufactured. This 1988 model, originally supplied new by Harris Ltd, is powered by a 123hp Ford 2725E naturally-aspirated engine matched to a three-speed mechanical transmission. It is equipped with a 15ft header fitted with the later black-painted reel.

The New Holland 8060 has a 600mm-diameter drum followed by a 610mm-diameter secondary threshing drum that distributes the crop over five 3.3m-long straw walkers. Grain then passes over the sieves and up into a 4500-litre grain tank.

Prior to being bought by the Marshalls, this particular 8060 had been lovingly taken care of by local farmer John Jacklin. It was in pristine original condition and had only done 1600 hours when John and Joe took delivery of it.

"We knew how well-maintained it was, and we were keen not to miss out on it when it came up for sale," explains Joe. "We've only added a further 400 hours in five years, and in that time it has rarely let us down."

John and Joe also own and run an impressive fleet of classic and modern classic tractors on their farm, with a particular fondness being shown towards David Brown. They currently have almost 20 tractors, eight of which were built at Meltham.

David Brown 1212

Three of these were originally supplied new by Russells, including a 1412 and the last new 1490 sold by the dealership in 1984 to John's uncle, on the farm next door. John and Joe also own a red David Brown 990 Implematic that was the first new David Brown tractor Joe's grandfather bought from Russells in 1962. Joe hopes to restore this tractor, which is fitted with 36in rear tyres and taller front tyres, in the near future.

For the harvest gathering at Welburn Manor Farms, Joe brought along his family's superb original 1980 David Brown 1212 fitted with a Hydra-Shift transmission and deluxe Sekura cab, to haul the 6t Russell trailer.

"We spotted the DB 1212 for sale online seven years ago," explains Joe. "It had been used on a one-acre allotment in Lincolnshire. The owner found it was too large for the work he was carrying out and wanted something more compact."

"It had only clocked 3800 hours from new and had originally been supplied by David Brown Tractors (Retail) from March in Cambridgeshire," he adds. "Aside from swapping the tyres for a set of period Goodyear 7.50 x 16s on the front and Kleber Traker 340/85 R38s on the rear, we've done nothing else to it other than carry out routine maintenance."



Above: This lovely David Brown 1212 Hydra-Shift is one of eight Meltham-built tractors owned by John and Joe Marshall. They bought this 3800-hour tractor seven years ago after spotting it for sale online.

Below: Welburn Manor Farms, based near Kirkbymoorside in North Yorkshire, operates an impressive fleet of six Russells-supplied New Holland tractors on 2000 acres. They range from the T6.180 hauling the 18t Richard Western trailer alongside the New Holland CR9.80 combine, to the articulated T9.560 doing follow-up cultivations.





8060



John Marshall making full use of his New Holland 8060 combine's 15ft header harvesting winter wheat at Welburn Manor Farms. He previously ran a New Holland Clayson 1545 with a 13ft header for 19 years.



The New Holland CR9.80 sits below the firm's CR9.90 and CR10.90 in the current twin-rotor range. It has two 559mm-diameter by 2.6m-long rotors.



CR9.80

Above inset: New Holland's 8000 Series combine range, launched in 1978 as replacements for the 1500 Series, were the company's first combines fitted with integral cabs featuring large tinted windows, a comprehensive set of mirrors and additional work lights.

Above left and left: As to be expected, operator units have moved on a lot in the 33 years since the Marshalls' New Holland 8060 was new. Back in the late 1980s, the 8060's cab was still one of the best on the market, having well-laid out controls, a decent seat and a vast expanse of glass. The CR9.80's cab is much quieter and the height of operator luxury.

International 956XL

Completing the classic line-up was John and Joe's 1985 IH 956XL hauling their New Holland 8060's header trailer. This tractor was originally supplied by IH sub-dealer Leonards of Langtoft, on the Yorkshire Wolds, but it carries the name of dealer Wilfred Scruton on its number plates.

"I bought it 25 years ago, with 3000 hours on the clock, to replace a two-wheel drive OPU-cabbed John Deere 3140," says John. "Since then, I've been using it as my main ploughing tractor and have done another 4500 hours."

New Holland CR9.80

With the classic cast assembled, John and Joe headed to a 25-acre field of winter wheat, where they joined Welburn Manor Farm's 600hp New Holland CR9.80 piloted by experienced operator Duncan Fraser. The impressive CR9.80 is equipped with two 559mm-diameter rotors and a 12,500-litre grain tank that can be emptied at 126 litres/second. The modern combine was supported by a New Holland T6.180 with an 18t Richard Western trailer.

The combines and tractors, representing two very different eras of equipment supplied by Russells, worked together to harvest the field.

"It has been great to bring together one of the most popular New Holland combines we supplied in the 1980s with one of the latest generation rotary combines we sell today," says Scott McMillan, a salesman at Russells' Malton depot. "David Brown tractors were sold successfully by Russells for more than 40 years, so to have a 1212 pulling the last

Russell grain trailer to be built was not just the icing on the cake, but an important reminder of our manufacturing achievements that contributed massively to our 100-year history since becoming a limited company."



Below: Header trailer duties were handled by John Marshall's 1985 IH 956XL. The 7500-hour IH has been in his ownership for the past 25 years and is mostly used with a Dowdeswell DP8B four-furrow reversible plough.



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CONTEMPORARIES COMPARED

Comparing same-era classic combines isn't easy, but thanks to Charles Course, whose impressive Suffolk-based collection contains 14 different models, that's what Chris Lockwood has been able to do with a New Holland 1530, Claas Senator and Ransomes Crusader, all from the late 1960s and early 70s.

LIKE MANY COLLECTORS, Charles Course's machinery purchases have been inspired by his experiences of using similar machines in the past, specifically those that were operational when he was growing up on his family's farm in Buckinghamshire. Over the years, he has put together a large and diverse collection of classics, with an emphasis on combines and machines that have crossed his path and left an impact.

"Our family farm was 200 acres, with a focus on pigs and poultry," explains Charles. "From an early age I worked on the farm in the evenings and at weekends, cleaning out the pigs and poultry and collecting eggs, and I feel very lucky to have grown up in that hard-working and caring family environment. After leaving school I did a first degree in agricultural economics at Reading University, during which time I spent the summers working at home and

Above: Suffolk businessman Charles Course owns 14 different classic combines, along with a host of other older equipment. Most of his nostalgic purchases are inspired by his past experiences of operating identical or similar machines.

Below: Charles Course's 1973 New Holland Clayton 1530 and 1972 Ransomes Crusader, working in Suffolk. The opportunity to compare these two similar-age machines with another one of their contemporaries, a 1970 Claas Senator, was too good to miss.

on larger local farms to gain some wider experience. I was always keen to start work, but I was lucky enough to be offered a scholarship to study an MSc in agricultural business management and economics with John Nix at Wye College.

"After my MSc, I taught at Wye but also had the opportunity to do some consultancy work with John Nix, such as a review of the CWS farms which was particularly interesting," he continues. "Whilst at Wye I farmed the remainder of our family farm at weekends and took two weeks off during the summer to harvest the crops. In 1986, I went to Silsoe to manage the new College Farm alongside teaching at Silsoe and Shuttleworth colleges."

Following three years at Silsoe, Charles then joined agribusiness consultancy firm Bidwells. He left in 2002 to start Material Change Ltd, a green waste contracting company. Today, he is the group chief executive of Heathpatch Ltd, a diversified farming business which employs 300 people and includes a 4000-acre farming operation. From this harvest, the land is being farmed by Brett Vale Farming Company Ltd, a joint venture with neighbouring farmers A. J. Pratt & Sons.

"I've always been interested in vintage machinery,"

Above: The Claas Senator was one of the New Holland 1530's main rivals in the early 1970s. This machine, part of Charles Course's collection, dates from 1970.

explains Charles. "I was given a 1941 Fordson Model N Land Utility for Christmas when I was 14, which I subsequently restored, and I later bought a couple of vintage binders which we used to cut some sheaves every year. As my career progressed, I didn't have the time to do anything else like that, but a few years ago I was able to rekindle my interest in vintage and classic machinery.

"I'm not quite sure how I stumbled into collecting combines," he admits. "I have always enjoyed combining and it's something just a bit different – there are not many people who collect old combines, mainly because they take up a lot of space and you can't easily take them to shows. I was partly inspired when I visited Ron Knight's combine collection a few years ago whilst on a Flying Farmers Association tour, and this definitely added some impetus. I'm lucky to have a warm dry workshop to keep them in, but using them makes it much more interesting.

"A big part of what I collect is based upon nostalgia and recreating my childhood and adolescent experiences and memories. Most of the things that I own have a personal link to my past," notes Charles. "We had a Leyland 255 and 270 on the farm at home, so I've now got a 270. I also have the original 1957 Fordson E1A Major, 1959 Power Major and 1965 MF 65 that my Dad bought new. I remember a Claas Mercury being used at home, as a replacement for an earlier 780 Special. We then had a brand-new Allis-Chalmers 5000 which was



a real problem as it kept breaking down, so it was only kept for two years and replaced by a New Holland 1530. I drove the 1530 some of the time when my Dad was farming, and later used it to cut my own 65 acres for 5-6 years afterwards.

"Unsurprisingly a Claas Mercury was the first combine I bought," explains Charles. "It actually became a donor for a better one I found shortly afterwards, along with a Matador, so buying a Europa in 2017 filled in a gap. I also bought a 1953 Claas Super Junior because it was unusual, and having it restored to working order with new sails, canvasses, bearings and rebuilt sieves was very satisfying. I'm very lucky to have Steve Butcher undertaking a lot of the restoration work on my combines and other machines. He is a very experienced agricultural engineer with an interest in machinery from the same era as me, so this works very well. Having Suffolk Bunch member Dave Williams renting a workshop on the airfield is also very convenient!"

"I then found a New Holland S-1550 in 2017," he adds. "I drove one of these for a summer on a neighbouring estate that ran two of them, which I really enjoyed doing. The machine I drove had a 15ft header, but mine has a 12ft so it's a big combine with a small header and it's very on top of it and easy to put away each night with the header on."

"When I began managing the Silsoe College farm in the early 1980s I bought an International Harvester Axial-Flow 1460 on behalf of the college," recalls Charles. "Later, when I managed Dollars Grove Farm, we had an Axial-Flow 1480 there, so I have quite an affinity for these machines. I bought a very well-kept Axial-Flow 1660 two years ago. It has only done a genuine 1900 hours and came from a farm in the Scottish Borders where it had worked from new. It even came with a potato box full of spares. It is a simple, straightforward combine and lovely to drive. Compared to my other combines it feels very modern, but it is still a classic and fits nicely into my story.

"Luckily, I enjoy work, and it's now becoming a bit of a routine to take two weeks off in the summer in order to turn the clock back to my early twenties, recreating the harvest scenes of the past and getting dirty and dusty," he continues. "Douglas Boomer, a good friend of mine since our school days, comes and joins in. We used to spend our summers carting 10,000 conventional straw bales between us, so there's something very nostalgic about the two of us going harvesting together. My mother and sisters also visit, and ride on the combine like we did when we were children, so it's also family orientated, as well as a bit of nostalgia."

How the three combines compare

Make	Claas	New Holland	Ransomes
Model	Senator	Clayson 1530	Crusader
Year	1970	1973	1972
Introduction	1967	1971	1967
Header	12ft	10ft	10ft
Drum	1250mm x 450mm	1000mm x 600mm	1140mm x 450mm
Walkers	4	4	4
Walker area	4.70sq. m.	4.14sq. m.	3.97sq. m.
Sieve area	3.20sq. m.	2.65sq. m.	2.79sq. m.
Grain tank	3200 litres	2400 litres	2364 litres
Engine	Perkins 6.354	Ford 2713E	Perkins 4.236
Capacity	5.80 litres	5.95 litres	3.86 litres
Power	105hp	105hp	74hp
Transmission	3F/1R + Variator	3F/1R + Variator	3F/1R + Variator

From the same collection



Above: This 1994 Case-IH Axial-Flow 1660 is the youngest combine in Charles' collection. It is in very good original condition and has only done 1900 hours.



Above: This 1964 Claas Europa, the smallest self-propelled combine in Charles' collection, has been retro-fitted with a grain tank from a later machine.



Above: This 1978 New Holland S-1550 joined Charles' collection in 2017 and has since become one of his favourites. The purchase was inspired by memories of the S-1550 he spent a summer driving on an estate in Bedfordshire.

New Holland Clayson 1530

THE NEW HOLLAND CLAYSON 1530 was launched in the summer of 1971 as the replacement for the popular M133. Building on the huge success of previous models, the 1530 would turn out to be the company's third biggest-selling combine, with over 14,000 units produced. Compared to its M133 predecessor, it had an improved crop flow to the threshing drum, a strengthened frame and transmission, a larger operator's platform with new controls, quick-attach headers, hydrostatic steering as standard and more modern styling.

The 1530 remained in production until late 1980. Charles' 1973 machine is a relatively early example of the model and as a consequence it lacks the improvements that were incorporated into later machines, such as a hydraulic unloading auger and rotary dust screen. It does, however, have the correct specification for our informal comparison.

"The story behind my purchase of the 1530 began when Graham Kirk brought down some canvasses he had made for my Claas Super Junior combine," explains Charles. "One of his friends was an agricultural engineer who happened to have looked after a 1530 in central Norfolk for many years. It was in good condition, and I eventually bought it from the late owner's daughter, who was pleased that it was going to a good home.

"I've not had to do anything substantial to it," says Charles. "Doug did some electrical work, and we've had the sieves out, cleaned it up and freed up some adjusters as it had been in a Dutch barn for quite a long time and had become caked-up with oil and dust. There is a small shortlist of things to do like taking a few links out of the clean grain elevator, but nothing big.

"It's slightly surprising to see a 10ft header on a 1530," he continues. "It is a slightly narrow header for a combine that will clearly do more. We had a 12ft on the 1530 we used at home. My 1520 has a 12ft header, so I might see if the two headers can be swapped over, although from my perspective the 10ft is actually quite convenient to bale behind and it will comfortably handle a 10t/ha crop of wheat. I would rather drive it sensibly and look after it.

Below: Charles operated a New Holland Clayson 1530 for many years on his family's farm in Bedfordshire and it was memories of this machine that inspired his more recent purchase of this very tidy 1973 example from Norfolk.

**STRAW WALKERS x4
4.14sq. m.**

CONTROLS

FORD 2713E ENGINE

105hp

Operator's opinion: "This is an easy combine to set-up and nice to drive," says Charles Course. "I like the driving position and the layout of all the controls is good. They also feel refined; for example, the levers are sprung loaded so that you can engage the functions gently, and the hydraulics are really nicely balanced. I find the controls on the Claas much more aggressive.

With the 1530, you can feather things and ease them gently – it feels more precise and sympathetic. You do have to wind the drum speed variator by hand – it is not hydraulic, unlike the Claas – but I don't really see that as much of an issue. Driving the 1530 feels right for me, but I am probably biased as I've driven New Holland combines a lot more than other brands."

NEW HOLLAND

Ransomes Crusader

IF YOU WERE CONDUCTING a formal like-for-like field comparison of three larger-sized combines of the late 1960s to early 70s, then in reality it would have probably been a Ransomes Cavalier, not the smaller Crusader, that would have been chosen to go up against Claas Senator and New Holland Clayson 1530, on account of its more closely-matched spec and output.

Yet the Crusader, introduced in 1967, shared the same basic layout, body width, sieves and unique twin-drum threshing system, with an additional smaller diameter drum ahead of the main threshing drum, as its larger Cavalier sibling.

The Crusader's bigger brother did have a higher specification that included a 95hp Ford six-cylinder engine, a larger diameter drum, longer straw walkers and a larger 2550-litre grain tank.

Unlike the Claas and New Holland machines, the Crusader's 74hp Perkins A4.236 four-cylinder engine is mounted low-down behind the front axle, giving it a low centre of gravity and shorter drives to the major components.

"I've always had an affinity for Ransomes ploughs," says Ransomes Crusader owner Charles Course. "I used them extensively in ploughing matches in Buckinghamshire during my Young Farmers Club days, and now I'm in Suffolk they are very much like a local brand. I bought my Ransomes Crusader combine and some other Ransomes implements from Ralph Whitehead, who actually used to work for the company for many years, which is a nice link too."

Charles' K-registered Crusader combine was originally supplied new by Ford agent Ernest Doe & Sons in 1972. Previous owner Ralph Whitehead had acquired it in the late 1980s from a farm machinery dispersal sale at Stanstead, near Long Melford,

Below: With its offset operator's platform and low-mounted engine, the layout of the Ransomes Crusader is very different to the Claas and NH machines. This Crusader, owned by Charles Course and driven here by Dave Williams, dates from 1972.

STRAW WALKERS x4
3.97sq. m.

CONTROLS

PERKINS A4.236 ENGINE

in Suffolk. There was a larger Cavalier combine in the same sale.

"Ralph had used the Crusader combine on his farm a few years ago, so it was in good shape and almost ready to go," explains Charles. "It just needed a good service, a new battery and a few minor items like a new canvas flap across the front and some belts. It went really well in the field. It's a good combine, but unfortunately on the very last run we broke a header-drive belt and I've not been able to find another one. If anyone has a new header-drive belt I would be very pleased to hear from them."

The Ransomes Crusader was the smallest capacity machine of the three in our informal comparison, but the width of its threshing and cleaning mechanisms is the same as the company's higher-output Cavalier.

Operator's opinion: "The Crusader is a nice combine to drive," says Charles. "Although I'm not sure the offset driving position offers any benefits, and you are not really out of the way of the dust. On the Mercury and Europa it feels like you are sitting down in the dust next to the engine, and although the Ransomes position is slightly higher I think I prefer the raised central driving position of a Matador and New Holland 1530. The Ransomes' controls do fall to hand pretty well, although I didn't drive it a huge amount so the 1500 Series controls still feel better to me."

RANSOMES

Claas Senator

THE CLAAS SENATOR was unveiled in late 1966 as the replacement for the Matador Giant at the top end of the German manufacturer's combine range. Compared to its predecessor it had more operator-friendly controls, hydrostatic steering, a quick-detach header, more power, improved drives and a new larger grain tank housed beneath striking new sloping panels.

Charles Course's Senator was supplied new by the Fakenham depot of dealer Eastern Counties Farmers in 1970.

"I didn't really have any personal memories of a Senator, but it filled in the gap between my Matador and Dominator 85," he explains. "It came from local dealer James Dixon and was in good working order, as James had used it for a couple of years to do his own harvest, so I've had to do very little to it."

The Senator has the widest threshing drum and largest straw walker and sieve areas of the three combines we are comparing here, and most operators would agree it has the highest output. Matched to this is the largest grain tank capacity, which at 3200 litres is over 800 litres more than the New Holland and Ransomes.

"It performs very well," says Charles. "It has the highest output, it handles the 12ft header very easily, and it feels a higher output machine. You can clearly see it has got a bigger sieve area than the other combines. I also like its Perkins 6.354 engine too."

Operator's opinion: Although this combine is fitted with an optional Cab Craft cab, this isn't considered to be a great benefit by Charles, and he's not a great fan of the Senator's ergonomics and its signature single lever control of multiple hydraulic functions either.

"It's noisy in the cab," he says. "It would be better off without it really as it doesn't keep any dust off you, but my combine came with a cab fitted so I'm not going to take it off. I find you have to lean in all directions when engaging and disengaging the threshing mechanism and header. It is hard work compared to the New Holland, and you have to be more brutal with the action. The hydraulic controls feel very 1940s, although I know they're not. The Senator does have a slightly more advanced

As well as having the widest threshing drum of the three machines in our comparison, the Senator's straw walker and sieve areas are larger than its rivals, along with its grain tank.

**STRAW WALKERS x4
4.70sq. m.**

CONTROLS

PERKINS A6.354 ENGINE

105hp

hydraulic drum speed variator, but I find the controls are very aggressive – you can't operate them gently. Apart from that, it is a nice combine to drive.

"My Claas Senator is also relatively unusual in having an RDS grain loss monitor," adds Charles. "The monitor is in working order and is of the same type that I fitted to the New Holland 1530 I used

on the family farm. I quite like that reassurance of having this monitoring instrument. Despite my preference for the New Holland machines of this era we do run modern Claas combines in the farming business I'm involved with, and I think the company deserves its current market share, especially when it comes to their back-up."

Below: What this 51-year old Claas Senator lacks in ergonomics, it makes up for with its output, says owner Charles Course. It was supplied new by the Fakenham depot of Eastern Counties Farmers in 1970.

**CLAAS
SENATOR**





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Vaderstad Rapid 800S, choice 07, 13 and 18, with or without 3 row staggered . £POA



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AXIAL-FLOW EVOLUTION

The opportunity to compare two generations of Axial-Flow combines, built decades apart, is very rare. But that's precisely what happened during the 2021 harvest when friends Richard Hutchinson and Robert Laybourn ran their respective 1984 IH Axial-Flow 1460 and 2018 Case IH Axial-Flow 7140 machines together in the same field. David Laley headed to West Yorkshire to see the two combines in action.

RICHARD HUTCHINSON and Robert Laybourn have a mutual interest in International Harvester and Case IH tractors, and it was this that led to them becoming good friends five years ago. However, Richard's connection to the Laybourn family extends back much further than that.

"I'm not from a farming background, but I grew up in the hamlet of Thorpe Audlin, near Pontefract, in the early 1980s, surrounded by land farmed by the Chappell and Laybourn families," he explains. "As a child I became fascinated with the machinery they used and regularly stood watching the two families harvest and work their land from the roadside.

"Both of them allowed me to ride shotgun in their tractors and that was when I got to know

Robert's father and uncle, who farmed together at the time. I became fascinated with the IH and Case IH tractors they used, and while I was growing up I remember seeing new examples lined-up in dealer Platts' yard at Doncaster, and the company's Wheatley Hall Road plant.

"When I had the funds to purchase my own tractor, I bought an old Zetor which I refurbished, and I also began dealing in horticultural equipment as a sideline when I moved to Eggborough," he adds.

Richard, now a lorry driver and heavy plant operator, never lost his love for IH and Case-IH tractors, and by the time he had moved to his current home at Foulby, near Wakefield, he had bought his first IH.

"I found a tidy International 956XL for sale in Norfolk eight years ago, and then ended up purchasing the last UK-registered Case IH 1455XL from Howard Baines in 2016," he explains.

It was the sight of the Case-IH 1455XL passing by the Laybourns' farmyard that stirred Robert's curiosity and led to him becoming good friends with Richard.

"I recognised the tractor straightaway, but had no clue whose it was," says Robert.

"My father and I had been running and collecting



IH and Case IH tractors for many years, and we still use a pair of 55 Series XL tractors, so I was fascinated to find out where this one was based."

Robert eventually caught up with the tractor and Richard on the Priory Rose tractor road run. When he discovered the childhood connection to his family and Richard's keen interest in IH and Case IH equipment, the pair immediately struck up a friendship. Then in 2016, Richard bought his first combine – a 12ft-cut New Holland Clayson 1530, just like one he used to ride aboard as a youngster.

"I fully refurbished the 1530 and Robert gave me the chance to use it on his farm," says Richard. "It was a fantastic little combine, but parts were proving harder to obtain each year, and I found myself using it sparingly.

"Rather than see it stood dormant, I felt it would be better in the hands of someone who would use it, so I sold it to a small farm in Northumberland and vowed never to purchase another combine," he adds.

In 2019, Richard bought a two-wheel drive IH 5288 from Paul Stevenson and more recently he has acquired an IH 434 and a pair of Cub Cadet horticultural tractors.

Above: IH enthusiast Richard Hutchinson discovered this 1984 IH 1460 Axial-Flow for sale near Peterborough late last year and decided it was worth saving and rebuilding.

Below: Thanks to Robert Laybourn and Richard Hutchinson, respective owners of a 2018 Case IH 7140 Axial-Flow and 1984 IH 1460 Axial-Flow, CLASSIC TRACTOR was able to compare classic and modern Axial-Flows in the same field.





Above: Robert Laybourn, left, and his father Robert, far right, farmers from Pontefract in West Yorkshire, played a big part in helping family friend Richard Hutchinson, centre, to return his 1984 IH 1460 Axial-Flow to working condition this summer.

Requiring repairs

Towards the end of 2020, his thoughts suddenly turned to owning a combine again when he spotted a tired-looking 1984 IH 1460 Axial-Flow for sale online. It was near Peterborough and had been parked-up following a breakdown.

"I spoke with Robert about the combine, as he had been running and operating Axial-Flows since the late 1990s and knew them inside out," explains Richard. "While it didn't look great, I was sent a video of it working prior to its mechanical problems, and I decided to buy it sight unseen.

"Later in the year, I travelled to see the combine to discover just what sort of project I was taking on," he continues. "It was going to require a lot of work to return it to full working order, but I didn't want to see the 1460 end up in a breaker's yard. Robert agreed to

How the two combines compare

Model	IH 1460	Case IH 7140 AFS
Year	1984	2018
Hours	600	3000
Engine	IH DT-436 6-cyl turbo	Case IH FPT 8.7-litre 6-cyl turbo intercooled
Power	170hp	449hp
Transmission	Three-speed hydrostatic	Three range hydrostatic
Rotor diameter	610mm	762mm
Rotor length	2743mm	2794mm
Grain tank capacity	6345 litres	10,570 litres
Unloading rate	66 litres/second	113 litres/second

let me store it on his farm and assist me, when time allowed, with its refurbishment."

The combine was delivered to the Laybourns' farm on 17 February this year, and Richard admits the more he looked over it, the more nervous he became.

"The four augers underneath the concaves and the auger troughs were rotten, and most of the drive belts required replacing," he says. "There was also 2ft of slime in the grain tank that needed cleaning out as a result of it being left outside partially full after the last time it was used.

"Most of the wooden bats on the 16.5ft header were rotten, and the air-conditioning pump was seized solid too," he recalls. "I had also noticed an issue with the main gearbox controlling the straw chopper, but didn't think too much of it prior to disassembling the parts that required attention.

"On the plus side," he adds, "the 1460's engine and transmission were in good health. They only needed a routine service, new filters, oil and water."

Richard's first task was to dig out the grain tank and give his 1460 a thorough wash, which took two full days to complete. With Robert on hand to offer his advice when the 1460's mechanical rebuild began, hopes were high for a swift turnaround.

Richard asked J. N. J. Malone Ltd, engineers and fabricators at Goole, to carry out the welding on the augers and other areas of the 1460 that required patching up.

"They did an incredible job, working with some very thin material," he says.

Wooden bearing blocks for below the grain pan augers were sourced from nearby Case IH dealer Farmstar, which also supplied a bearing to repair the collapsed shaker control arm for the sieves. New drive belts were supplied by SPS Parts from Woodbridge in Suffolk.

Below: Richard Hutchinson's 1984 IH 1460 Axial-Flow harvesting winter wheat alongside the Laybourn family's modern Case IH 7140 Axial-Flow and Puma 240 AFS. The classic IH was making one of its first outings following a five-month rebuild.

Richard and Robert then ran the combine up to see if anything else required attention.

"Initially everything seemed to be loosening up and running well, until we heard a noise coming from the rear of the combine," says Richard. "This turned out to be a serious issue with the gearbox that engages the straw chopper. I had noticed the main drive shaft and pulley running closer together than they should when I first bought the combine, but didn't think it was a major issue.

"We pulled the gearbox out and stripped it to discover the variable-speed cast pulley was attached to a hardened steel shaft, and the splines were completely worn out," he recalls.

To assist with this repair, Richard got Precision Engineers of Pontefract to re-bush the pulley and build-up and machine the shaft, while he obtained a new shaft collar from Germany. Precision Engineers then put the gearbox back together and set it up so that it ran perfectly.

The classic IH was finally ready to go to work just as the Laybourns began cutting their winter wheat this summer. They use a 25ft-cut 2018 Case IH 7140 Axial-Flow, powered by an 8.7-litre, 449hp Case IH FPT engine.

Richard drove his IH 1460 for an hour while Robert kept watch, then they made some adjustments to the sieves. The following day saw the two machines working together again in the same field, this time for the benefit of **CLASSIC TRACTOR**.

Useful contacts

Bearings: Farmstar Ltd, Grove Farm, Church Lane, Marr, Doncaster, DN5 7AU. Tel: 01302 786786.

Welding: J. N. J. Malone Ltd, Boat Builders and Fabricators, Manor Farm, High Street, Barmby on the Marsh, Goole, DN14 7HU. Tel: 01757 638341.

Belts: SPS Parts, 83 Castle Brooks, Framlingham, Woodbridge, IP13 9ST. Tel: 07789 793 721.

Gearbox repairs: Precision Engineers (Pontefract) Ltd, South Baileygate, Pontefract, WF8 2JL. Tel: 01977 702349.





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Left: The Case IH 7140 Axial-Flow's luxurious and spacious cab has a suspension seat, climate control centre and performance monitoring terminal. The IH 1460 Axial-Flow's cab may seem rudimentary now, but it was well-equipped back in 1984, having what was then a high-tech digital display for monitoring ground, engine and rotor speeds.

North America in 1977. In 1978, the range was expanded to include the 190hp 1480 Axial-Flow, which was followed in 1980 by the entry-level 1420 model, this also being the year that IH began selling its Axial-Flow combines to UK farmers.

By the time Richard Hutchinson's combine was manufactured in 1984, the 1460 had undergone several upgrades, including a new elevator jackshaft from 1983. A year later, a new rotor was introduced along with an improved steering axle, spindles and hubs.

The rotor in Richard's 1460 Axial-Flow is 610mm in diameter and 2743mm-long, and it is accompanied by an adjustable, three-section concave and four-blade, box-type discharge beater. A six-blade centrifugal fan is used to blow the crop through two sieves. The 6345-litre grain tank is capable of discharging at 66 litres/second.

Although it appears rudimentary when compared to the modern-day 7140, the 1460's cab

Comparing the two

Growing up on his family's 950-acre farm near Pontefract, Robert Laybourn was surrounded by IH and Case IH tractors supplied by Platts and, from 1991, by current dealer Farmstar.

"We started out with an IH B-250 and have remained loyal to IH and Case IH tractors ever since," says Robert.

From the late 1990s, the family began running a succession of Case IH Axial-Flow combines, including a 2166, 2366 and one of the last 2388 X-Clusives supplied in 2008. After Robert's father, also called Robert, and his brother went their separate business ways in 2012, the family used a 24ft-cut Case IH 7088 Axial-Flow to harvest 600 acres. This was machine was replaced by their current 7140 Axial-Flow combine in 2018, and this has since gone on to clock a modest 600 hours.

Below: The two generations of Axial-Flow combines, built some 34 years apart, working on the Laybourn family's farm near Pontefract in West Yorkshire

Case-IH 7140 Axial-Flow

The 7140 was the top model in the mid-range Case-IH Axial-Flow 140 Series launched in 2014. The range was upgraded a year later to include additional feeder house slats, a spiral rotor in the stone trap and split concaves.

The 449hp Case IH 7140 is equipped with a three-range hydrostatic transmission, and all the latest creature comforts including a multi-function joystick, climate control centre and fully suspended seat. This model's single rotor, measuring 762mm in diameter and 2794mm-long, provides 2.8sq.m. of separation area. Cleaning is carried out by Case IH's X-Flow system, using chevron-shaped fins to provide uniform crop distribution across the sieves. The 7140 can unload its 10,570-litre grain tank at a rate of 113 litres/second.

IH 1460 Axial-Flow

The 1460 Axial-Flow was the top model, selling alongside the 1440 Axial-Flow, when the original two-model Axial-Flow range was introduced in

Below: The Laybourns' 2018 Case IH 7140 Axial-Flow, formerly the top model in the company's Axial-Flow range of combines, is fitted with a 25ft-wide header.





1460



7140



1984

Above: Power in the IH 1460 Axial-Flow comes from an IH DT-436 six-cylinder turbo engine that delivers 170hp at 2500rpm. The modern Case-IH 7140 Axial-Flow is equipped with a 449hp Case IH FPT 8.7-litre six-cylinder turbo and intercooled engine.

Robert was delighted to see his friend's IH 1460 Axial-Flow operating successfully alongside his own 7140.

"It has been great to see the 1460 running this summer after all of the time and commitment Richard has put into saving and repairing it," he says. "These two combines may be worlds apart in terms of comfort and technology, but the tried-and-tested Axial-Flow concept remains a simple and efficient method of harvesting grain, irrespective of the age and size of the machines."

Looking to the future, Richard plans to replace further worn parts on his IH 1460 and tidy-up its appearance, before using it again next harvest.

Below: The Laybourn family bought their 449hp Case IH 7140 Axial-Flow combine new in 2018. It harvests around 600 acres each year on their West Yorkshire farm and has now clocked 600 hours.



2018



Above: It took Richard around five months to rebuild his IH 1460 Axial-Flow in his spare time, with the assistance of his friend Robert Laybourn and several other local companies.

was the height of luxury back in the early 1980s, with all of the controls, including a digital display for monitoring ground speed, engine revs and rotor speed, neatly laid out on a console to the right of the operator.

During the informal comparison that was laid on for our visit, Robert's father wasn't pushing the farm's 7140 Axial-Flow flat-out. Richard was pleasantly surprised by the performance of his 1460 Axial-Flow, following its three-year harvesting hiatus.

"It certainly held its own alongside the 7140, and has been a joy to operate this summer," he notes. "Aside from a burst water pipe and an

issue with the radiator blocking up, I've been delighted with its performance, especially given the poor mechanical state it was in when I bought it.

"Rebuilding this combine has tested my patience and commitment, especially when we discovered the gearbox fault, so I really can't thank the people who've helped me with this project enough for their time, assistance and advice," says Richard.

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MF combines come with more fuel-efficient engines

John Blackbeard reports

MASSEY FERGUSON are making a number of major changes to their combine range for 1983. The most significant of these are the introduction of the MF 665 and the MF 565. The MF 665 is a 10-tonne combine with a 100hp engine, and the MF 565 is a 10-tonne combine with a 100hp engine. Both models are designed to be more fuel-efficient than their predecessors.

FRENCH CONNECTION

Massey Ferguson combines, once characterised by their saddle grain tanks and offset engine and cab, dominated the British market during the 1960s, 70s and early 80s. A survivor from the end of this halcyon era, a very late French-built MF 565, has just completed its 29th harvest season on a farm in Norfolk. Chris Lockwood has been finding out more about this machine and its impressively long record of service.

THE DECISION TO STICK with an older combine has proven to be a prudent one for Norfolk farmer David Rose. He farms just over 100 acres at Old Hall Farm, Belaugh, a tenanted holding on the Trafford family's estate near Wroxham. The light sandy soils of Old Hall Farm support winter wheat, winter and spring barley, spring oats, fodder beet and grass, with some ground also being let out to a potato grower. Much of the grain, the grass and some of the straw is fed to bull beef which David finishes for a nearby abattoir. The straw is

almost as important as the grain, hence why a straw-walker combine is considered a must. For the past 28 years, David has entrusted his harvest to a Massey Ferguson 565. As this is not a particularly common model, it helps to understand how it fitted into the MF combine range back in the early 1980s. The MF 565 was introduced together with the MF 530 and MF 665 models in September 1981, in readiness for the '82 season. It replaced the short-lived MF 535, which had only been on sale for a year, from autumn 1980 to

Top left: MF 565 owner David Rose, centre, flanked by brothers Kevin, left, and Steven Clarke, who undertake the maintenance of the French-built combine.

Top centre and right: This is how the introduction of the MF 530, 565 and 665 combines was reported in *Farmers Weekly* (28 August 1981) and *Arable Farming* (September 1981).

Below: This 1984 Massey Ferguson 565 combine has been taking care of the harvest, around 60 acres each year, on David Rose's farm in Norfolk for the past 29 seasons. The carting is being handled by David's New Holland TM140 and AS Marston Ace trailer, driven here by Steven Clarke, one half of the duo that maintains the combine.

autumn 1981. The 535 was an improved version of the MF 525 Super II, but with a new cab, increased grain tank capacity, larger sieves and numerous other updates, including the fitment of a Cascade Separator.



With its characteristic layout of front-mounted engine, offset cab and low-profile grain saddle tanks, the MF 565 remained true to the well-proven basic pattern of earlier MF combines. It shared the same size drum as the earlier MF 525, but had a larger grain tank and sieves, more power and a new cab.



The MF 565 offered more power and an even larger grain tank, so it could arguably be described as the ultimate development of the MF 500 first introduced in 1960.

Although some MF 565 combines were equipped with 14ft headers, David's machine, like many, has a 12ft New Profile table. Its Perkins AT6.354.4 turbocharged six-cylinder engine produces 125hp and is front-mounted in the position favoured by MF during the classic era. Like its predecessors, it has six straw walkers which are slightly wider than the threshing drum, a feature which according to MF allowed the straw mat to be spread for improved separation. The MF 565 was fitted as standard with a secondary separation system – MF called it a Cascade Separator – which used a beater and grid to remove the remaining grain. The separator was located under the rear of the straw walker hood, but you won't find it on David's machine as it was removed five years ago.

The MF 530, 565 and MF 665 were made at MF's factory at Marquette in northern France. Combine production at the company's Kilmarnock factory in Scotland had come to an end when the plant closed in 1980. The 565 had a relatively brief production life. Higher-spec 800 Series models were introduced in the autumn of 1983 for the following season, but these proved to be very short-lived. In August 1984, MF announced it phasing out combine production at

Marquette in favour of a supply agreement with Dronningborg of Denmark.

Hence, the likes of the MF 565 and the MF 825 that replaced it in late 1983 were among the last combines to be designed completely in-house by MF, primarily for the European market.

"We had always had MF combines," explains David. "Father had a petrol-paraffin 780, which started out as a bagger until we fitted a second-hand tank when we went over to bulk corn handling. When I got into farming, he bought another 780 from a farm at Edingthorpe, which was already a tanker and had a diesel engine, and we harvested with both of them together for a year or two. The original one got a bit past it, so it was sold off, and the second one was soon replaced with a second-hand MF 410.

"After about a season, the main cylinder drive flew apart and we had to get Riches of Norwich to repair it," continues David. "They found that someone had been in there before and already welded it up. We were without a combine for about a week and hired a Claas Matador from Randells. The Matador kept falling apart during its short time with us and I didn't like the high driving position. I preferred the MF 410 – it was much nicer to drive and I was glad to have it back again."

The MF 410 soldiered on, providing good service until the 1993 harvest, when it was replaced by an MF

565 that was nine years old at the time. This particular MF 565 was first registered at Peterborough in August 1984. It spent four years with its first owner, before moving to a farm at Upton, near Peterborough, in late 1988. It was here, five years later, where it was first viewed by David.

"I happened to ask David Curtis, from Farm & Country at North Walsham, what combines they had available," he explains. "The main criteria for my replacement machine was that it had to have air-



Above: The near-spotless appearance of the cab interior speaks volumes for how well this machine is looked after by owner, David Rose. The original seat has been replaced with a more comfortable fabric-covered unit from an MF 845.

Left and below: Standing behind the MF 565, you can't help but smile when listening to the delicious exhaust note made by its 125hp Perkins AT6.354.4 turbo engine. The Perkins motor has never been a problem and doesn't burn any oil.





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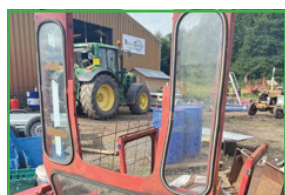
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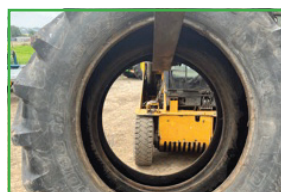
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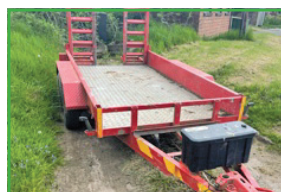
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Above: The header's original MF knives and fingers have been replaced with Claas parts which, due to their tighter clearances, reduce the amount of crop residue build-up.

Above right: When it left the factory, this MF 565 was equipped with MF's Cascade Separator system underneath the straw walkers. This feature, claimed to catch any remaining grain, has since been removed.



conditioning. I had seen what my father was like after breathing in dust and muck for years and he told me not to sit out there in that. We went to see the MF 565 on the farm where it had worked, where I think it was virtually a stand-by machine and hadn't done a huge amount of work. Farm & Country brought it back to North Walsham, and we bought it and sold our MF 410 privately. The MF 565 wasn't that old at the time, and although it had one or two teething problems, Farm & Country sorted them out."

Fast forward over 20 years, and although still working effectively, the MF 565 was beginning to experience some wear- and age-related issues which were affecting its reliability. Around five years ago, Steven and Kevin Clarke, Norfolk farmers and well-known MF enthusiasts, took over the servicing and maintenance of the combine for David. They have since carried out some of their own modifications and improvements. They also look after the sourcing of spare parts, as and when required, from combine breakers John Manners and Dave Pantry. Kevin also drives the combine when he's not operating a larger MF on his family's own farm.

"When it arrived, the MF 565 was a real step-up from our MF 410," recalls David. "I went from sitting

outside in all of the dust to having a cab with air-conditioning, which was very nice. It was quite a large combine for the acreage I was cutting, which was about 60 acres.

"This year, my MF 565 will do about 22 acres of winter barley, 24 acres of spring barley, 7.5 acres of wheat and eight acres of oats. As well as being able to leave the header attached, another benefit of running a 12ft-cut combine is that if the straw gets wet, my baling contractor usually comes to me first, as my smaller swaths dry out quicker. I look for good straw for the cattle, especially for feeding, and the quality from straw walker combines is better. I don't like the straw from a rotary.

Making changes

"About five years ago my combine was destined for scrap," says David. "It had trouble with the bottom traction belt and it had reached the point where I was thinking about a replacement machine. I had even got a quote from a breaker for the MF 565 and had been to look at a Claas Dominator 98 and Senator. But the Clarks took it back to their place and said they would go through it for me."

Steven Clarke takes up the story: "Another option had been for David to have one of our MF 865s. Although we would have been more than pleased to supply him with one, his farm isn't suited to an 865. You couldn't get it down the lane for a start, and he

Blue for tractors

ALTHOUGH THE COMBINES USED at Old Hall Farm have always been red, on the tractor side it has been blue all the way. David Rose's father, Robert, took on the tenancy of the farm in 1942 after his mother's family farm at West Tofts was compulsorily purchased during the war as part of the creation of the Stanford battle area training ground. A Fordson E27N Major was joined by an E1A Major, and these were followed by a Super Major, this model arriving at the same time as David started to work on the farm.

"We have always been Ford," he explains. "We have had quite a few over the years and have bought them from Randells, then Farm & Country and later Ernest Doe.

"We had a 4000, then a 4610, and three new 5610s all two years apart, and they were all good tractors," he adds. "The last 5610 went for a new 6640, but this was such a dog that I only kept it for 18 months. Farm & Country took it back and I replaced it with a 7740, which was much better.

"We also had a 5000, which went for a 6600, then a 6610," recalls David. "We then got the first of two 7840s with after-market turbochargers, which we used to pull a four-furrow plough and press, and then two New Holland TS115s. My current T6.165 replaced a T6080, and I've also got a TM140, which has been a good tractor. I've also got an old Ford 3600 with a loader. I've owned this tractor since it was just over two years old and used to use it to lift the sugar beet with a single-row Standen. There is also a 4600 with a loader, which I bought in more recent times."



This recently-acquired P-plate Ford 4600 with a Quicke 3030 loader is currently used to push-up the barley in the store.

This MF 565 was less than 10 years old when it arrived on David Rose's farm in Norfolk in 1993. It carries its 37 years extremely well.





Above: With the Cascade Separator removed, the straw is free to drop straight off the back of the walkers. All the straw is baled to provide bedding and feed for the bulls which David Rose finishes on his farm.

Specification

Model	MF 565
Power	125hp
Drum width	1.43m
Walker area	4.84sq. m.
Grain tank:	4450 litres
Header	3.05m, 3.66mm or 4.27mm
Fuel tank	193 litres
List price (1981)	£31,500

has so many small fields you would have to keep taking the header off. So we suggested it would be better to sort out his combine, which can be moved around without taking off its 12ft header."

According to Steven's brother Kevin, most of the things that were causing issues could either be modified or done away with.

"One of the first improvements we made was to take the Cascade Separator off and chuck that away," he says. "David was having to unblock the screen

The 12ft New Profile header is a good match for this MF combine and ideal for negotiating the narrow lanes and field entrances that are a characteristic of Old Hall Farm.



every load as it used to get full of barley awns, so that was best removed.

"We converted the header to use a Claas knife and fingers. These have a much narrower gap between them than the original MF parts, which makes it harder for fluffy residue to build up between them. We have done similar conversions before on the Marquette-made headers for the MF 865s, and to make it work we had to rivet the old MF knife carrier onto the new knife so that it fitted the existing wobble box.

"We also fitted Claas dividers, as the MF ones are so heavy that it takes three people to remove them," continues Kevin. "They will also tear the end out of the header if you hit anything with them, whereas the Claas ones are so lightweight they will bend if you strike something. Plus you can lift them inside the header without breaking your back. We also fitted a table height indicator off an MF 31, which David doesn't use but I do!

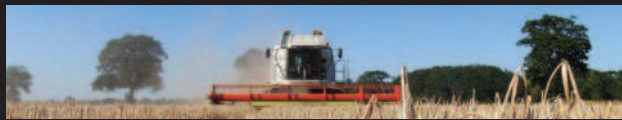
"We did quite a bit of work on it initially to get it up to scratch, but since then it has mostly been routine stuff," he adds. "Every year we go right through it and give it a wash and polish – it gets dirty amazingly quickly for some reason. It's easier to have it back at our yard where we have everything we need, and can work on it between other jobs. This year it received a replacement rotary screen as well.

"I do like this combine, although it is noticeably nosier inside the cab than an 865, as a result of there being very little interior cladding," notes Kevin. "We have also fitted a fabric seat from an MF 845 which is much more comfortable than the original black plastic unit. Obviously, an MF 865 is hydrostatic and the 565 isn't, and it's steering is a little bit hard.

"The engine is brilliant though," he notes. "We've never had to add a drop of oil and it stays clean, although we do change it every year anyway. It produces a very good sample with few losses, and does a good job."



Left: The cab, equipped with air-con as standard, provides a very pleasant operating environment. It's a massive improvement on David's previous combine, an MF 410, which had no cab!



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3,750hrs£23,900



JPM 16 Tonne Multi Purpose,
Ramps£14,700



2013 Atlas Copco XAS67,
130CFM, 940hrs£5,500



2013 Larrington Majestic 18t,
ABS£15,500



2007 Zetor 6441 Proxima,
3,171hrs, VGC£15,200



Amazone ZA-M Max 2x sets
disc's£1,200



Hymack 370 Backhoe, 3,607hrs,
1 owner£4,000 No VAT



1999 JCB 3185-65, Autoshift,
3,936hrs£29,500



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Trima +4.1£27,750



AS Marston 12T, Hyd gate, S/
Draw Bar£6,650



2013 Manitou MT1030ST,
2,118hrs, Legs£31,000



2001 Kuhn FC283
M/C£2,800



2014 Fendt 828, 4,115hrs,
Excellent£72,000



2013 CAT TH707C, 4,622hrs, New
tyres£26,800



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loader trailer£4,500



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4hrs£22,000



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GAINING INDEPENDENCE

Buying a couple of older MF combines – a 520 Super II and a rare French-built 535 – has enabled North Yorkshire farmer Jonathan Cooper to take back control of when he harvests his cereals. David Laley went to see the two Masseys in action this harvest.

THREE YEARS AGO, Jonathan Cooper, who farms 70 acres at Potter Brompton, near Scarborough, North Yorkshire, as well as running a successful farm shop – Trotters – with his business partner Paul Bradbury, decided to take his cereal harvesting back in-hand. To facilitate this, he bought a 1980 Massey Ferguson 520 Super II from a farm near Kirby Misperton.

"In 2018 we decided to grow a lot more cereals so we could produce more of our own bedding straw for our outdoor pigs, to counteract the high price of buying straw in," explains Jonathan. "Back when I was

a teenager, I grew up with Massey Ferguson 400 and 500 combines on my family's two farms at Staintondale and Ganton, so that's what I set out to look for.

"While searching online I came across a 520 Super II with a 12ft header, and I decided it was the right combine for our small acreage."

After fixing a steering oil leak and replacing a snapped trunk elevator chain, as well as the vari-speed belt, Jonathan has successfully completed 35-40 acres of his own cereals for the past two years, as well as harvesting some game cover strips on the steep slopes of a local estate.

Earlier this summer his Scottish-made MF 520 Super II was joined by a slightly younger 1982 MF 535 from the company's now-defunct factory at Marquette in France. The MF 535, produced between 1980 and 1982, was effectively a deluxe version of the MF 520 and 525 models that were built at the Kilmarnock plant in Scotland until its closure in 1980.

The MF 535 had a modern integral cab with an advanced air conditioning system, large tinted glass panels, and sound-deadening padding. The control layout was updated from the previous 520 and 525 models.

The MF 535 was powered by a six-cylinder Perkins A6.354.4

that delivered 104hp at 2200rpm. This was matched to a four-speed 3x1 mechanical transmission with a hydraulically-operated speed variator. A 56cm-diameter high inertia drum and 5.79sq. m. concave completed the first part of the threshing process and was followed by six open bottom straw walkers and a Cascade Separator. Two saddle tanks provided 3360 litres of holding capacity.

Jonathan bought his 12ft-cut MF 535 from local farmer and machinery dealer Craig Avison as part of a deal that also included a rare Lely Victory combine. The MF combine had previously come from a farm sale near Huby.

"Apart from a small amount of surface rust it is in excellent condition and all I've done since I began using it alongside my MF 520 is replace the drive belts," explains Jonathan. "It has coped exceptionally well with the larger amounts of straw we've had this year and the cab, although slightly on the cramped side, is safe to access and has some well-laid out controls. I've really enjoyed operating it this harvest."

Jonathan Cooper's Massey Ferguson 535, left, and 520 Super II combines cutting a crop of long strawed rye near Scarborough in North Yorkshire.

Tech Spec

Model	MF 535
Engine	Perkins A6.354.4, 5.8-litre, six cylinders
Power	104hp
Transmission	3x1 mechanical with hydraulic speed variator
Header	12ft
Drum diameter	56cm
Concave area	5.79sq. m.
Straw walkers	6
Grain tank capacity	3360 litres



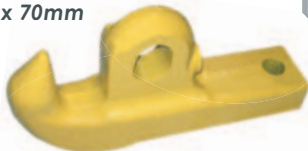
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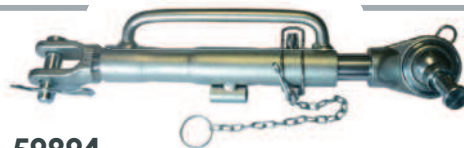
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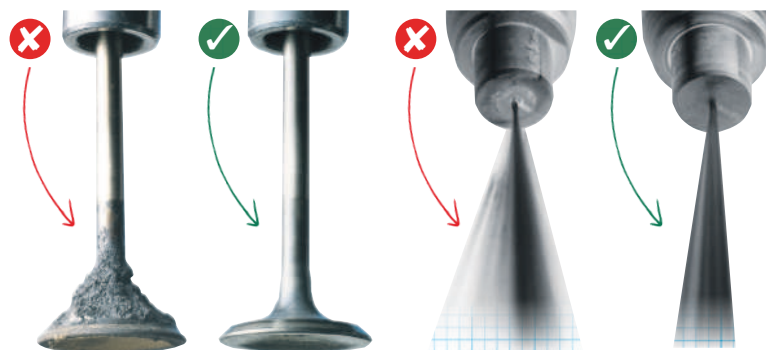
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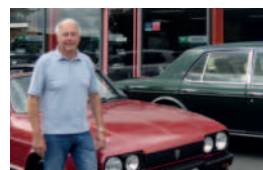
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VICTORY IS SECURED



Earlier this summer North Yorkshire farmer and classic combine enthusiast Jonathan Cooper embarked on a project to breathe new life into a rare Lely Victory combine that hadn't worked since 1988. David Laley has been finding out more about the machine's history and witnessing its much-anticipated return to work.

WHEN JONATHAN COOPER went to view a 1982 Massey Ferguson 535 combine for sale earlier this year, the last thing he anticipated doing was buying a rare British-built Lely Victory combine.

Jonathan was brought up on his family's mixed farming enterprise at Staintondale, seven miles north of Scarborough. Back in the early 1980s, his family ran a pair of Massey Ferguson 400 and 500 combines between their two farms.

Above: The Lely's folding header was a clever design, says former owner Brian Clifford, but it was often difficult to get both reels to sit level and the knife drives to run in sequence properly.

Below: Jonathan Cooper's Lely Victory MkIII combine made its return to work at Potter Brompton in North Yorkshire on 14 August. This was the first time the rare British-built combine, one of only 161 made, had cut corn since 1988.

When the family business was split up, Jonathan went to work on various pig farms. This culminated in him working for an outdoor unit run by Peter Dunning in the 1990s. When Peter decided to pack up, Jonathan and his current business partner Paul Bradbury took on some of the pigs and also gained access to a rented 70-acre farm at Potter Brompton, near Scarborough, which

came with a Claas Senator combine.

Since then, Paul and Jonathan have established a successful farm shop – Trotters – which now sells high quality pork produced by their 100 outdoor sows, along with grass-fed beef and lamb from another local farmer.

Since 2012, Jonathan has hosted an open day to coincide with the farm's cereals harvest. This, in

Above inset: North Yorkshire farmer and classic combine enthusiast Jonathan Cooper has enjoyed returning his newly-acquired 1977 Lely Victory MkIII combine to working condition.

turn, has rekindled his interest in old combines.

"We ran the Claas Senator that came with the farm for two years, before relying on a neighbouring farmer with a much larger combine to harvest our crops so we could focus on our pigs and expanding the shop," he explains. "However, when the open day grew into a harvest working event with a binder, threshing machine, and two older combines, I began taking an interest in collecting old machinery myself."

In 2018, with straw prices on the rise, Jonathan and Paul committed to growing a lot more of their own cereals to produce bedding straw for their pigs more sustainably. As a result, Jonathan became the owner of a 1980 Massey Ferguson 520 Super II combine that he then used to harvest around 40 acres of cereals of his own, along with some contracting for a local customer.



Farm Facts

Location	Trotters Butchers, Gladvic Farm, Potter Brompton, North Yorkshire.
Acreage	70
Livestock	100 outdoor sows, closed finishing herd through to slaughter.
Cropping	Grass, winter and spring barley, winter wheat and rye.

Right: This 135hp Perkins-powered Lely Victory MkIII last worked in 1988, the year it was put into storage by its original owners, the Clifford family. It was bought by Craig Avison in 1998, and he then sold it to Jonathan Cooper earlier this year.



About Lely combines

LELY DEVELOPED the Victory combine's revolutionary folding header for German manufacturer Josef Dechentritter in 1960. Three years later, Lely bought Dechentritter and formed Lely-Dechentritter to produce the Victory combine. In 1964, it signed a licensing agreement with Fisher-Humphries that enabled the British machinery manufacturer to build what would be one of the UK's largest combines at its Wootton Bassett factory in Wiltshire.

Entering production in 1967, the Lely Fisher-Humphries Victory had five straw walkers and was available with either a 14ft or 18ft folding header. Unfortunately, the under-developed Victory was notoriously unreliable, with every combine that was sold in 1967 having to be substantially modified. This seriously dented the Victory's reputation and future sales prospects. Despite this, when they were working well, the Victory machines achieved an impressive performance. Just 161 units were produced between 1967 and 1980.

Earlier this year he bought a 1982 MF 535 from nearby farmer, contractor and second-hand machinery dealer Craig Avison from near Malton. As well as the MF 535, he also bought a rare British-built Lely Victory MkIII that Craig had been trying to sell for almost 20 years!

The combine in question was one of five 14ft models built at the Fisher-Humphries factory in Wootton Bassett, Wiltshire, in 1977. It was bought new by contractor J. E. Clifford & Sons of Slingsby, North Yorkshire, to replace one of two Ransomes Crusaders.

"We had seen one working at Castle Howard Estates and were impressed with its performance and folding header," recalls Brian Clifford, whose brother George was the main operator of his family's Victory combine. "We bought it from a dealer near Northallerton and I remember it was much cheaper than a New Holland 1550 we also looked at.

"It gave us no major trouble, but when we bought it we discovered the drum wasn't lined-up correctly, and the split reel of the folding header wouldn't sit level at times, nor would the knife drives match up properly, which was frustrating when you were trying to concentrate on monitoring other functions of the combine," he recalls.

"However, it performed well alongside the New Holland combines we were starting to operate in the 1980s, having a larger drum and fuel tank, and we ran it successfully until 1988, when it was replaced

by a 1985 New Holland 8080. Service back-up was quite limited for the Lely, and we relied on the expertise of former Swards technician Roy Warwick to look after our machine."

The Cliffords' Lely combine spent 10 years in dry storage, prior to being acquired by Craig Avison in 1998.

"My intention was to run it on some customer's farms, but as I continued to trade-in machinery, I ran other combines instead and the Lely remained parked up and for sale," explains Craig.

The rare Lely Victory seemed destined never to find a buyer, despite Craig's best efforts, and as a result its condition slowly began to deteriorate until Jonathan Cooper did a deal to buy both the Lely and an MF 535.

"I wasn't aware Craig had the Victory when I went to look at his MF 535, but when I saw it, I knew I had to have it," smiles Jonathan.

With the assistance of Roy Warwick, a good friend of Jonathan's and the man who originally maintained the Victory combine for the Clifford family, the rare machine was returned to 99% working order.

"The 135hp Perkins 6.354 six-cylinder turbo engine ran superbly and didn't require any major attention other than a quick service," notes Jonathan. "The internals were in surprisingly good condition, but the folding header was almost seized solid."

After much brute force and several coatings of oil

and diesel, the header was freed-off, although the folding mechanism refused to budge, which means for the time being it can't be folded into the transport position."

CLASSIC TRACTOR was present on 14 August when Jonathan used his Lely Victory to harvest its first crop of cereals since 1988. The Victory coped exceptionally well with a challenging crop of long-strawed rye.

"Its performance has genuinely surprised me and the sample it produces is very respectable," notes Jonathan. "Apart from not being able to fold the header, the combine hasn't had any issues."

Looking to the future, Jonathan intends to retain his combine's original patina, and he plans to carry out further mechanical work, as and when time allows.

"My two MF combines will carry out most of my harvesting, but I still intend to use the Lely regularly every harvest," he says.



Jonathan Cooper heads back to the yard with his Lely Victory MkIII combine following its successful return to work this harvest.



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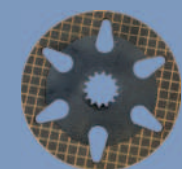
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AGENT FOR AXLES

Arthur Battelle's remarkable 60-year career in the farm machinery began as a tractor driver and ended as the owner of a successful business importing and supplying Schindler four-wheel drive conversion kits. In between, there were spells as a contractor, mechanic, demonstrator for Fordson and Ford, and service expert and salesman for Roadless Traction. Simon Henley concludes his series of interviews with Arthur, now aged 96, by asking him how he became the UK distributor for Schindler, what it involved and how it led to him launching his very own tractor brand.



THE MID-1970S HERALDED the introduction of a new generation of four-wheel drive tractors in Britain, as manufacturers, including Massey Ferguson and David Brown, began offering their own machines, as opposed to relying on specialist conversion companies. Ford continued to supply skid units to conversion companies, including Roadless, County and Muir-Hill, although the UK company was now under pressure from Ford

executives in the USA to produce its own factory-built four-wheel drive models.

For Ford, the problem with supplying skid units to conversion companies was that the sales of a Roadless or County tractor didn't show as a 'Ford' in the UK registration statistics. This meant that Ford's position in the UK tractor market was under-represented in official statistics, which didn't go down well with company chiefs in the USA.

As a result, the supply of skid units from Ford to companies like Roadless Traction was gradually restricted, which naturally raised concerns. Roadless order books were full and demand for Roadless tractors was at an all-time high. Yet production was strictly limited to the number of skid units available from Ford. And that wasn't all.

For many years, Roadless Traction had been producing Selene's patented sandwich-type transfer box under license in the UK, as part of an agreement signed between the two companies back in the mid-1950s. The Selene design had originally been developed to work with military surplus GMC axles which, as previously discussed earlier in this series,

Above: Arthur and his son Nick on the Farm Tractor Drives' stand at the 1981 Royal Show. Nick started working for his father when he left school, and remained with the company until it was sold in 1984.

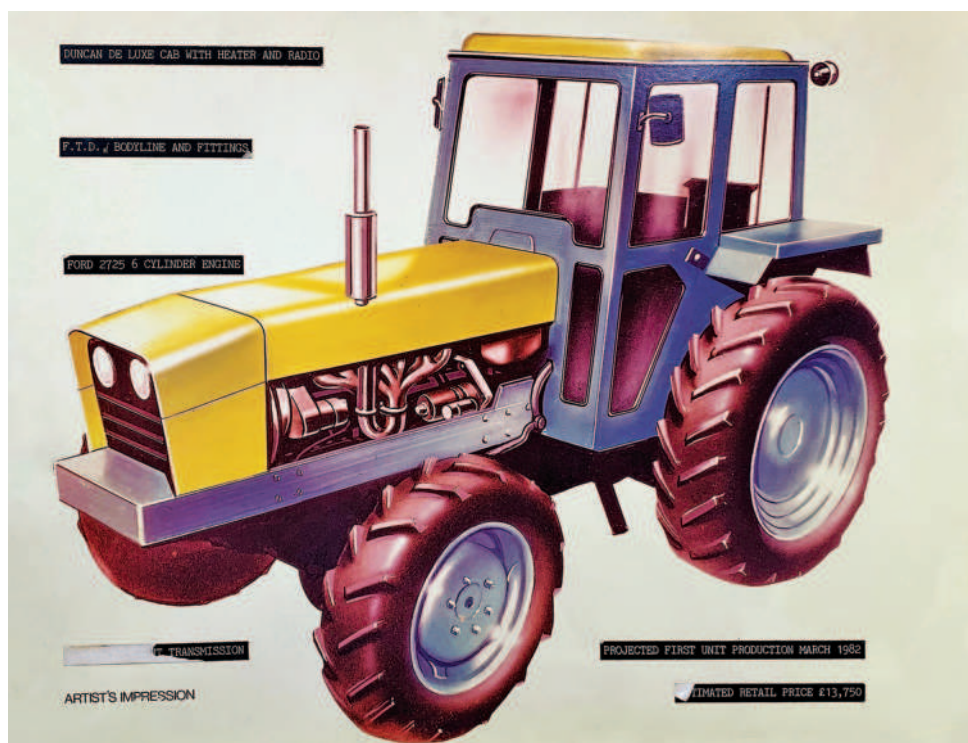
Left: A young Rory Day, future editor of CLASSIC TRACTOR, stood beside the Ford 7600 that his parents, Gordon and Jean, had converted to four-wheel drive in 1981. The Schindler axle kit was fitted by Ford dealer J. T. Friskney of Horncastle, Lincs, at a cost of £3300.

Below: Arthur Battelle's Farm Tractor Drives Ltd imported Schindler four-wheel drive axle kits for dealer fitment to mainly Ford tractors in the UK from 1977 to 1983, the latter date being when axle production ceased in Switzerland. This Ford 7600 is fitted with a Schindler kit. Photo: David Laley.

had at times proved troublesome when fitted to larger, more powerful six-cylinder machines. This had prompted Roadless to develop its own axles, which could only be produced in small volumes.

Shortly before the 1977 SIMA machinery show in Paris, Arthur Battelle, working at the time as



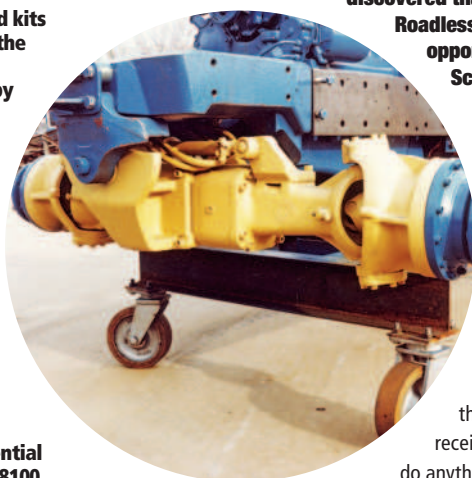


Above: This artist's impression of the FTD Chieftain was produced for Arthur in 1981. The original colour scheme was a combination of Ford blue and Leyland Harvest Gold tinwork.

Above top right: Designed and manufactured in Switzerland, the Schindler PLK100 axle had a swept-back casting that allowed a greater degree of wheel movement for tighter turns. The limited slip differential used in the axle was supplied by DANA in the USA.

Above right: Ford purchased kits directly from Schindler for the 8200 (115hp), which was assembled under contract by County Commercial Cars from December 1980 until 1982. Arthur acted as a technical consultant for Schindler during its dealings with UK manufacturers.

Right: Farm Tractor Drives supplied this Schindler PLK 100 axle to SEM Engineering of Basildon for fitment to its prototype European Ford 8401. This tractor was conceived by SEM as a potential replacement for the Ford 8100. Photo courtesy of Stuart Gibbard.



a service specialist and salesman for Roadless, was informed that Selene had been sold to a Swiss manufacturer, Schindler. During the show, Arthur and one of his senior colleagues from Roadless visited the Schindler-Selene stand, where the company was exhibiting a new design of front axle, the PLK, with several interesting new features.

Impressed by what they had seen, the pair entered into discussions concerning the UK distributorship of the new Schindler axle. These discussions led to a verbal agreement between the two parties, subject to final approval being given by the directors of Roadless. A preliminary agreement between the two companies was duly reached, one that involved Roadless making a commitment to order 60 axles from Schindler-Selene over the next 12 months.

Unfortunately, this order was never honoured by Roadless, prompting Arthur to approach Schindler directly with a view to importing the axles himself, through his own company, Farm Tractor Drives Ltd. We now join Arthur as he explains what happened next.

CLASSIC TRACTOR (CT): Tell us how you discovered that the directors at Roadless had declined the opportunity to import Schindler axles?

ARTHUR BATTELLE

(AB): About five months after the initial agreement had been made, I received a phone call from Hans Wild, the agricultural director at Schindler, stating that the order for the axles had not been received and asking if I could do anything to help. I approached

the managing director of Roadless, Mr Booth, who politely explained that the company had decided to manufacture its own new portal axle design, and that it was not now going to use the Schindler units. Shocked by his response, I suggested to Mr Booth that if Roadless wasn't going to import the axles, I might import them myself. To my surprise he said: "That would need to be your decision."

CT: What happened next after your conversation with Roadless' managing director?

AB: Having spoken to Mr Booth, at his request I contacted Schindler and explained that the order would not be going through. They were not happy with the outcome, but agreed that I should fly out to Switzerland for a meeting.

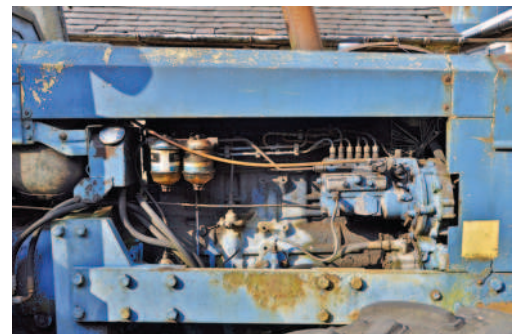


The Schindler axle was a very clever design. It was also exceptionally well-engineered, however, it was also expensive to produce and at the time, Schindler had failed to achieve a supply agreement with any of the major European tractor manufacturers.

Having flown into Basel, I was greeted by the company's sales manager, Segre Amar Jr, whose father had previously owned Selene, and was taken for a tour of the company's manufacturing facility at Pratteln. Schindler, a huge company with 50,000 employees, produced railway rolling stock, escalators, elevators and tramcars, as well as axles.

The factory visit was followed by a lunch meeting with Hans Wild, who said he understood Roadless' problem, but wanted to know if I could suggest another UK importer. I suggested my company, Farm Tractor Drives Ltd, could handle it, but we would need credit. Delighted by the interest I had shown, Mr Wild offered me three





months credit on 10 complete axle kits. All I would need to do was pay £22,000 at the end of the credit period.

CT: You have mentioned Farm Tractor Drives Ltd (FTD). When did you establish this company?

AB: I had previously formed this company with a builder friend of mine from my home village in Derbyshire. We had set up the company, with Roadless' blessing, to import Sige four-wheel drive axles from Italy. These axles were used to convert Ford 4000s. Farm Tractor Drives was already established, so it was the perfect vessel for importing the Schindler axles. By this time my friend had withdrawn from the business and it was now solely owned by myself and my wife, Betty.

Above: Farm Tractor Drives produced three FTD Chieftain tractors and this one, built by Arthur Battelle in 1982, is the only surviving example.

Above right: The Duncan Supercab used on the FTD Chieftain incorporated some design features that had originally been suggested to Alexander Duncan by Arthur Battelle during his time working for Roadless Traction in the early 1970s.

Right: Power in the FTD Chieftain was provided by a 105hp Ford 2725 six-cylinder engine.

CT: How confident were you that the Schindler axle would sell in the UK market?

AB: At the time, it seemed like a hell of a gamble, particularly since I was still working at Roadless. However, I had already done lots of research, including talking to former colleagues from my Ford days. One of these was Geoff Tiplady, the head of the company's UK tractor division, who encouraged me to go ahead and sell as many kits to Ford dealers as I could, but not to get my fingers burnt as Ford would ultimately introduce its own four-wheel drive tractor range.

CT: What advantage did the Schindler axles have over competitive designs?

AB: The Schindler axles were delivered as a kit, which included the axle, driveshaft, front wheel rims and a side-drive transfer box. The beauty of this type of transfer box was that it took its drive from the pinion shaft through the hand brake cover on the side of the Ford tractor transmission.

This meant that, unlike the sandwich-type transfer box that was being used by Roadless, it could be fitted onto tractors equipped with the new Ford 'bubble' Q-cab. The Schindler conversion kit could also be installed (pre-delivery) onto brand

new Ford tractors, which gave the dealer and Ford UK the sales credit.

In terms of performance, the Schindler axle had a limited slip differential as standard, and it also provided a tighter turning circle than any other four-wheel drive axle on the market at the time. A few minor problems aside, it proved to be very reliable and was capable of 10,000 hours plus of work.

CT: Were there any specific problems or challenges you faced with the Schindler axle and four-wheel drive conversion kit?

AB: One of the first issues was sorting out the melée of bolts, brackets and parts which arrived in the crates with the axle kits. Another challenge was to ensure the gear ratios matched. Most of the Ford 6600 and 7600 tractors that were being converted using the PLK 100 axle kit were equipped with 12 x 38 or 14 x 34 rear tyres.

A clever engineer at Schindler had worked out the required front axle ratio, which initially called for 11 x 28 front tyres. The problem with 28in wheels on the straddle-cab Ford 600 Series models was that they raised the front of the tractor by quite a lot, giving it a nose-up appearance. Following a suggestion from my son Nick, I standardised on 10 x 24 front wheels on these tractors, which enabled the bonnet line to remain level.

This required the Schindler engineers to tweak the differential gears, so the front axle still had a one per cent lead ratio with the smaller wheels. The flat-deck Ford 700 Series models continued to use 28in front wheels.

Left: This faded picture is the only known surviving image of the original prototype FTD Chieftain, seen here being driven by Arthur's son Nick in this field, inset, on a farm near Shardlow in Derbyshire.





Rodney Cowle Machinery



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



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



2006 Massey Ferguson 5455
dynashift extra hyd pump only 1,300
hrs like new 1 owner tractor.



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



2004 New Holland TM130 classic
6400 hrs nice genuine tractor full
manual gearbox.



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



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



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



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



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



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



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



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



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



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

Rodney 07831 178271 Steve 07786 391816

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M.J. Fry

agricultural engineering



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Same Explorer 110 Limited edition, 113 hp,
Non Adblue, 60f x 60 r transmission.....£52,286



Deutz-Fahr 3050, 51 hp, 12F x 12R gears, 44 x 18
-20 rears tyres, 31 x 13.5 -15 front tyres.....£24,732



Alpego CA-300 Cayman, 3 meter working
width.....£18,600



Dieci Agri Star 40.7 EV02, Michelin tyres,
Pin and conehead stock.....£66,500



Deutz-Fahr 5120 GGS, 116 hp, 40F x 40R gears,
Crepper box, Air Con, loader ready.....£55,229



Same Virtus 140 139 hp front and cab
suspension, 120 ltr pump.....£69,330



Alpego DP-600 power harrow, 6 metres, 24 + 24
tines, 120-270 HP.....£30,385



Deutz-Fahr 6145.4, 4 cylinder, 145 hp, 54F
x27 R transmission.....£76,500



Kidd KD 450 bale shredder Hyd rear door
Electrics controls£15,750



Alpego CF 400 Cayman 4 mtr working width,
Top Spring safety system.....£24,850



Vicon RO-M-1100 HD spinner, 1550 ltr hopper,
10-24 mtr, led lights, trim flow£6,595



New Vicon RV 5216 SC 14N baler, Supercut 14
knife chop system, ISOBUS.....£32,649 + VAT

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Dorchester, Dorset, DT2 9JP

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Dorchester DT2 8BL

MACHINERY

Tractor firm steals into the market

THE smallest and newest tractor builder in the United Kingdom wants to make a low-key, yet professional, entry into the already overcrowded home market place.

Instead of competing with existing, well-established makers, Derbyshire firm Farm Tractor Drives will be offering a unit designed to complement the machines sold by the UK's number-one tractor seller, Ford.

The model built by FTD, 43 The Wharf, Shardlow, is a 78kW (105hp) four-wheel-drive machine. It will go on sale when cab noise levels have been approved and certificates granted, which is expected to be next month.

Managing director of FTD, Mr Arthur Battelle, is no stranger to the tractor scene. He has worked for a machinery dealer and for leading four-wheel-drive maker, Roadless. Since 1977, he has been importing Swiss-made Schindler front axle drives and transmission assemblies to convert two-wheel-drive Ford tractors into 4x4 form. More than 500 conversions are now in use throughout the country.

The idea of building his own tractor followed visits to Africa as a representative for Schindler.

"I saw a need for a simple, low-cost, rugged machine

which used readily available parts and was easy to service and drive," said Mr Battelle. "Price and economy in use were points of prime importance to be considered when building for overseas countries."

He also decided that four-wheel drive was the best layout as the tractor should be capable of full traction in tough conditions.

"I was also dubious about putting high horsepower with two-wheel drive," added Mr Battelle. "The idea was to make a specialised tractor to fit a vacant corner of the market. I have no wish to compete against the big boys."

The idea developed into a full-scale project in October 1981 and Mr Battelle took his final plans to the Smithfield Show in December.

"Response to the proposed tractor was excellent," he said. "However, most interest did not come from overseas. It came from tractor agents in this country who spoke of a gap that could be filled with an economical, four-wheel-drive unit."

Viewed from the cab

THE first sight of any new go exactly where I wanted.

by MICHAEL BIRD



Mr Arthur Battelle: "We aim to produce a low-cost, rugged machine which can help fill a gap in the market."

Farm Tractor Drives has now completed its first machine, which will be used for demonstrations until the first five production models are ready in April.

The tractor, labelled the FTD Chieftain, is based totally on Ford components and uses parts from Ford 5000 and 7000 tractors bought second-hand by the firm.

Transmission, hydraulic, brake and axle assemblies are completely stripped, inspected and rebuilt using new and up-rated components where necessary. The engine is new, a six-cylinder Ford 2725 industrial unit rated at 78kW (105hp) at 2000 rpm.

A Schindler-driven front



Six cylinders up front, not enough furrows behind. FTD's Chieftain tractor makes light work of three furrows ploughing 10in deep.

radio. The use of an approved safety cab was made possible by keeping the tractor's weight below 3700 kg and the wheelbase to 88in. These are the tested limits for the Duncan cab as sold for use with non-cabbed Ford tractors.

Noise levels have to be checked, because the engine is a six-cylinder unit rather than four cylinders with which the cab was originally tested.

Power steering, lighting and 12-38 rear, 10-24 front tyres are all new. Optional extras include a weight frame and extra fuel tank.

Mr Battelle said the tractor would be available initially to Ford dealers.

"I have no wish to sell against any of their models," he said. "In every case, I would wish their loyalty to be to their existing franchise. However, if they find themselves competing against cheaper four-wheel-drive competitors, the Chieftain

FTD Chieftain specification

Engine: New Ford 2725 six-cylinder diesel, normally aspirated, producing 78kW (105hp) at 2000 rpm.

Clutch: New heavy duty 13in.

Transmission: Ford 5000 or 7000 rebuilt offering eight forward, two reverse. Dual power available on request.

Power take-off: Ford 7000 rebuilt.

Hydraulics: Ford 5000 or 7000 rebuilt.

Front axle: Schindler, with torque-biasing differential and cab engagement.

Cab: Duncan de luxe with radio and heater.

Tyres: Front 10-24; rear 12-38 or 14-24 radial.

Left: This is how *Farmers Weekly* covered the launch of the FTD Chieftain in its 12 February 1982 issue. Farm Tractor Drives owner Arthur Battelle, also shown in the report, said: "We aim to produce a low-cost rugged machine which can help fill a gap in the market."

Roadless tractors were faced with long waiting lists for new models because Ford was restricting the supply of skid units. The other issue was that the Roadless four-wheel drive front axle conversion kits that Ford dealers had been fitting onto 5000 tractors, which had been bread-and-butter business for Roadless since the mid-1960s, would no longer fit the new Ford Q-cab tractors.

Since Ford was not yet producing its own range of four-wheel drive tractors, the Schindler kit became the only viable four-wheel drive conversion kit that Ford dealers could offer their customers.

In the first 12 months of importing Schindler axle kits, Farm Tractor Drives Ltd imported 120 axles and turned over £250,000. By the end of the year, concerned by the conflict of interest, I had resigned from Roadless and within the next 12 months my son Nick started working for me, delivering axles all over the country in a Ford Transit we hired

from Mervyn Ford.

End of an era

Having achieved success in the UK, Arthur was soon invited by Mr Wild of Schindler to serve as the company's English-speaking representative in Europe, where the popularity of the Swiss axles had

The first four-wheel drive conversion kit we fitted was to a Ford 7600 that was being supplied to a customer by the Tuxford, Notts, branch of the Harris Agricultural Group. As part of the conversion procedure, we had to send this tractor to the NIAE at Silsoe in Bedfordshire so the cab could be noise tested with the four-wheel drive system in-situ. This was also done with a Ford 4600 we converted using the lighter weight EL65 axle kit.

In terms of reliability, the Schindler axle had two minor problems. The first issue pertained to the TruTrac limited-slip differential, which was manufactured for Schindler by DANA in the USA. The design was very effective in the field, however, the clamp bolts inside the differential would occasionally fail on larger six-cylinder tractors. In almost every other respect these units were bullet-proof.

The second problem was with the axle swivel pins. With the front wheels set at wider widths, using the tractor with a front loader or with a heavy ballast load would accelerate steering pivot wear and cause damage to the steering system. Greasing these daily was essential.

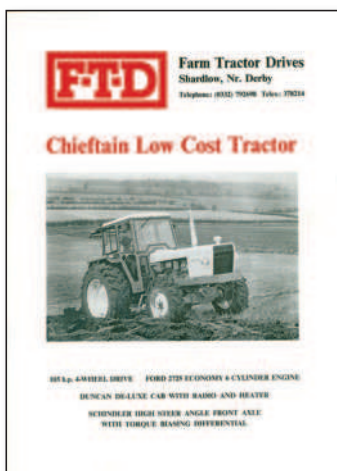
CT: How long was it before UK Ford dealers accepted the concept of installing Schindler axle kits?

AB: The business took off immediately. Within one week, we sold all ten of the axles I originally agreed to import and had to arrange with Mr Wild to

import 20 more. The new axle kit was just what Ford dealers wanted.

Many of the Ford dealers that had sold

Left: The original sales brochure for the 105hp FTD Chieftain low-cost tractor, launched by Farm Tractor Drives in 1982.



Farm Tractor Drives primarily supplied Schindler axle kits for Ford tractors like the 6600 and 7600 and, to a much lesser extent, the Series 10 that followed. The availability of factory-fitted four-wheel on the Series 10 was the death knell for retro-fitted kits.



He retired in 1984 at the age of 59. He saved the best until last, as just prior to his retirement he was involved in a tractor making venture. In 1982, Arthur came up with the idea of producing a cheap 100hp four-wheel drive tractor using recycled second-hand Fords fitted with six-cylinder engines.

AB: The idea came to me when I saw David Brown was selling a new six-cylinder four-wheel drive for £18,000. Having spent some time working out the costs, I realised I could buy an old Ford 7000, swap the engine for a new six-cylinder unit, recondition the gearbox and hydraulics, add a Duncan Q-cab, fit a Schindler four-wheel drive axle kit, new tyres and our own tin work, and then sell it for £13,500. That would leave a healthy profit margin for both the dealer and myself.

The tractor conversion required new side chassis plates and front axle mounts, which enabled us to register it as a brand new vehicle. We called the tractor the FTD Chieftain. The first prototype model was based on a Ford 7000 equipped with a Ford 2714E six-cylinder engine and an export HD radiator pack.

Ford was initially concerned by our design because of the way it placed the battery in front of the radiator. They insisted this would interrupt the airflow to the radiator, however, by employing an independent adjudicator to test the tractor, I was able to prove that the battery position had no impact on the cooling system, and so we were given approval by Ford to build our Chieftain tractors using its engines.

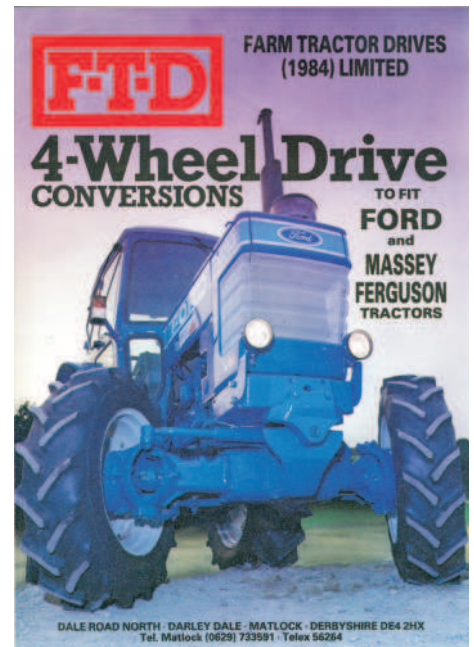
The first one we built was used for demonstrations. It pulled like a train, but the engine

also increased. He also became a technical consultant in the supply of Schindler axles directly to UK-based manufacturers, namely Ford, Massey Ferguson and Sanderson.

Arthur, again acting on Schindler's behalf, entered into negotiations to sell axle kits into the USA, however, due to the shipping costs involved and a global slump in the agricultural economy, this was largely unsuccessful.

Here in the UK, Farm Tractor Drives Ltd eventually sold more than 1600 Schindler axle kits, before the Swiss manufacturer ceased producing tractor axles in 1984. In that year, Arthur sold his company to the Harris Agricultural Group, which wanted his business for its spare parts inventory.

Throughout this entire period, Arthur Battelle was also managing two other businesses – Tracprez Parts Ltd, which specialised in selling vintage Fordson tractor parts, and Tracprez Publications which produced the quarterly *Fordson Magazine*. Many of the articles that appeared in *Fordson Magazine* were written by Arthur himself.



Above: This sales brochure for Schindler four-wheel drive conversions for Ford and MF tractors was produced by Farm Tractor Drives (1984) Limited, a company formed by the Harris Agricultural Group after its purchase of the Battelle family's business.

Left: Farm Tractor Drives' bread-and-butter business was supplying Schindler axle kits for Ford tractors, but it did also sell a number of kits for MF 200 Series and 600 Series models.

Far left: Arthur and his beloved late wife Betty met on VE Day in 1945 and got married two years later. They lived, worked and travelled everywhere together until she sadly passed away in December 2017. The couple had been married for 70 years.

poured black smoke into the air when it was working hard. Following this, we built two more FTD Chieftains, both of which were powered by the Ford 2725 engine. Of the three that were built, only number two survives to this day.

CT: Tell us about the final days of FTD, before you sold the company and retired.

AB: Schindler had given us 12 months warning that they were planning to cease axle production. Rampant inflation had made production of their axles too expensive, so the agricultural axle project was discontinued. After I had sold the FTD business to the Harris Agricultural Group, I also sold the *Fordson Magazine*, but held on to the spare parts business, which was still very lucrative.

For the next 20 years, Betty and I travelled all over Europe together, returning to the UK to attend vintage tractor rallies and visit our son Nick and his family. In 1984, Nick and his wife Michele founded Old 20 Tractor Parts, which they still manage today. It has been a wonderful life. 

Acknowledgements

CLASSIC TRACTOR would like to thank Arthur for the considerable amount of time he has devoted to these interviews, and his co-operation throughout the process. We would also like to thank his son, Nick, and his friend and former colleague, Mervyn Ford, for their invaluable assistance.



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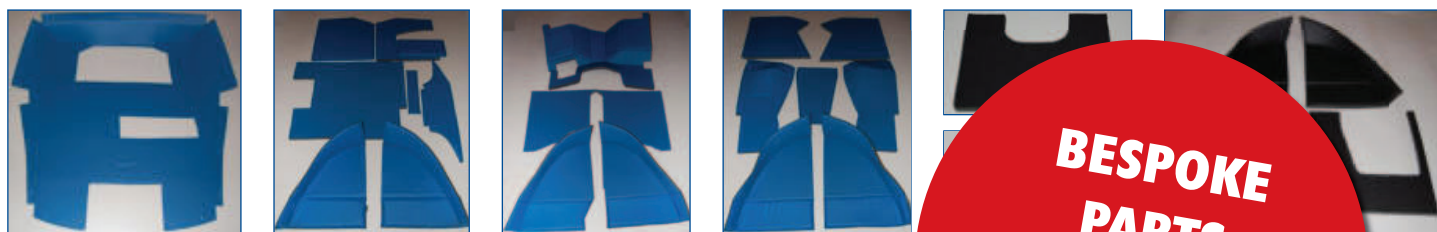


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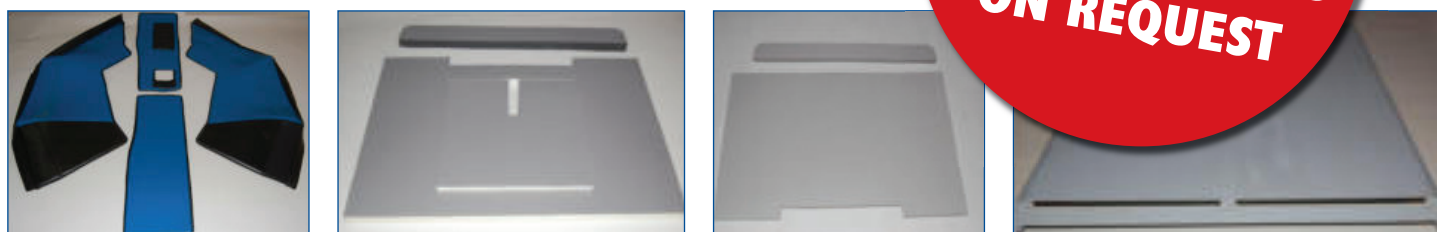
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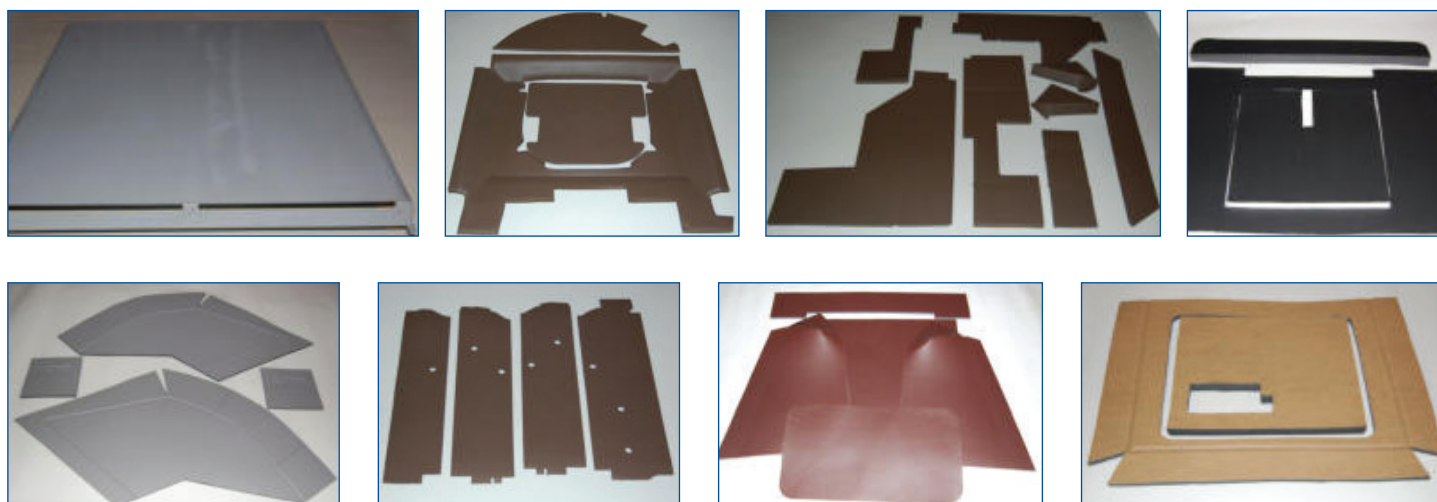
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CARRYING OUT TESTS

Before any tractor goes on the market or modifications and updates are introduced, it is tested by people who can be relied on to make sure everything works as it should in a real-world environment. That was Andy Delaney's role when he went to work for Massey Ferguson as a field tester in the mid-1970s. Here, he recalls the time he spent testing the articulated MF 1200 and particularly its successor, the MF 1250.

ARRIVED FOR MY FIRST DAY at Massey Ferguson on 1 September 1975. After visiting the personnel department at Banner Lane in Coventry to sign contracts of employment, etc, I made my way out to the company's training school at Stoneleigh, a few miles away.

The field test department was part of MF Engineering, and while most of the engineering department was located at the Maudsley Road site in Coventry, where there was a large drawing office and workshops where prototype machines were assembled and rig tests were carried out, the field test section was tucked away at the back of the Stoneleigh site. It was hidden behind a high fence so nobody could see the test or prototype machines being kept there.

It was a big department and employed 30-40 people. There were six field test engineers, each of which had a team of field testers working for them. There were also a number of senior field testers who oversaw the various projects and found farms where the test work could be carried out. In addition, there

was an administrator, a yard man, a secretary and a number of workshop fitters.

On arrival, I was kitted out with my overalls, boots, tool kit and my first ever company vehicle – a Commer Carrier pick-up. The engine was mounted between the front seats and the gear change was on the side of the steering column. To be honest, it was a bit of a nail, but it was a great feeling being given a vehicle and provided with all my fuel. The Commer was later replaced with a blue Ford Escort van. The MF field test department ran a large fleet of these Ford vans for many years.

My first project was on the MF 100 Series, working on a new hydraulic system that was due to be introduced into the MF range. Known as the Mk3A hydraulic system, it incorporated a new control valve and filter system.

This was quickly followed by a lot of MF 500 Series test work, this being one of the first MF tractor ranges to be specifically designed with an integral cab. As the work on the 500 Series tailed off, I was assigned to a different field test engineer named

Colin Steventon. Colin had been a Ferguson man since the days of Harry Ferguson, and both he and his senior field tester, Pip Marshall, like many MF employees, had worked for the company for many years.

One of the products Colin looked after was the pivot-steer MF 1200. It was introduced in 1971, so had already been around for five years before I started to become involved. As with all of the MF product

Above: For its time, the MF 1200 cab offered a very good, almost class-leading level of accommodation. It had a flat floor, a comfy seat, great visibility and well-positioned controls. The 1200 was one of the first tractors with hydraulic controls integrated into the seat armrest, a feature that is now commonplace on modern machines.

Below: A prototype MF 1250 working with a Dowdeswell DP6 semi-mounted plough in some sticky conditions on a farm at Arley in North Warwickshire. You can clearly see the MF Field Test number (774) on the bonnet. The author is at the controls.





range, it was the subject of continual updates and improvements, so there was plenty of work to be done.

I was to spend many thousands of hours during the MF 1200 and its successor, the MF 1250, doing all sorts of test work.

Some components and assemblies could be tested on specially-developed test rigs, and this was the responsibility of a separate engineering department, not surprisingly called Rig Test. However, there was always a requirement, and in my opinion no substitute for, actually getting a machine out in the field and using it in real conditions.

At this time, most of the company test work was being carried out by MF's own field testers, and we

would work on many different farms around the country using a variety of different implements from many manufacturers. Occasionally, the test tractor might be loaned to a farmer or contractor, who would operate the machine and record any data that was required. We would visit the machine regularly to monitor its progress.

Using the 1200

When ploughing with the MF 1200, we commonly used either a MF 270 Diamond plough, a Lemken four-furrow mounted or a Dowdeswell DP6 semi-mounted six-furrow plough. The MF 1200 and Dowdeswell DP6 was an imposing sight and a bit of a handful on the

road. As well as the articulation of the tractor, you also had the plough in its transport position running on one rear castor wheel, which would swing about alarmingly. You had to make sure that the linkage stabilisers were fully tightened before moving between sites. I recall seeing quite a few worried looks on the faces of car drivers as they thought about going past me on a roundabout, only to find a very large green plough filling their windscreen!

Some of the farms we worked on were running County or Muir-Hill tractors, which were about the only other choices at the time if you wanted equal-wheel four-wheel drive. When I pulled into the farm with the MF 1200 and the DP6, the most common reaction was "You will never pull that plough in this ground lad.". The Countys and Muir-Hills were mostly to be seen with four-furrows, and here we were turning up with six. In almost every case, the MF 1200 would easily cope with six furrows, and it was only very occasionally that I had to drop a furrow off and work with five.

Another favourite implement used when testing, often for when PTO test work was required, was a Howard 100in Rotavator. By the time you added in the chain case and depth wheels, which were fitted to each end of the machine, the transport width must have been approaching 3m. This again could cause a



Left: A Massey Ferguson 1200 from the Field Test department with an MF 216 trailer. All MF Field Test tractors had a white identification number stencilled on the bonnet, as can be seen on this machine, which also has trade plates in the cab window. The unfamiliar MF 216 trailer, made in France by Bremont, was never offered in the UK.

A green tractor is shown in a field of tall, green grass, performing a tight turn. The tractor's front end is angled sharply to the right, while the rear end remains straight, illustrating its pivot-steering design. The grass is dense and reaches up to the tractor's wheels. The background is a uniform green field under a clear sky.

Left: One of the outstanding features of the MF 1200 was its manoeuvrability and ability to turn within a radius of 3.72m (12ft 2in), as demonstrated here. This was made possible by the 42-degree steering angle provided by the pivot-steering design.

Right: Access to the MF 1200 cab was via a single nearside door. It was quite a steep climb, involving three steps and grab handles.

Photo: AGCO.



About the 1200

IN ITS DAY, the 1200 was a very impressive machine, with more than 100hp, equal-wheel four-wheel drive and a state-of-the-art integral cab. It was steered by a centre-pivot articulation system, so was like no other tractor in the UK-built MF range. The MF 1200 had a 5.8-litre (354cu. in.), six-cylinder Perkins A6.354 naturally-aspirated engine producing 105 DIN hp. This was mated to a 6F/2R constant mesh gearbox with Multi-Power two-speed change-on-the-move, giving a total of 12F/4R speeds.

The engine, front axle, gearbox and transfer box, together with the steering and auxiliary hydraulic pumps and cab, were all mounted in the front chassis section.

The rear chassis held the trunnion, which enabled the front and rear sections to move independently, plus the centre housing, along with the Ferguson system three-point linkage and also an assistor ram, independent PTO and heavy-duty swinging drawbar.

This configuration resulted in around 70 per cent of the tractor's weight being carried on the front wheels and 30 per cent on the rear. When an implement was fitted to the three-point linkage, the weight transfer changed this to an almost-perfect 50:50 weight distribution.

The MF 1200 also had one of the most luxurious and quietest cabs around at the time, and was a joy to drive.

Testing on a track

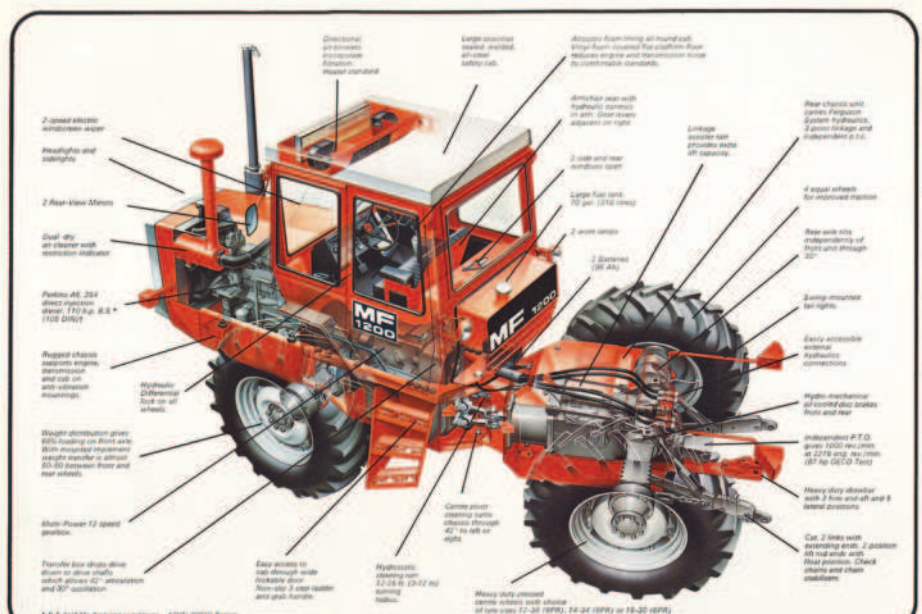
Some of the more unusual tests were carried out at the test track of the Motor Industry Research Association (MIRA), located just outside Nuneaton, Warwickshire.

This was a facility used by many of the car manufacturers, many of which were based in or around Coventry at that time, so it was fairly local for us all. There were various test tracks on the site that could be booked for use. One had twin, mile-long straights with banked turns at either end, and there was a twisty handling circuit, a rough track and brake test areas. About the only facility we didn't use there was the high-speed banked circuit, for obvious reasons.

It was not unusual to be going around one of the tracks with a tractor at the same time as something like an Aston Martin or a Jaguar, which would lap us many times over during the course of the day.

Much of the work carried out there involved towing a load car or dynamometer around the track in order to apply variable loads to the tractor. This dynamometer was a really interesting machine. It had been built by the MF engineers at Maudsley Road, and used an early prototype MF 1200 chassis as its base.

It was fitted with a small Perkins four-cylinder engine, which meant it could be driven under its own power. This could then be disconnected and you would engage a large electromagnetic retarder device, similar to those used to improve the braking



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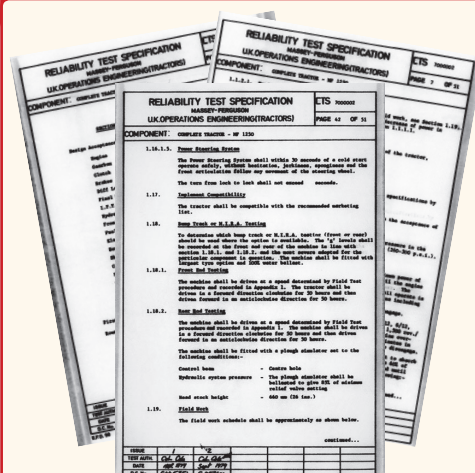
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The trunnion in the rear chassis section of the MF 1200 allowed the axles to oscillate by up to 15 degrees in either direction when traveling over uneven ground. Photo: AGCO.

Detailed test document



A selection of pages from the original MF 1250 Coventry Test Specification (CTS) document. This detailed all of the test work that was required before the product was deemed fit to be released for production.

WHEN ANY NEW PRODUCTS were released, or updates and improvements made to the machines, the MF design engineers would produce a document called a CTS, standing for Coventry Test Specification. This was a detailed document listing all of the testing required before the machine or component was deemed fit to be released for production.

In the case of a new tractor model such as the MF 1200, or where there were substantial changes to the previous design, such as the MF 1250, every part of the machine would be included in the CTS, and it would detail the type and number of hours of testing that were required. This might range from 50 hours for a minor non-critical part to up to 3000 hours for a major component, safety critical item or design change.

Once prototype testing had been completed and the product had been released for production, testing would then commence on one of the first production machines. This was known as the FPE (First Production Evaluation) test, and the requirements for this would again be set out in the CTS. There were also legislative requirements that needed to be complied with such as noise, roll-over protection, lighting, etc, all of which were included in the CTS.

in coaches and specialist vehicles. This was used to apply a variable load to the wheels and could be controlled from the cab of the vehicle. There were fans and cooling fins to dissipate the heat generated, which was quite considerable when under full load.

Extra-wide slick tyres and as many wheel weights as possible were used to give the maximum grip on hard surfaces. A specially-designed towbar at the front was fitted with a strain gauge to enable the operator to see the load being applied on instruments in the cab, which was recorded on a data logger. There was also a radio link, so the tractor operator could talk to the load car operator.

It was often used to carry out tests on the transmission or apply variable loads when, for example, measuring both in-cab and bystander noise. Unfortunately, I can find no photos or drawings of this load car dynamometer machine, so if any ex-MF Engineering employees have any information or know what happened to it, please get in contact.

My least favourite tests were those which involved the rough track. Conventional tractors were tested on a specially-constructed driverless bump track at Stoneleigh. This was a circular track across which various sizes of metal bumps could be fixed. The tractor was mounted to a central pivot by a long pole and the steering fixed to the circumference of the track. A heavy implement simulator was mounted on the three-point linkage and the tractor would drive itself over the bumps around the track. This was a very severe test, and the tractor would buck and bounce around for many hours, only being stopped for refuelling and to check for damage.

However, both the MF 1200 and 1250, due to their construction, could not be used on this track and so had to be driven around the rough track at MIRA. This was quite tough going on the driver, as

you were continually being bumped, jarred and thrown around the cab. Most of the time we would have two test drivers, with each taking turns, an hour on and an hour off, throughout the day. Even so, after a few hours of this rough track testing you certainly knew about it.

The MF 1200 had a couple of well-known issues, one of which was the main drive shaft couplings between the engine and gearbox. Due to the layout of the tractor, the gearbox was not bolted directly to the rear of the engine. Instead, a short shaft took the drive from the engine flywheel to a dummy flywheel

This photo of a prototype MF 1250 undergoing field testing was taken at Arley in Warwickshire in 1978, the year before the improved model was officially launched.





in the gearbox bell housing where the clutch was fitted. The shaft was connected at both ends by rubber 'donut' couplings. These were intended to smooth-out oscillations between the engine and transmission, and obviously they were under a lot of strain. They were known to fail, which of course immobilised the tractor. This shaft also transmitted drive to the two hydraulic pumps, one supplying the power steering and Multi-Power and the other the auxiliary hydraulics. These were driven by pairs of V-belts which were difficult to adjust and to keep correctly tensioned.

On board the 1250

With the launch of the MF 1250 in 1979, most of the small issues of the MF 1200 were addressed. The MF 1250 had more power (112 DIN hp vs 105 DIN hp), more torque (366 Nm vs 338 Nm), an improved drive coupling between the engine and the gearbox, toothed belts to drive the steering and auxiliary hydraulic pumps, an improved auxiliary hydraulic system with a separate additional oil tank to increase the amount of oil available, and a suspension seat rather than the fixed armchair-type fitted in the MF 1200.

I did nearly all of the field testing on the MF 1250, and in my opinion it was a brilliant machine. To this day it remains my favourite tractor of all time.

A lot of the testing on the MF 1250 naturally focused on the new areas of the tractor. This involved lots of heavy draught work to load the drive couplings, as well as tasks that used the auxiliary hydraulic

system, which was a new design. The draught work was mainly carried out using the Dowdeswell DP6 or an MF 24 chisel plough, although I do remember also using some less common implements such as a Howard square plough – whatever happened to that?

On one occasion I was moving between farms with the MF 1250 and the DP6 plough, and was pulled over by a police car. The highly officious officer had obviously got out the wrong side of the bed that morning and was determined to find something wrong that he could ticket me for. We used to run all our field test tractors on trade plates when driving on the road, and after having a good look around and finding nothing wrong with the machine, he then told me that I shouldn't be using trade plates and the tractor should be registered and taxed.

I tried to explain that this was a prototype test machine and wouldn't be able to be registered as it was the only one in existence, but he was having none of it. He told me I had to park up and not move until he had made further enquiries. He went back to his car and must have radioed back to base before returning, rather red-faced, to tell me that as everything was in order I could be on my way.

When we were doing some gearbox tests there was a requirement to do some road work in top gear. At the time, Cardiff-based Steelfab was making a slurry tanker for MF (it also used to make the MF 80 loader). A prototype tanker was at Stoneleigh and needed to be returned to Cardiff, so I went down to the river which runs through the Stoneleigh site, filled the tanker up with water and then set-off with the

Above left: A production MF 1250 is working with an MF 24 chisel plough. The nine-tine version of the MF 24 (which was basically a Bomford Superflow in a different colour) was a good match for the MF 1250. This was a very common implement in the 1970s and 80s, and many are still giving good service today.

Above: This early promotional photo of an MF 1250 was undoubtedly taken at Stoneleigh. Sharp-eyed readers will notice this tractor has incorrect decals on the side of the bonnet, leading the author to believe this was almost certainly a pre-production unit.

Below: A Massey Ferguson 1250 working with an MF 23 coil-tine cultivator. This was the 6m, 24-tine version of the MF 23, which folded hydraulically for transport.

combination on a roughly 130-mile road trip to Cardiff.

I duly delivered the tanker to the Steelfab factory, but it was then too late to get back, so I drove the MF 1250 to a local hotel in the city, parked it up in the car park and booked a room for the night. I am not sure what the hotel owner and other guests thought of my unusual choice of transport, but nobody mentioned it. The next morning I set off back to Stoneleigh with the MF 1250. That was quite a run.

Sadly, as Massey Ferguson and other manufacturers began to introduce unequal four-wheel drive versions of their standard tractors, demand for the MF 1250 sharply dropped off, leading to it being discontinued in 1982. Only 322 units were produced, making it one of the rarer MF models of the time.





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FORD IS ONE OF THE BEST

Ford fan Colin Richmond owns one of the tidiest 7740s you could hope to see. He has owned his two-wheel drive model since 2013, but has known of its existence since it was new to a local farmer in 1995.

Apart from the first tractor on the Richmond family at Cloyfin, near Coleraine, Co. Londonderry, which was a slow-starting four-cylinder MF 35, all the rest have been Fords. The family's first Ford, a 4000, was later joined by a 6600 Dual Power, and between them the two tractors handled almost all of the jobs on the farm. Back then, most of the land was used to grow silage for a winter beef finishing enterprise, but there was also five acres of potatoes and 10 acres of barley. Later additions included a Ford 4600 and 6610, both of which are still in Colin's tractor shed.

In the mid-1990s, Colin diversified by opening his Richmond's Country Store, supplying animal feed, fertiliser, clothing and equipment to the local rural community. He still runs his beef enterprise, but has recently switched to a grazing-based finishing system for bought-in calves. He still grows a field of cereals as a break crop and to provide straw for bedding.

"I've known about the Ford 7740 SLE that I now own since it was brand new," says Colin. "In about 2010, it was purchased by neighbouring farmer and contractor, Liam Kirk. He fitted a loader and used the tractor for yard duties in the winter and on a round bale wrapper during the summer.

Liam was a regular customer of Richmond's Country Store and quite often when he needed something,

he would collect it using his Ford 7740. It was during these visits to the country store that the tidy machine caught Colin's eye.

"In 2013, I was able to buy the Ford from Liam," he says. "I'm not sure if I bought it because I needed it or just because I wanted it?"

The 95hp four-cylinder Ford had been well-used and had clocked 10,000 hours, but it hadn't done any really heavy work.

"The first owners had increased the power to 125hp at the PTO shaft, but Liam reduced this to 110hp so that it didn't use as much fuel," notes Colin. "He had also carried out some cosmetic work, such as tidying up the bonnet and mudguards. When I bought it, I resprayed the rims and the chassis. I know the full history of the tractor and it has never needed any major mechanical repairs. I like looking after what I have and if it still does the job, why change it?"

Colin mows his silage using his Ford 7740 and a Kuhn FC283 mower, and he harvests it with the same tractor and a Claas Jaguar 51 trailed forager. His Ford fits well into his business, providing efficient and reliable service as he balances his agricultural enterprises with the demands of his country store.



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Above: Colin's 10,000-hour Ford 7740 mowing silage with a Kuhn FC283 TG mower on the Richmond family's farm near Coleraine.



Colin Richmond has owned his 1995 Ford 7740 since 2013, but he has known the local tractor throughout its entire life.

REQUIRED SOME TLC

Colin Larcombe likes David Browns and has a collection that spans various models from a 780 Selectamatic to a 1594 four-wheel drive. Based on the Devon/Somerset border, he works as a contractor and a mechanic, specialising in tractor and farm machinery repairs.

While his main working tractor is a recent McCormick MTX165, some of his David Browns go to work too, including the two-wheel drive 1390 you see here in 'Farm Favourites'. Although he describes this tractor as a "bodge-up", it is more than capable of earning its living.

Before Colin acquired this 1983-built tractor two years ago, it had been an unloved scraper tractor. Its tinwork was in battered condition, and that's why it now wears a pair of replacement Case 94 Series engine side panels that its new owner conveniently had in stock, rather than its David Brown originals. The 1390 was manufactured at the Meltham factory in West Yorkshire from 1980 to late 1983.

Colin already knew of the existence of this tractor as it had previously been traded-in at a local McCormick dealer where he had been working part-time in the winter. Its engine had been rebuilt by the dealership before it was resold. It was later traded back in for a second time, and by then its gearbox was in need of attention. That's when Colin bought the 1390 and went through the gearbox to put things right. One of the jobs he did was to fit some new selectors.

"I have two sets of row-crops for my tractor, plus a set of standard wheels," says Colin. "I use one set of row-crops when I'm using my tractor to spray maize, corn and grass with a 2000-litre Evrad trailed sprayer. The other set is used for fodder beet drilling with a six-row Webb drill, and for hoeing with a six-row Webb on the front of the tractor. It also does a fair bit of grass raking with a Fella TS880 twin-rotor rake, and that's when I use the standard wheels."

He has also recently used his David Brown 1390 for some ploughing, a job that has usually been carried out by his four-wheel drive David Brown 1200. Despite the 1390 having a few horses less under the bonnet and no four-wheel drive, it handled the three-furrow reversible plough very easily.

Colin is surprised that David Browns are not more popular. He particularly likes the fact that the Meltham-made machines have generous ground clearance, a two-speed PTO and a good turning circle. He also says the Sekura cab fitted to the 90 and 94 Series tractors was superior to the operator units offered at the time by some rival manufacturers.

Right: Colin has replaced his 1983 DB 1390's battered original side panels with some from a slightly later 94 Series model.

Below: When Colin Larcombe bought this ex-scraper DB 1390 in 2019 it had some faults, but these have now been resolved.



MF 8130 has been refurbished and customised by owner Scott Robertson.

MF gets a makeover

It might be celebrating its 25th anniversary this year, but thanks to its new owner, this 1996 Massey Ferguson 8130 is now well-equipped to deal with the challenges of modern day farming.

Since buying his MF 8130 six months ago, Scott Robertson, a farm worker and agricultural contractor from Caithness in northern Scotland, has been busy giving it a spruce-up and treating it to some upgrades.

He has given his 5700-hour MF a cosmetic refurbishment, a full service (including all the oils and filters), new brakes, a GPS system and numerous cab-mounted accessories, including beacons, lights and air horns.

"I use it on the farm where I work and also for contracting on local farms," explains Scott. "It pulls like a train and has been handling a Claas Jaguar trailer harvester and other implements absolutely effortlessly. I'm delighted with how it's gone so far."

Looking to the future, Scott is planning to fit some new front tyres, as and when he can discretely withdraw some cash from his impending wedding fund!





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With father Nigel, Darren Tebbitt farms 140 acres near Ely in the Cambridgeshire Fens. Cropping on their predominantly peat soil is split between cereals, beans, sugar beet, and potatoes. Darren owns a collection of John Deere two-cylinder tractors and equipment.

Masseys have left village

Global warming will bring hotter summers and wetter winters, according to those in the know. So maybe they can tell me why we have just had the coldest and dullest

August in living memory in our area of Cambridgeshire?

It has certainly been pull-over jumper weather and a real struggle to cut our cereals at low moisture. There is always a window of weather opportunity and it is just a case of biding our time and being ready to take advantage when it eventually comes. The combine is tanked-up with diesel and we are hopeful that next week will be better (Editor – it was)!

When we do venture out again, everyone will know it is us because our combine is now the only commercially-operating MF combine in our village. There's not really much variety out there these days for the committed combine spotter as the local fields are now dominated by light green, with just a few exceptions.

Two more Masseys left the parish this year, including our old 825. Since we bought our current MF 7252 a few years ago, the 825 had

only been used once. We had always intended to move it on and just hadn't got round to it until now.

The combine was rust-free, started on the button and we felt it deserved to have another life of service elsewhere.

Old MF combines only seem to be worth the sum of their parts these days, and we had received numerous offers for the 825's sweet 133hp Perkins AT6.3544 turbo six-cylinder engine. We just couldn't bring ourselves to break the combine to sell the engine separately. The combine was rust free, started on the button and we felt it deserved to have another life of service elsewhere.

Following a good valet and a suitably placed advert, I was quite taken aback by the number of enquiries that we received, all of which had a common theme. The calls were from livestock farmers with a few acres of cereals. They were seeking independence from contractors, who arrive with a rotary machine and then spoil the valuable straw.

While waiting for harvest to resume, we have been doing a few machinery repairs. Our MF 50B backhoe digger is currently parked up in the yard while two of its rams receive new seals. We bought the 50B exactly 17 years ago and since then we've progressively resealed all of its rams. It has been a great asset to have on the farm, and we have used it to clean out ditches, dig trenches for land drainage pipe, and even knocked our old farmhouse down.

We've also had our Major topper apart again, but the less said about this machine the better, apart from the fact that it has been one of the most troublesome things we've ever owned.

Finally, our Boswells of Blairgowrie grain cleaner is getting new ash wood hangers. This old (1970s) machine comes out each year to clean our beans before we sell them. Spring bean herbicide is a bit hit and miss on Fenland, and we often end up with a few fat hen and cleaver seeds in the sample. We could fit the sieve screens to the combine augers and elevator covers, but they only drop weed seeds on the land. We much prefer taking them out in the yard and preventing the seed from returning to the fields.



Garth Wilkin and his son farm over 200 acres at Portmuck, Islandmagee, a peninsula on the east coast of Co. Antrim in Northern Ireland. The family milk 140 cows and use MF, New Holland and JCB machines.

JCB is replaced by Volvo

I'm feeling rather pleased with myself.

We've just completed our third cut and now have reasonably-full silos (despite the drought) of some of the driest silage we have ever made, plus what seems like a good silo full of wholecrop wheat. The proof of the silage will be in the eating, so I hope my bout of smugness is justified.

We don't ted our grass any more. A good 24-hour wilt is all it needs and Hillsborough Research Institute will back this up. I am also far too mean to spend more than I have to, and at £4/acre it all soon adds up. For once, the boffins and I are in agreement.

Contractors who don't own tedding machines will tell you that farmers' tedding skills leave much to be desired. Driving too fast or not driving the machine hard enough, resulting in lumpy swards of grass, are real harvester blockers. I have even heard threats of taking machines to the nearest cliff face and pulling the pin out, such is the esteem some tedders are held in. Is this the reason Claas had to redesign its grass pick-up?

Grass is growing like mad at present and being greedy, I have fertilised the fields and intend spreading slurry on some more land so I can get a fourth cut. You never know, there may be a buyer for it, or we could get a late spring. I also have a field earmarked for wholecrop wheat. We call this the 'spring field', due to its propensity to provide lots of spring water in the wrong places.

Our New Holland T7.210 continues to please us with its power and frugal use of diesel.

However, it is now dry after 40 years of attempts at drainage.

The last time this field was ploughed, it went straight into grass. We then amalgamated it with another field, which makes it much safer than it used to be, but it will still have to be ploughed down the hill and out to the left. I'll never forget the day I sowed this field with grass seed – it was 11 September 2001.

Our New Holland T7.210 continues to

please us with its power and frugal use of diesel. It would take over £100,000 to buy the same tractor today, with talk of another 10% price rise in the not-too-distant future. I don't know where all this is going to end as everything is going up in price substantially, except our milk. Any contractor hoping to put his rates up to pay for all this machinery will lose business hand-over-fist. So who is going to buy these machines?

A replacement for our JCB 310S handler has been found. We came to the conclusion early in our search that second-hand JCBs are too expensive, so out went the JCB and in came a Volvo L70G. The newcomer, not for the faint hearted or those with vertically challenged cattle sheds, is a bit of a monster and requires an operator who is aware of what he or she is doing. The ballast weight will squash a badly parked Hilux or demolish a cubicle house wall without so much as a puff of diesel, and that's just in reverse. I thought about calling the big Swede, Thor, but as he's Norwegian I settled for Sven McCool, a kind of Ulster/Swedish collaboration.



Joe Dunstan farms 500 acres at Mabe in Cornwall with his father Paul and uncles Michael and Brian. The farm supports a herd of 130 pedigree Charolais cattle herd and followers and there is also 200 acres of arable cropping. The family also run a busy groundwork and plant hire business.

Transported back in time

■ This year's harvest has had a somewhat nostalgic feel. For visitors, it must have felt like they were being transported back in time to the early 2000s. Let me explain why.

Having ordered a new Claas Arion 450 back in May, we put our John Deere 6130M up for sale. However, the new Claas is not due to arrive until October, so this has left us with our three John Deere 10 Series tractors as the main workhorses. Our 6310, previously used as our back-up loader tractor, has now taken on all of the bale handling and loading work. Once again, I have been very impressed with how this gutsy little four-cylinder tractor has taken it all in its stride.

Our John Deere 6610 has traditionally always handled the bulk of the grain haulage, but this year it has also taken on the mowing, baling and cultivation tasks. Our John Deere 7810 has spent the entire harvest season attached to our Claas Quadrant 2200 baler, although it will soon be moving over onto drilling. All three of our modern classic Deeres have performed very well, although we seem

to have had more than our fair share of burst hydraulic hoses for some reason. I guess this comes with the territory of working older machines harder than usual.

Our Massey Ferguson 300 Series tractors have been kept occupied running the grain dryer and bale wrapper.

Telehandler wise, we have parted company with our Cat TH220B, leaving a Cat TH62 as our only telehandler. I have found this all very strange, not being able to go and jump on another handler when our TH62 is busy doing something else. Our slightly more vintage Massey Ferguson 300 Series tractors have been kept occupied running the grain dryer and bale wrapper. The late 1990s modern classic theme continued with our neighbour's Claas Mega 208 combine, which as usual has behaved impeccably and harvested our crops with the minimum of fuss.

Indeed, the only implements that would have destroyed a visitor's illusion of being back in the early 2000s are my two bale trailers.

Regular readers of my Farm View columns may remember me praising my old A-frame dolly trailer and telling you all how wonderful it was. Well, it has finally succumbed to rust and has been deemed not to be safe for on-road use. We have managed to find a new replacement, a Joskin Wago 8000D14. The dimensions of this galvanised, 8m-long, four-wheel trailer are not exactly the same as my old trailer, but they are close enough (it is almost the same length as my traditional Bailey trailer). The manoeuvrability of the old A-frame trailer was far better, but that's just how it goes.

At least I now have two good trailers, the Joskin and the Bailey, that are well-suited to the work that we do and, more importantly, are fully up to spec regarding their brakes and roadworthiness.

Whilst I am very much looking forward to the arrival of the Claas Arion 450, with all the comfort and ease of operation that comes with owning a new tractor, just for the minute I am really enjoying being back in the 2000s, listening to growling exhaust notes and using levers to change gear. If I could go back to being in my twenties, that would be even better.



Paul Stevenson is a former farmer who now works part-time for an agricultural engineer, as well as running his own tractor refurbishment business, DJC Ltd, from Whitby in North Yorkshire. He owns several classics, including an IH 5288.

Refurb jobs keep rolling in

■ What a poor August it has been up here in this part of the north-east coast. I had a few days driving J. W. Mortimer's New Holland CS780 combine in late July, cutting winter barley. The corn was a bit harder to thresh this year due to it dying off due to dry weather, rather than ripening properly.

The last combine driving I did was on 10 August, in some crimped wheat, and since then we've had three weeks of cloud and drizzle. At the time of writing (6 September), I haven't yet been back behind the wheel. A few people have been cutting bits, but it has been well over 20 per cent moisture.

However, the lack of combining has given me more time in the workshop. The two-wheel drive Ford TW-15 Force II that I worked on and repainted has now gone back home to its owner in west Wales. I'm currently finishing off a Case-IH 956XL, which is getting done to a very high standard. It had quite a few leaks that needed fixing and it has had a full service, including fresh oils.

Its owner, who is local, has been enjoying himself helping to do the prep work, and he has done a lot to the cab interior himself. He said he didn't realise how much work goes into a proper refurbishment. I like to get all the repairs and servicing out of the way prior to starting on the preparation and painting. I think it is pretty pointless allowing oil to leak over new paint, etc.

I'm currently finishing off a Case-IH 956XL, which is getting done to a very high standard.

Next on the list, after I've finished combine driving, is a trip to the man who bought my two-wheel drive IH 5288. He has a leaking rear crank seal he wants replacing on an IH 956XL, and I have a pair of his IH Cub Cadet tractors to bring back for repairs and repainting.

I also have quite a long list of future commissions. There is a late Case-IH 1056XL turbo to fully restore; another Ford TW-15 to repaint; a Ford TW-35 that needs

mechanical work and then painting; another Case-IH 956XL to paint; a Ford 7810 that needs cab repairs; a Case-IH 1455XL that needs an engine rebuild and new paintwork; and a seized-up David Brown 990 that needs an engine rebuild.

Then there are two Ferguson TE-20s that need various things doing to them, and possibly a David Brown 950 that needs bringing up to show condition.

I can't believe the demand there is for this sort of work. It takes a great many hours to do a tractor properly, so it's not cheap either. For example, I've already spent 250 hours on the 956XL I'm currently working on.

I prefer the mechanical work to painting, as it's a lot less stressful. Painting a whole chassis on a big tractor takes half a day, and it's tiring going round and round, making sure you haven't missed anything, as well as making sure you get back round before the paint that you are over-coating hasn't dried too much.

However, when I start putting the tractor back together, and I see that all my work has been worthwhile, and it gives me a lot of satisfaction in a job well done.



Zetor

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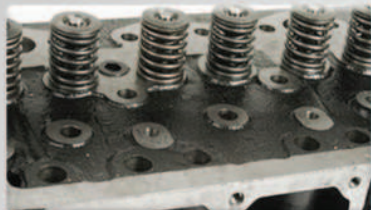
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97

Contents

Your guide to what's in this month's Practical section

89

TIPS & MODIFICATIONS

Expert tips, new parts and readers' modifications.

90

CUSTOM COUNTY 1884

A County fan tells us how he made his own 1884.

97

RADIATOR REPAIR

How to check three key cooling system elements.

105

ASK THE EXPERTS

Our experts respond to readers' technical queries.



Post-wash prep jobs

With most combines having now completed the 2021 harvest season, thoughts turn to the winter lay-up procedure. Washing a machine off with a jet hose or steam cleaner is often the first step taken by many, but it should not be the only one, advises Alan Kellett. If a combine is washed and simply left, stagnant water will collect in the seams of tinwork, etc., creating out of season rust pockets, as well as permeating bearings, resulting in premature failure the following season.

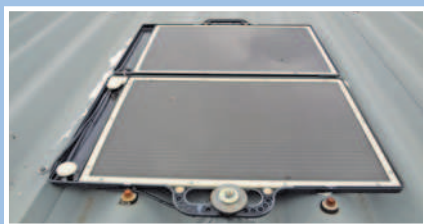
Hence, after completing a washdown, it is good practice to run a combine for five minutes with the threshing mechanism, header and unloaded auger engaged to shake and displace any unwanted pockets of water.

Then lubricate all the grease nipples to displace unwanted water ingress in the bearings. Finally, lightly coat any exposed chrome ram rods with grease and lightly oil any non-O-ring chains with lubrication oil.

Water is the over-winter enemy of all combines. Preventing water ingress will prolong component life, boost reliability and help to keep a machine looking tidy.

MOD OF THE MONTH

SOLAR POWER CHARGING



IF YOUR TRACTOR IS STORED in a building without electricity, charging its battery can be inconvenient, notes former dealer service technician David Brown.

Following overwinter storage, the battery on my tractor had become run down. Instead of removing the battery I decided to charge it using a folding solar panel, see picture above, that I had used for camping.

It has a built-in micro controller that regulates the output to either 25 or 50 volts, depending on battery voltage.

Firstly, the panel was secured to the shed roof. Then I bought a solar charge controller, below left. This controls the output and prevents battery over-charging. This unit needs to be secured close to the battery. The controller also has a USB charging point for charging mobile phones or other devices, together with an output for 12v lighting, which is useful if your building is poorly lit. Then it was just a matter of connecting up to the battery. The solar panel controller on the day of installation was charging a flat battery and the charging voltage was 14.2 volts (and this was on an overcast day).

Once the battery has been charged, the controller monitors the condition and maintains the charge level. If you are using your own solar panel, you need to ensure the output doesn't exceed the maximum input of the solar panel controller.

The cost of my controller was less than £10. You will also need some two-core wire and crocodile clips for the battery. If you don't have a solar panel, kits containing the panel, controller and cables and battery clips are available for around £20-£30 on the internet.



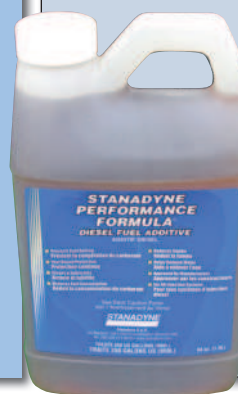
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MODS!

TIP OF THE MONTH

Time to add additive

With the harvest now over in most parts, and the cultivation season well underway, most red diesel fuel tanks will now be low and awaiting a re-fill for autumn and winter consumption, notes Alan Kellett. Such autumn and winter engine duties will inevitably involve cold running, stop/starting of engines and sub-zero temperature fuel storage, all of which risk engine carbon build-up, oil sludging and waxed fuel. It therefore makes sense to pre-charge the main fuel tank with a quality fuel additive before you get your supplier to fill it with diesel, in order to increase the cetane level and prevent waxing during cold weather.

This will help to reduce engine wear and carbon build-up, improve starting, increase performance and reliability, plus eliminate the dreaded waxing of the fuel in sub-zero temperatures. Adding fuel additive, available from most agricultural dealers and motor factors at reasonable cost, to your storage tanks is well worth the time and trouble.



PRACTICAL County 1884 Conversion



Below and inset: Pat O'Sullivan, inset, a construction equipment dealer and avid County collector from Rhode in Co. Offaly, knew his chances of buying one of the two County 1884s with Super-Q cabs were very slim, so he decided to build his own.



Drive system alterations

CONVERTING THE FORD TW-35 to equal-wheel four-wheel drive wasn't simply a matter of fitting a new front axle and then swapping some gears to adjust the ratio. The TW-35 front axle has a single, centre drive shaft while a County 1884 has twin-drive shafts running on each side of the tractor, as does a County 1454. The 1454's four-wheel drive equipment was moved over to the TW-35, replacing the original drop-box, drive shaft and front axle. Because of the need to move the front wheels further forward due to the fitment of bigger wheels, the two drive shafts to the front axle had to be lengthened.

Big County conversion

What do you do when you want a County 1884 with a Super-Q cab and there are none available? The answer is, you build your own. That's what Pat O'Sullivan, a keen collector of Countys from Co. Offaly, has just done using a Ford TW-35 and parts from a donor County 1454. He has been telling Paul O'Callaghan about the conversion process, the engineering challenges that were faced and the finishing touches that make his replica look different to anything that's gone before.

PAT O'SULLIVAN'S REPLICA COUNTY 1884 is almost certain to divide opinion. Some may dismiss it on the basis of it not being an original 1884; some will be dismayed that a perfectly good Ford TW-35 was sacrificed in the process; while others may applaud Pat's ambition and enthusiasm, and the engineering that has gone into the project.

Whatever your views, the fact this project took place is further evidence, if it was needed, of just how sought-after the County 1884 has become. Pat was prepared to go to enormous lengths to produce a replica of this former flagship model. And that's the important thing to remember here – this tractor is a replica and definitely not purporting to be an original, as is demonstrated by its bespoke bonnet decals, oversize wheels and several other non-standard items, all of which give this machine its individual

character. Whatever your opinion may be, the amount of engineering and perseverance required to complete a project of this magnitude is admirable.

The man behind it, Pat O'Sullivan, from Rhode in Co. Offaly, is no stranger to **CLASSIC TRACTOR**, having appeared in the April 2008 issue with his bright yellow ex-BAA County 1184. Since then, his collection of Countys has grown to include an impressive range of different models that includes, among others, a desirable short-nose 1474, a 964 and a blue 1184. One particular model that has so far eluded him, partly due to its astronomical price tag, but mainly because of a lack of availability, is an 1884. Not to be deterred, Pat set about making one of his own. He was greatly assisted in this venture by Deccy Scally and his son Shane, who work in Pat's plant sales business, Overseas Plant Sales, repairing and maintaining heavy plant equipment.

Sourcing the donors



Above: Pat O'Sullivan bought this very tidy ex-French market Ford TW-35 Force II from a dealer in Holland in 2017. The frame of its aftermarket front linkage would later be used to strengthen the tractor's front end when it became a replica County 1884

IT'S A WELL-KNOWN FACT that only two County 1884s with Super Q cabs were built. These late models were sold new to British Steel and Lafarge respectively. After their working lives came to an end, they eventually found their way into the hands of collector Malcolm Beaton from Somerset. Although he has been selling off some of his tractors in recent years, Malcolm has retained a number of his big Countys, including his pair of 1884 Super Q models. They remain among the jewels of his collection.

Pat knew that the quickest and most cost effective route to realising his dream of owning a big County with a Super Q cab was to build his own machine, using parts from other tractors. He knew it would be a daunting project and one that relied on finding suitable donor tractors, one of which would need to be a County 1454.

"I was adamant that I was going to start with a good base Super-Q tractor, so



Above: A donor County 1454 was found in Co. Mayo in the West of Ireland. Its cab was rough, but crucially it had all of the essential four-wheel drive parts required to transform Pat's Ford TW-35 into a replica of a County 1884.

I bought a French Ford TW-35 Force II from a dealer in Holland in 2017," he says. "It was just before the prices began to climb and I managed to get it for €17,500 (£15,000). It wasn't a mint example, but it was very, very clean."

While finding a decent Ford TW-35 was never going to be an issue, locating a County 1454 was a different proposition.

"I found a 1454 for sale in Co. Mayo, over in the West of Ireland, and gave €6500 (£5650) for it," explains Pat. "The tractor was rough, especially the cab, but it had the four-wheel drive parts I needed, which was the important thing."

The Ford TW-35 Force II spent a few years sitting in Pat's collection, untouched and awaiting the next move, and during this time it apparently attracted quite a bit of attention from admirers. Others might have been tempted to leave it in its standard format, but Pat always had other plans for his big Ford.

Front end modifications



Above: Prior to the front axle from the donor County 1454 being fitted, the chassis of the Ford TW-35 was strengthened. Inch-thick steel plate was used to make a new frame to hold the front cross-member. This frame also houses a look-alike diesel tank.



Above: The front linkage arms and rams, etc were removed, but the frame was retained and strengthened using inch-thick steel plate. Note how the tractor has already gained its non-standard but stylish bonnet decals. This wheel fitment was temporary.



Above: A section of the Ford TW-35's nearside bonnet side panel had to be cut out to provide sufficient clearance for the power steering ram. This tinwork adaptation was also carried out by County engineers on the original 1884.



Above: During an initial trial fitment of the front axle, it was found that the gap between the front and rear wheels was insufficient, to the point where the tyres almost touched. Mounting the front axle further forward on the chassis overcame this problem.

"WE MADE THREE ATTEMPTS to get the front end right," explains Pat. "The main issue was that the distance between the front and rear wheels was nowhere near big enough, to the point where the front and rear tyres were almost touching. Simply moving the axle forward would have weakened the chassis too much, so it took a lot of head scratching to find a solution.

"We studied it for days here, with Deccy, Shane, Alan Kellaghan from AK Engineering and myself all scratching our heads to come up with the answer," he adds. "In the end we made a new frame to hold the front cross-member, using inch-thick steel which also doubles as a look-alike underslung diesel tank."

This allowed the front axle to be moved forward by the required amount, but there was still the issue of the axle from the County 1454 being 30mm narrower than the type used on the 1884. Widening the axle itself was not an option, so we decided to offset the wheel centres in the front wheels by this distance in order to make up the difference and match the track of the rear axle. Much to everyone's surprise, it worked out perfectly.

"We were amazed that we actually got our calculations right in this area," smiles Pat.

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COUNTY

FOREMOST IN FOUR-WHEEL DRIVE

Ancillary changes

THE FRONT LIGHT BRACKET was fabricated by Alan, using the lighting set-up on Pat's short-nose County 1474 as a template. Inch-thick plate was needed on the front edge, which also acts as a weight carrier for the 16 genuine County stamped front weights that Pat has been gathering up over the years. Original round Chateauroux lamps, which were used on the TW Series and other Fords, were added to further enhance the bespoke look that Pat had planned for his replica 1884. These lights are becoming increasingly rare, so when Pat spotted one at Paul Cable's auction in Hertfordshire a few years ago, he bought it and carried it home in his hand luggage, causing a few raised eyebrows at Stansted airport in the process.

The other component which is common to both the County 1474 and 1884, the steps, were also fabricated from scratch by Alan. Pat decided not to alter the door hinges as increasing the swing would have necessitated the relocation of the Super-Q cab's mudguard-mounted side light and indicator cluster pack by several centimetres.

One of the most notable differences between Pat's replica and a genuine County 1884, apart from the wider wheel rims, are the bespoke bonnet decals. He took inspiration for his replacement decals from a late Benson-built County 1184 that was displayed on the company's stand at the 1989 Royal Smithfield Show. On this particular machine, the bonnet decals were influenced by the later style of company logo, with the 'County' name flanked by wings/chevrons. The decals, which were made to Pat's design by local firm Nevada Sign & Design, suit the essence of the tractor, which has a distinct character all of its own, rather than trying to emulate a factory-built example.



Above and inset: The front and weight carrier was made by Alan Kellaghan of AK Engineering using the carrier on Pat's County 1474 as a template. Pat has been collecting genuine County front weights for many years. His 1884 carries a full set of 16 weights.

Left: The non-standard bonnet decals that really set this replica apart from genuine 1884s were inspired by an unusual decal style that was used by County on an 1184 that appeared at the 1989 Royal Smithfield Show.

Rear end revamp



Above: Due to different recess gaps in the centre housings, the half shafts had to be machined down by 12mm. A few people tried to achieve this to no avail, before Ken Cooke of Cooke Bros Engineering in Co. Down completed the job successfully.



Above: The bolts that secured the County trumpet housings from the donor equal-wheel drive County 1454 tractor onto the original centre housing of the Ford TW-35 had to be retorqued three times to overcome an oil leak.



Above: The rear trumpet housings required the fitment of spacers to accommodate the extra brake discs that were fitted to the County 1884. The original bolts that secure the trumpets to the centre housing were replaced with high tensile ones.

TURNING THEIR ATTENTION TO THE REAR END, the first of many problems was encountered with the 1454 half shafts, which were found to be too long when fitted to the planetary gears. "The half shafts used in the earlier and later 1454s were different lengths, which we discovered in the process," notes Pat. "When we offered the shafts into the trumpet housings, they were 12mm too long."

This was due to there being a 12mm difference in the recess where the half shafts slotted into the centre housing of the TW-35, compared to the 1454. This meant the longer shafts from the 1454 had to be machined down.

After contacting a number of different companies that tried, unsuccessfully, to machine down the shafts, Pat turned to Ken Cooke of Cooke Bros Engineering of Newtownards in Co. Down, who did an excellent job. Ken is no stranger to working

on and modifying Countys, and is well-known in classic circles for his collection of Countys and Muir-Hills.

As the 1884 had spacers to accommodate extra brake discs, these needed to be fabricated by Alan Kellaghan, using a profile cutter, to allow the extra discs to be fitted. However, more problems ensued, as Pat explains.

"After fitting the spacers and bolting it all together, we returned in the morning to find pools of oil underneath both sides."

The leaks were addressed by replacing the bolts with high tensile ones and retorquing them three times, which resolved the issue. Located in the same area were brackets for the assistor rams, which were manufactured by Alan using the ones from the TW-35 as a base.



Above: The replica County 1884, far left, with the original Countys in Pat O'Sullivan's collection, from left: 1474, 1184, ex-BAA 1184, 1174, 964, 974 and 4600-Four.

Left: The original Grammer seat on the host Ford TW-35 was badly worn, so it has been replaced by a new modern unit.

No other work refurbishment or modification work was required to the interior of the Super-Q cab.

WHEN THE PROJECT WAS FINALLY COMPLETED in June of this year, it was a case of fingers crossed to see how it would perform. Much to everyone's surprise, Pat included, there have been surprisingly few issues with this unique build.

"We're very happy with how it turned out," he says. "It drives beautifully and the only small issue we've had so far was a leak from the power steering."

Because the Super-Q cab on the donor Ford TW-35 was in such good condition, both inside and out, no refurbishment work was required, with only the worn seat being replaced with a new one. Amusingly, the dash still retains the TW-35's original four-wheel drive switch, even though this machine can no longer be operated in two-wheel drive.

Similarly, the converted tractor no longer has the TW-35 handbrake, which worked off the drop box for the four-wheel drive.

Having personally driven this impressive conversion, I can confirm that the steering is a lot lighter than expected. That's a good thing because you need plenty of space to turn one of these big equal-wheelers.

"We could give it more lock, but we want to keep the big tyres away from the drive shafts," explains Pat. "At the end of the day, Countys were never known for having tight turning circles."

Looking to the future, Pat is hoping to use his replica County 1884 with the Dowdeswell DP7 six-furrow reversible plough that has previously been seen at working days behind his County 1474. One thing is for sure, it will be the only 1884 with a Super-Q cab at an Irish working day!



Above: Non-standard mods include the fitment of an extended stainless steel air cleaner stack, a bonnet-mounted CB aerial, additional work lights and a flashing beacon.

Below: Following its competition in June this year, Pat's replica County 1884 made a very successful working debut at Mark Stewart's recent classic silage day in Co. Down.



Central section mods

LENGTHENING THE DRIVE SHAFT tubes posed no problems, although the relocation of the main hydraulic oil filter on the right hand-side of the rear-end needed a radical solution. "The filter was in the way of the drive shaft, so we relocated it higher up out of the way," says Pat. "In order to do this, we cut the housing in half, took the filter end off it, tapped it with two 90-degree bends and then fitted rubber hoses up to the filter. The main hydraulic filter now sits beside the starter in front of the cab."



Top: The Ford TW-35's hydraulic oil filter was obstructing the path of the offside four-wheel drive shaft, so it had to be removed and relocated. It now sits neatly on a new bracket on the main chassis frame, above. It is much easier to access now.

Fitting bigger wheels

THE BUILD PROJECT BEGAN in earnest in 2018 with the removal of the front axles from the donor County 1454 and Ford TW-35. Agri Gear in Co. Cavan made four new rims to suit 650/65R38 tyres, which are a lot bigger than the 18.4x38s that were a standard fitment on the 1884. Drive Shaft Services in Dublin made the two drive shafts. The decision to fit bigger rims and tyres was consciously taken by Pat in order to clearly distinguish his tractor from an original factory-built 1884, although it was a decision that would cause problems later in the build.



Above: One of the first jobs in the workshop was to remove the front axle from the Ford TW-35 in the workshop. As the owner of Overseas Plant Sales, a construction equipment retail business, Pat and his team are used to working on heavy machines.



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The radiator filler cap is a key cooling system component, but one that's often overlooked. The functionality of its underside non-return valve can be tested relatively easily.

Key cooling parts tested



So far in our series on tractor cooling systems, technical expert Lance Butters has followed a classic radiator as it was fitted with a new core by the professionals. This month he looks at the role played by the thermostat, the radiator filler cap and antifreeze in the cooling system, and explains how all three can be checked and tested to ensure they are still doing their job as intended.

TRACTOR COOLING SYSTEMS are often overlooked, until there is a problem. The coolant level is checked before a day's work, but unless the temperature gauge goes into the red or there's a puddle of water on the ground beneath the tractor, it is often forgotten about. But if a cooling system goes wrong, the result can be a hefty repair bill.

Cooling system faults tend to creep up. A tractor that seems to be working fine during the winter months can be disabled in the spring, even when tasked with doing light work such as chain harrowing or rolling.

The engine cooling system has three main functions: to bring the engine up to the correct operating temperature as quickly as possible; to maintain the correct operating temperature; and to remove excess heat.

The introduction of a pressurised cooling system was a great step forward. It reduced the amount of coolant required and, by increasing the boiling point, it raised the engine operating temperature and improved combustion efficiency. The main components controlling the effectiveness of the cooling system are the radiator pressure cap, the thermostat and the water pump.

The radiator cap works as a pressure relief valve, maintaining the pressure of the coolant at

a prescribed level, and raising the boiling point so that the temperature of coolant surrounding the cylinders and combustion chambers can be greater than 100 degrees C. The higher temperatures improve combustion efficiency, which in turn improves engine power and performance.

When carrying out any maintenance to an engine cooling system it is important to remember that boiling water is very dangerous, and can cause serious burns if it comes into contact with the skin. For this reason, the radiator cap cannot be removed quickly. The first quarter turn releases the pressure, and any scalding coolant will come into contact with finger ends. Screw-on caps have either a long thread or a wide flange and can't be removed quickly.

ACKNOWLEDGEMENTS

Our thanks to agricultural engineer Phil Allott for providing and demonstrating the cooling system test equipment used in this article.



Pressure testing

Engine manufacturers design cooling systems to suit the engine application. Operating pressures can be 4-30psi (0.28-2.0bar), enabling the coolant water to reach 108-120 degrees C.

During routine maintenance, the cooling system should be checked for any potential leaks. It is also possible to test the system using a universal cooling system testing kit. The system needs to be pressurised to 10-15 per cent higher than the operating pressure and left for 20-30 minutes. During that time the pressure should not drop.

While under pressure, giving the flexible hoses a pull and tug should show up any potential failure. It is best for them to fail at this stage, rather than

during a crucial peak working time of the year.

Cranking the engine over on the starter will check that the head gasket is sound – there should be no rise in pressure. The compression stroke of the engine produces a pressure of around 650psi in the cylinders, and cylinder pressure is more likely to escape into the cooling system than the other way round.

The water pump should also be checked with the system under pressure. Any coolant drips

mean the internal seals are starting to fail and will need replacing. New pumps or new seals may leak slightly until they are bedded in.

After depressurising the cooling system, a further check can be made on the water pump by slackening the drive belt and spinning the fan. It should rotate freely and there should be no end or side float. If it feels notchy or has any wear, it is best to replace or rebuild the pump to avoid failure during service.



Using a kit to test pressure

1 A comprehensive cooling system test kits contain a hand pump plus a selection of adapters to fit the differing filler cap sizes and designs. This allows the system to be pressurised to check for leaks and to check the operation of the filler cap. It is important to check that the kit has the sizes required.



Pressure stamped on cap

2 A filler cap is usually stamped with the pressure it maintains in the cooling system. In this example, the number '7' on the cap refers to 7psi. The number may be in metric (0.5 would mean 0.5 bar, which is about the same pressure). A replacement cap needs to have the pressure rating specified for the engine.



Adapter has to fit correctly

3 When testing a cooling system for leaks, the first task is to fit the correct adapter from the pressure testing kit to the filler cap. It needs to fit correctly in order to make a good seal. Most older classic tractors have a bayonet connection, while newer machines tend to use a screw-on radiator cap.



Quick-release connector

4 The adaptor connects to the hand pump via a quick-release coupling. Radiator filler necks not only vary in diameter, but also in the depth of the sealing seat in the filler neck. A filler cap bayonet connection may be the correct type, yet the valve seal may not actually be in contact with the valve seat.



Pressure should not drop

5 With the hand pump connected, a few strokes of the pumping lever brought up the pressure, which was adjusted to about 15 per cent more than the pressure cap setting. The pressure should not drop when left for 20-30 minutes. Cranking the engine with the 'Stop' control out should not change the pressure reading.



Worn seal can cause leak

6 Checking the water pump was relatively easy. With the fan belt tension slackened off, the pulley should turn freely and be free from any end or side movement. A drain hole in the underside of the pump prevents leaking coolant reaching the bearing assembly. Leakage indicates a worn seal that needs replacing.

Coolant condition



The condition of the coolant should be checked during service intervals. Antifreeze is added to the coolant water at a concentration of 25-50 per cent, with a 30-40 per cent mixture often being recommended for the tractors now regarded as classics.

Today, however, the degree of frost protection that is provided is specified, allowing a suitable concentration to be chosen.

When a system needs topping up, an antifreeze/water mixture should be used. Different types of antifreeze should not be mixed as the two different chemicals can react.

The simplest method of checking the concentration of the coolant is to use a hydrometer specific to antifreeze. There are two types available: one resembles a battery hydrometer, with a float calibrated to show the specific gravity of the sample; the second has a number of discs encased in a glass or plastic tube, and on this type the greater the number of discs floating in the sample, the higher the specific gravity or concentration of the coolant.

Professionals use a refractometer, which provides a more accurate reading.

Boiling water facts

The temperature of coolant around the combustion area, when under pressure, can be above 100 degrees C.

When the pressure is released, this coolant turns into steam, which occupies a vastly greater volume than water.

As a result, scalding coolant water is forced out of the filler cap. The temperature of coolant water around the top hose and header tank can be over 90 degrees C, and anything above 55 degrees C will cause third degree burns.

One litre of water will produce 1600 litres of steam at atmospheric pressure. Fortunately, the temperature of coolant rarely exceeds 100 degrees C, and even then it's only in the combustion area.

Radiator cap testing

The radiator cap can be tested by attaching an appropriate adaptor from the test kit and then pressurising it using the pump. The pressure should not exceed the figure stamped on the filler cap. This is unlikely, and more often the pressure cannot be achieved, in which case the two valve seats/seals should be checked and cleaned. If it is still not reaching the required pressure, a new cap is needed.

A point to note is the length of the filler cap stem. They do differ, and the spring must apply pressure to the sealing valve. The testing kit will have a range of adaptors to select from.



Radiator cap has two seals

1

The radiator filler cap has two valves. The large visible seal sits at the base of the filler neck. The coil spring applies pressure to this seal creating a pressure relief valve. As the coolant heats up it expands, forcing any air or coolant that is above the coolant level in the header tank to be expelled.



Essential non-return valve

2

A non-return valve on the underside of the pressure relief valve is held in position by a hair spring. Upon cooling, as the coolant contracts, the non-return valve allows air or coolant to re-enter the header tank, preventing the radiator core tubes and hoses from collapsing under atmospheric pressure.



Pressure tester for the cap

3

Pressurising the coolant raises the boiling point. Engine manufacturers design an engine to run at a specific temperature and pressure, depending on its application and the country where it will be used. A universal pressure cap tester allows it to be checked to ensure that it is functioning correctly.



Pump used to get pressure

4

Using the hand pump, the pressure figure stamped into the top of the cap should be the maximum pressure achievable. The gauge showed the range of tolerance. If the pressure fell, one of the two valve seals could be at fault. Cleaning seals might cure the problem, otherwise a new cap will be required.

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Checking the concentration of coolant

Antifreeze performs several important roles, as follows: it lowers the freezing point of the coolant; it improves the cooling efficiency of plain water, it lubricates water pump seals, it prevents corrosion; and it prevents scale building up.

Antifreeze is very 'searching', which means it will soon find a potential leak and make it worse. It is an expensive commodity, so it is essential that a cooling system is completely leak-free.

In the early days of classic-era tractors there was a choice of cheaper alcohol-based antifreeze (similar to today's screen wash) or the more expensive ethylene glycol-based antifreeze. Since then, the choice has expanded further.



Simple hydrometer check

A The engine manufacturer specifies the concentration of the antifreeze solution required. A hydrometer, specific to antifreeze testing, can be used to check solution concentration. With this example, after sucking up a sample of coolant, the more discs that are floating, the more concentrated the mixture.



Taking a sample of coolant

B The concentration and type of the coolant is more important in newer tractors, as the cooling system temperature is a vital component in the management of engine exhaust emissions. During routine maintenance, a sample of the coolant should be taken and its concentration checked with a refractometer.



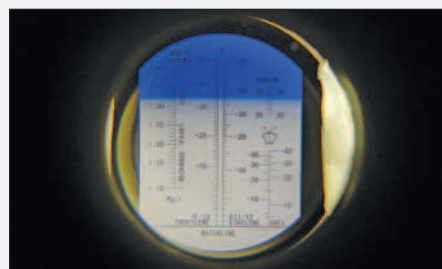
Drops are placed on glass

C When using a refractometer, a few drops of the coolant sample were placed onto the flat glass surface of the test instrument. The glass surface needs to be free from any contamination or the reading will be affected. This same instrument is used for testing the specific gravity of battery electrolyte.



Sample gets thinly spread

D Closing the refractometer's clear perspex cover onto the coolant sample caused the liquid to spread thinly over the complete surface of the glass plate. This ensured the sample had a uniform thickness. If there were visible air bubbles or contamination, the sample would be discarded and a new sample provided.



Freezing point is indicated

E The eye piece showed a blue section in the upper part of the circle. Using the centre scale reading, the lower line of the blue section indicated a coolant freezing point of -34 degrees C for propylene glycol and -37 degrees C for ethylene glycol antifreezes. The engine was well protected against frost damage.

Comparing the systems

As can be seen from this table, the power produced in relation to coolant capacity is considerably greater in cars than in tractors.

The tractor engine spends most of its working life with its engine operating in the maximum power range of 2000-2400rpm. The majority of car engines spend most of their time operating in the 2000-3000 rpm range, so well below their maximum power. Many car engines achieve max power between 4000 and 5000+ rpm.

Vehicle	Year	Engine size (litres)	Engine Power (hp)	Power per litre (hp)	Coolant capacity (litres)	Power per litre coolant (hp)
Fordson E27N	1949	4.4	27	6	45	1.7
Fordson E1A	1953	3.6	37	10.3	13.6	2.7
Ford 5000	1964	3.8	65	17.6	14.5	4.6
Ford 8340	1991	7.5	125	16	21.5	5.6
John Deere 6140M	2021	4.5	150	35	22	6.8
Ford Focus	2015	2.0	140	70	6.3	22

Development

Cooling systems have developed considerably over the years.

Back in the days of the Fordson E27N Majors, when you did a day's ploughing you took a bucket with you to top up the 10-gallon (45-litre) cooling system from a cattle trough or ditch.

The thermo siphon system had no regulation system, and during hard work the cooling system water gradually boiled away.

Since then, engine power has increased and coolant capacity has reduced (see 'Comparing the systems' panel). At the same time, the reliability of the cooling system has improved and as a consequence it is rarely checked during daily or routine maintenance.

Thermostat check-up

Cooling system faults often lie in the thermostat. When the engine is cold, the thermostat is closed, preventing the coolant flowing into the radiator.

Instead, the 'cold' coolant is circulated around the cylinder head and block via the bypass hose. When the prescribed temperature is reached, the thermostat valve opens to allow the coolant to circulate through the radiator, from the top down via the top hose. Some designs incorporate a secondary valve which closes the bypass hose, allowing coolant to only flow through the radiator, block and cylinder head.

Originally, thermostats comprised of a simple

bellows arrangement. This took the form of a sealed beryllium copper alloy or bronze bellows containing a liquid, either alcohol or a volatile oil. When heated, the fluid vaporises causing the bellows to expand. This type works fine until the bellows develops a crack or fracture, causing a leak. This prevents the thermostat from opening, resulting in overheating and possible engine damage. A test kettle is used to check a thermostat. This 'kettle' consists of a container fitted with a heating element

and filled with water. The base of the thermostat is submerged in the water and the heater is switched on. A thermometer records the temperature of the water as it heats up. When the water temperature reaches the figure stamped on the thermostat, it should open quickly. When removed from the water, it should close as it cools down. If a test kettle is unavailable, the thermostat can be put into a pan of water and brought to the boil. It should open just before the water boils.



Thermostat directs the flow

A A thermostatic valve is incorporated in the cooling system. When the engine is cold, the thermostat allows coolant to flow only around the cylinders and cylinder head. When the operating temperature is reached, the valve opens to allow some coolant to flow through the radiator to maintain operating temperature.



Putting thermostat in kettle

B Operation of the thermostat was easily checked using a thermostat test kettle. This was filled with water and the base of the thermostat was submerged in the water. An electric element heated the water up inside the kettle. While this was happening, the temperature was monitored using a thermometer.



Cold water causes closure

C When the thermostat was sitting in cold water, its valve was closed. The opening temperature of the thermostat is stamped into the surface of either the outer frame or the base of the valve. This is the temperature at which it should open if it is functioning correctly to control the flow of coolant.



Temperature is monitored

D It is important to monitor the effect that temperature has on the thermostat. If it opens too early, the engine will be operating below the correct temperature, resulting in inefficient operation; if it opens too late, the engine will be running hot. Both problems can cause premature engine failure.



Smooth opening required

E Watching the thermostat, it was possible to see the valve start to move as it approached the indicated opening temperature, and then fully open as the temperature was reached. It needs to open fully within two degrees C of the process starting. If it didn't open smoothly, without jerking, it would need replacing.



Quick and smooth closure

F The thermostat should close smoothly and quickly when removed from hot water. Generally, thermostats are fail-safe, meaning they will stick 'open', preventing the engine from reaching normal temperature. The old bellows-type units had a habit of failing in the closed position, causing major overheating.

Temperature facts

- At sea level water boils at 100 degrees C (212 degrees F).
- With every 500ft rise in altitude, the boiling point falls by 0.56 degrees C (1.0 degree F).
- Cooling systems operate under pressure; for every 1psi rise in pressure, the boiling point increases by 1.67 degrees C (3.0 degrees F).
- A 4psi radiator cap increases boiling point to

106.7 degrees C (224 degrees F).

- A 21psi radiator cap increases boiling point to 135 degrees C (275 degrees F).
- Temperature in the combustion chamber at ignition is 1800-2000 degrees C (3270-3630 degrees F).
- The melting point of aluminium pistons is circa 600 degrees C (1200 degrees F).

- The melting point of cast iron cylinders and block is circa 1150 degrees C (2080 degrees F).
- Exhaust gas temperature from an engine under light to normal load is 200-300 degrees C.
- Exhaust gas temperature under high load is 500-700 degrees C.



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Ask the Experts

Got a technical problem or query? CLASSIC TRACTOR and its panel of experts are here to help. Drop us a line by e-mail or letter and we'll do our best to answer your technical questions through the magazine.

JOHN DEERE 3350



Q My high-hour John Deere 3350 recently suffered an engine failure after the coolant leaked into the sump, turning the oil a milky grey colour. The self-employed mechanic who does some work for me eventually traced the cause to severely pitted liners. The pitting is worst immediately adjacent to the black seals at the bottom of the liners, but some pits run half way up the vertical face and mostly in line with the water pump. We have never experienced such a failure before and would be grateful if you could shed light on this phenomenon (for us) and how we can prevent any further reoccurrence.

■ **Harry Price, Ludlow, Shropshire.**

A The phenomenon you refer to is known as 'cavitation' which is caused by tiny air bubbles in the circulating coolant imploding against the liner wall. Implosion is the opposite of explosion. The resultant blast is channelled inward at one point, making it far more destructive than an explosion, which dissipates outward in all directions.

To minimise the air bubble content, most manufacturers now install expansion tanks to siphon off most of the bubbles and reduce the wet liner-to-block clearance to reduce the remaining bubble impact.

In-field remedial action involves changing the coolant in line with the manufacturer's specification. In addition to their antifreeze properties, modern reputable coolants contain additives which form a barrier on the liner walls to mitigate the bubble implusions. These additives have a finite service life, sometimes as low as two years. Hence the need for regular coolant changes that follow the manufacturers' recommendations. Follow these guidelines and future cavitation problems will be greatly reduced.

RENAULT CERES 335X



Q Earlier this week, the starter motor suddenly failed on my Renault Ceres 335X. I managed to remove it, but had to disturb some hydraulic pipes in the process. The starter was repaired and I managed to refit it. I have replaced the pipes, but my problem is that I have no power steering, the loader does not work and the tractor won't move. I am not sure about anything else. I have tried running the engine in short bursts at different speeds, but nothing shows any sign of coming back to life. Is there a venting procedure for start-up after this sort of repair? I am desperately in need of your advice.

■ **John Kelly, Oldcastle, Co. Meath.**

A Aluminium-bodied hydraulic pumps may work reasonably well when the hydraulic circuit is full of oil, but once the circuit is disturbed and assuming a degree of wear is present, then the pump/s may find it difficult to draw oil in to resume operation. This should be taken into account if attempts to vent the system prove unsuccessful. If the pump has to draw oil upwards then this will add to the difficulty.

In the case of your Renault there is no venting procedure as such and on the assumption that the pumps are in good order, rectifying this issue will take patience and perseverance. In order to minimise the possibility of the pumps running dry, the top outlet pipes should be disconnected and the pump ports filled with oil. Replace the pipes and leave the nuts loose. Start the engine and run at fast idle. Look for signs of aerated (white) oil escaping, but take care as a mixture of air and oil under partial pressure can be quite messy (eye protection should be worn).

When the flow appears to be all oil, nip-up the pipe nuts and try the steering. It will be easier if the tractor is jacked up. Work the steering wheel and then open the pipe nuts again. Carry on doing this until no air in the oil can be seen.

With the engine stopped, slacken the pipe on the right-hand end of the steering cylinder when the steering

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is on full left lock. Manually push the front wheels back to the right full lock and tighten the cylinder pipe. Repeat this operation for the other side. This should purge the steering cylinder of air.

Normal steering operation should now return once the cylinder has filled with oil. If not, vent the cylinder again. Test with the jack removed. If the steering is satisfactory, check the operation of the loader and the three-point linkage. If all are working, check the forward and reverse functions. During the venting it is likely that 2-3 litres of oil will escape and this should be caught in a suitable container.

DAVID BROWN 880



Q I have just stripped down my David Brown 880's three-cylinder engine, rebuilt it and retimed the gears at the front end. I am now struggling to re-time the DPA fuel injection pump. The skew gear onto the camshaft is moving and I am getting it wrong. Is there a straightforward way to do this, or is a special tool required?

■ **Gwyn Williams, North Wales**

A This is what you need to do. Rotate the engine until no.1 inlet valve is closed, then insert the timing pin into the Spill Point 'SP' hole in the clutch housing, at which point no.1 injector fires off.

Now set the master spline on the pump drive to four o'clock, then gently slide the pump into working position. As you do so, the skew gear will automatically rotate the pump drive from the initial four o'clock to the six o'clock working position. Job done!

CASE 1594



Q I have a problem with my four-wheel drive Case 1594. It has a leak on one of the front stub axles and the dirt has worn the oil seal track and as a result there is now no way new the seal will hold oil. I have been told I will need a new complete housing and that this will be very expensive. Is there an alternative solution, please?

■ **Jim Henson, Canterbury, Kent.**

A Your Case 1594 must have been an early tractor because late ones, after axle serial number 709/19688, came with a replaceable wear sleeve. However, your axle is not a write-off because the damaged area can be

machined down and a wear sleeve can be fitted.

The housing needs to be removed and taken to a machine shop to have the damaged area machined down to 149.9mm to accept the new wear sleeve, part number K395138. It would be a good idea to obtain a new wear sleeve and ask the machine shop to fit this as it needs pressing on, and a strong Loctite also needs to be applied.

When you are re-assembling the hub, the castellated nut needs to be torqued to 885lb-ft. You will find it easier to refit the end plate and align the planetary gears if you make two guide studs that will screw into the threaded holes in the hub. Also, ensure that the drain/level hole in the end plate corresponds with the cut-away in the hub.

MASSEY FERGUSON 6160



Q We own have a P-registered Massey Ferguson 6160 with the pre-select shuttle lever on top of the Dynashift lever. It has always worked perfectly in the past, but it has now become problematic. It still selects forward/reverse OK, but the direction lights in the centre of the dash just flash all the time. Can you advise us on what's wrong?

■ **Archie Smith, Boston, Lincolnshire.**

A The pre-select on the MF 6100 Series could be problematic and was modified a few times, even to the point where it was replaced with a manual lever if the customer wanted. Having said that, when it is working, it's good.

The lights on your MF 6170 are flashing because the system is out of calibration. This could be a potentiometer fault or due to a worn forward/reverse fork/synchro. Firstly, try to calibrate the system, as per the following sequence. With the ignition off and no lights on the dash, at the same time press the diff lock button; now start the tractor, still with the diff button pressed. Pull over the gear lever as if you were changing from High to Low and that will start the calibration process. Once this has been done you should only have one light illuminated on the dash.

FENDT F255GT

UNSOLVED



The toolcarrier has been broken down for a year now and therein lies my problem as parts advice is very difficult due to the lack of knowledge and materials available for these machines in the UK. I am a subscriber to CLASSIC TRACTOR and read Steven's article on Fendt toolcarriers a few months ago, so asked him if he would be able to

put me in touch with someone who may be able to assist in getting it back in operation. He suggested I get in contact via Ask the Experts as you may know somebody who could help. I have tried through our local Fendt dealer but they were not able to help me. The steering orbitrol unit has failed and has some broken internal parts. Sourcing replacement parts and/or a whole unit is proving impossible.

■ **Sam Tyrrell, Cowbit, Lincolnshire.**

A Editor – German tractor parts specialist Granit (www.granit-parts.co.uk) supplies new steering orbitrol units for the later Fendt Toolcarrier 345GT, 350GT, 360GT, 370GT and 380GT, etc., models, but doesn't list replacements for the earlier machines on its website. Apparently, the F255 parts catalogue doesn't appear in Epsilon, the current Fendt parts system. Can anyone help Sam to locate an orbitrol unit to get his Fendt F255 GT toolcarrier up and running again?

Q I was given your details by your Dutch correspondent, Steven Vale, who I know through my day job of working for a Dutch vegetable seed company. He said you may be able to help me.

I own a 1979 Fendt F255 GT toolcarrier, very similar to one that recently appeared in CLASSIC TRACTOR, see picture, but without the front tipping body, which I purchased two years ago from a neighbour for work and pleasure. My family farm around 200 acres of silt land in south Lincolnshire, growing a range of arable and horticultural crops. The tool carrier was purchased for preservation, but also to do a few hours of work each year, mainly hoeing drilled and planted cut flower crops, along with 30 acres of sugar beet. It was supplied new by Bill Bennet Engineering to William Arnold, who grows herbs in Worcestershire, and its second owner was my neighbour, Fred Fisher, who I bought it from, so I know all of its past history.

NEW HOLLAND TS115



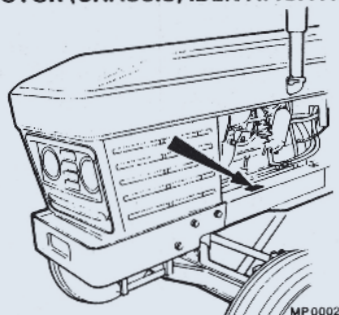
Q I have been running a New Holland TS115 from new. It is brilliant and does everything I need. However, recently it has started leaking oil from the spool valve. Below the valve there is an aluminium housing which has two spool couplers. At the side of the aluminium housing there is a metal round disc pressed into the aluminium housing. It is leaking oil from the disc. I have removed the disc and there is no O-ring, so I don't know how to stop the oil leak. The tractor is an SLE with a CCLS pump if that's make any difference.

■ **K. Smith, Whitby, North Yorkshire.**



Serial numbers on Marshalls

TRACTOR (CHASSIS) IDENTIFICATION



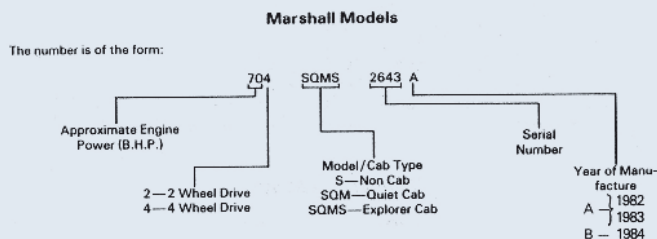
Identifying the year that a Marshall Harvest Gold tractor was built is very easy, providing the machine has retained its original serial number. The serial number on all Leyland-derived Marshall tractors, apart from the 502, is stamped on a plate attached to the top face of the left-hand (nearside) of the main engine frame, as shown above. On the 502 model, the plate is attached to the left-hand side of the front axle bolster.

Following Marshall's purchase of the Leyland tractor division, a revised serial numbering system was introduced by the Gainsborough-based company in September 1982. The new serial number sequence started at 0101 and most significantly

included a suffix letter. It is this letter that denotes the year of manufacture. It started at 'A' in 1982/1983, and continued alphabetically through until 'H', which corresponded with a build date of 1990. This was also the year that production of the Leyland-derived models came to an end. The later Austrian-built Marshall D Series models used a different serial number system.

On the Marshall 502 to 904 models, the first three numbers in each machine's serial number were the model number; the first two numbers indicated the horsepower and the third number, either '2' or '4', related to the configuration, either two- or four-wheel drive.

The second section of the serial number related to the cab type: 'S' stood for non-cab, 'SQM' for the Victor-made QM cab, and 'SQMS' for the Explorer cab made by Sekura. On the Marshall 100 Series machines, the second section was stamped with 'EH'. The third section was the serial number itself, as explained above.



A The oil leak you are describing is quite common, but it can be difficult to work out where it's coming from. The valves and manifold have been used on Ford and New Holland tractors for many years.

On Series 10 tractors a lever passed through the manifold and was used to help hold and remove the pipe coupling. Later tractors didn't need the lever so the hole was blanked with a steel round disc. Behind the disc is an empty chamber, which should be free of oil.

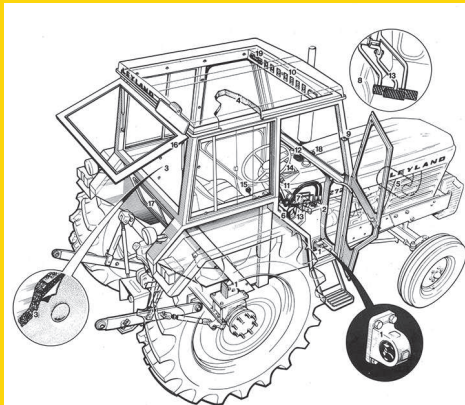
If oil is coming out from around the steel disc then the seals at the back of the coupling are leaking. This means the oil fills the empty chamber and then comes out of the hole. To stop this leak, you need to remove the dust cap and unscrew the coupling; a special tool is available to help do this. Once the coupling is removed you will see two white backing rings in the housing. Under each white backing ring there is a black O-ring. Remove and replace these O-rings and refit the couplings.

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

BULLETIN BOARD

Using service bulletins of the past, we pinpoint when product changes took place.



LAUNCH OF THE LEYLAND Q CAB

When Leyland introduced its new Q cabs in May 1976, it not only ensured that they conformed to the impending cab noise legislation of 1 June, but also improved them in a number of other areas, compared to the previous safety-type units.

These Q cab improvements, outlined in a production information bulletin, number PT/62, sent out to Leyland dealer salesmen in June 1976, are listed below.

The wiring harness between the Q cab and the rest of the tractor was now joined by multi-pin plugs, while the harness itself was protected by line fuses. The cab doors were increased in strength, the door check chains were replaced by Bowden cables and rubber stops, and the door lock strikers were redesigned.

The windscreen and front of the cab became a one-piece design. The roof lining was improved to prevent sagging and the method of securing the roof was improved. The cab side panels were welded for improved fixing.

Seat adjustments were now easier thanks to sliding rails. The rear light cables were routed through conduits to prevent sagging, while the sidelights, stoplights and flashing indicators were mounted in automotive-type units on the rear of the mudguards and the front of the cab.

The gearbox protrusion inside the cab was reduced, improving access. The brake and clutch pedals became pendant-type with master cylinders and hydraulic reservoirs, and finally, the footsteps were changed to a large, square grid-type.

SIX-POT SAVED

Had it not been for one of its former operators and admirers, a machinery enthusiast from Co, Meath, this 1981 David Brown 1690 would have been broken for parts. Words and photos by Paul Lynch.

FACTSHEET

- **TRACTOR:** 1981 David Brown 1690
- **HOURS:** 10,000 approx.
- **ENGINE:** 103hp David Brown 6-cyl
- **OWNER:** Paul Lynch
- **LOCATION:** Kells, Co. Meath.
- **PURCHASED:** 2017



Above right: Everything in the cab is present and correct, even the original seat, which has had its worn suspension overhauled.

Right: A set of taller 38in rear wheels, aimed at reducing the generous tyre-to-mudguard gap, are on this owner's wish list.



A FOUR-WHEEL DRIVE David Brown 1690 was considered a big tractor in its day, especially in my area, where two-wheel drives of 60-80hp were the norm.

I first encountered the 1981 David Brown 1690 I now own when it was being used for forage harvesting by a local agri contractor. He had purchased it second-hand in 1986 as a replacement for the DB 996 he was using for ploughing and forage harvesting with a New Holland double chop.

I spent a few seasons working for this contractor. The big 1690 was the boss' tractor, but I did get a few chances to drive it, the most memorable occasion being when I was sent to collect a new-to-us New Holland 339 double chop harvester. I felt like the king of the road!

When the owner of the business moved out of contracting into road haulage, he continued to use the 1690 on his own farm. It latterly gave way to a younger front loader-equipped tractor and was eventually retired altogether. A chance meeting with the owner revealed that he was still in possession of his 1690 but, to my horror, he told me a tractor breaker had viewed it and made an offer. The owner said that if I matched this offer I could have the tractor, as he didn't really want it to be broken up.

It had sat in a shed for almost eight years. After the fluids had been checked, a battery was hooked-up and an attempt was made to start the engine. A jab of the

starter revealed the engine was free, so we went for broke. Like sleeping beauty being kissed by a handsome prince, the six-pot engine slowly awoke from its slumber. The brief test drive I had around the yard was all

“ Like sleeping beauty being kissed by a handsome prince, the six-pot engine slowly awoke from its slumber. ”

I needed to convince me that this was a project I could get my teeth into.

But a beauty this DB certainly wasn't; every panel was rusty, although fortunately it was only surface rust, as the tractor had never spent a night outside. The original panels have been shot-blasted and repainted, greatly improving their appearance. The suspension on the original seat was very worn, so it was overhauled to remove the excess play.

My tractor rolled out of the workshop just in time

for it to attend a classic silage demonstration organised by the Border Counties Vintage Grassmen. Keen to recreate a scene from the past, I had bought a New Holland 339 harvester, just like the one my tractor used to work with. Unfortunately, it soon became evident that my DB wasn't running as well as it should. That winter, I had the fuel pump and injectors reconditioned, which improved the performance but, the following year, the slight 'putt-putt' from the engine, which I hoped was just down to a failure of the exhaust manifold gaskets, revealed itself to be the head gasket. This was replaced the following winter and has cured the problem.

I have decided to fit front mudguards to keep my tractor clean, and I think it looks better with them. A genuine grill guard is on the wish list, along with bigger wheels, as the 16.9 x 34s leave a big gap between the wheel and the mudguard. The styling of the 90 Series has aged very well in my opinion, and doesn't look dated compared to modern machines.

Owning not only one of the last tractors to carry the David Brown name, but also a sought-after 1690, is a real privilege. What makes ownership of this tractor even more special is the fact that I once worked alongside it and occasionally drove it during its working heyday. Then I was able to save it from being broken up. Needless to say, it now has pride of place in my vintage collection.





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FULL REBUILD

This 1972 Massey Ferguson 148, the subject of a meticulous rebuild in 2012, is up for sale following its owner's decision to downsize. Words by Sandy Cox; pictures by Trevor Chippendale and Kristen Malone.

FACTSHEET

- **TRACTOR:** 1972 Massey Ferguson 148
- **ENGINE:** Perkins AD3.162 three-cylinder
- **POWER:** 49hp
- **HOURS:** n/a
- **LIST PRICE (1972):** £1700
- **PRICE NOW:** Offers invited



Above right: Genuine Massey Ferguson enamel paint has been used throughout to recreate a sympathetic ex-factory paint finish. Right: Trevor, always a stickler for detail, has fitted the correct MF 148 PTO guard, which differs slightly to the MF 135.



WHEN MASSEY FERGUSON enthusiast Trevor Chippendale from Lancashire refurbishes a tractor, there are no half measures. Everything that needs to be done gets done, and usually a lot more besides.

A number of Trevor's refurbishments have appeared in the pages of **CLASSIC TRACTOR'S** Practical section over the years, and in each series of articles, the attention to detail that he puts into his project has been very evident. He ensures that his projects not only look as good as the day they left the factory, but are also mechanically in A1 condition under the surface. Quite simply, he will not tolerate anything less, whether it's for one of his own machines, or one of the handful of commissions he's undertaken.

The 1972 Massey Ferguson 148 that he rebuilt 10 years ago was no exception. His 400 hours work on the project were chronicled, from his initial assessment of the tractor's condition when purchased, through to the final job of adjusting and balancing the brakes to ensure 100 per cent roadworthiness, in **CLASSIC TRACTOR** (August 2011-August 2012). Now, Trevor has decided that the time has come to down-size his extensive Massey Ferguson tractor collection, with the first one of his classics to come onto the market being his MF 148.

He originally discovered this 1972 model at Tiverton in Devon. Its body panels were straight and free from dents, but covered with a considerable coating of surface

rust. The wings were badly corroded and had been repaired a number of times with patches welded over the holes. The tyres were the correct size, but they were not on the original MF wheels.

The engine sounded rough, but the tractor's general mechanical condition appeared OK and all the

“ This was Trevor's approach throughout the rebuild, doing whatever the tractor needed, and often more. **”**

gears were available. The Multi-Power did need looking at as there was slippage in 'High' and also no engine braking in 'High'. The dual-stage main clutch was in order and didn't show any signs of slipping when under load. The pedals were worn indicating, that the tractor had worked a lot of hours, and there was the usual wear in the track rod ends and evidence of wear in the wheel bearings.

The power steering hoses were free from leaks and the three-point linkage worked, but was in need of adjustment. The pick-up hitch linkage joints were

worn and in need of repair. There wasn't anything that couldn't be brought back to a high standard by an experienced tractor rebuilder like Trevor.

The first job was an engine rebuild, with new liners and pistons, then the transmission was thoroughly gone through. Difficulty engaging and disengaging the PTO may only have needed adjustment of the clutch, but, indicative of Trevor's thorough approach, a new PTO drive plate was fitted, despite the existing one not appearing to be worn. In a similar vein, he fitted a new clutch release bearing and kept the old one as a spare.

This was Trevor's approach throughout the rebuild, doing whatever the tractor needed, and often more. The foot throttle pedal had a worn surface and the pivot bearing had seen better days, so a new and original pedal was fitted. Another good example of the attention to detail that went into the project included the fitment of the correct type of 'top-hat' MF 148 PTO guard. It differs from the MF 135's guard and has a cranked bracket welded to the top.

Only genuine MF parts were used in the rebuild and sometimes they were hard to locate. Just when it seemed that Trevor wouldn't ever find the correct 32in rear wheel centres, a good pair came up for sale.

Finally, the work was completed to Trevor's exacting standards of mechanical performance and finish, with the result being a very fine MF 148. If it's your kind of tractor, call Trevor on 01995 671628.

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CLAAS JAGUAR 990 BLACK EDITION£250



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Above: UH is producing a 1/32-scale MF 675 and 690 set for Herman Poppema. The tractors are slightly different to existing UH models.

UPCOMING AVAILABILITY

The choice of farm models available to collectors is all set to grow again this autumn and winter as a wave of new releases hit the market. David Pullen has been talking to the farm model manufacturers and finding out what's new in the shops and what's on the way later this year.

WIKING



Above: Claas collectors are spoiled for choice with Wiking's new 1/32-scale Xerion 5000 Trac TS, left, and 4500 Trac VC.

WIKING has been prioritising projects other than farm models this year, but that doesn't mean there have been no new additions to its range, or that there's nothing to look forward to in the future. So far this year it has released 1/87- and 1/32-scale models of the wheeled and tracked Claas Xerion it announced at the Nuremberg toy fair in 2020.

Next spring there will be a special limited edition chrome Fendt 1042 Vario in 1/32-scale. The latest news on the Krampe half-pipe trailer, also announced at Nuremberg 2020, is that it should hit the shops before the year's end.

Wiking has been busy working with farm machinery manufacturers on a number of future models that it plans to release at Agritechnica. The German show had been due to take place this November, but it has now been postponed until February 2022. Presumably, the release of Wiking's new models is tied to the launch of the real machines.

Universal Hobbies

Left: Belgium-based Toys-Farm Nazareth has commissioned UH to make a run of four-wheel drive MF 6160s in 1/32-scale.

Below: Universal Hobbies is producing 1/32-scale Fordson New Performance Super Dexta tractors for Accurate Diecast and Herman Poppema.



UNIVERSAL HOBBIES (UH) is in the process of bringing out several new farm miniatures, while also fulfilling commissions from other model suppliers. It is re-issuing its 1/32-scale Ferguson TE-20 and heritage New Holland T6 Series tractor, but the big news in August was the arrival of a newly-tooled 1/32-scale 1958 Fordson Dexta.

In terms of modern equipment, an updated version of the Kuhn Primor 3570M straw bedder and feeder is due now, while a newly-tooled Lemken Smaragd 9/600K mounted cultivator is on the way in the New Year.

A number of special edition models have also been released or are planned. Accurate Diecast has commissioned UH to make a 1/16-scale Doe 130 with a safety cab and a 1/32-scale Fordson set, the latter containing a Fordson New Performance Dexta, Super Dexta and Super Major in a presentation box. The set recreates a publicity photograph that was taken at Boreham House at the time of the launch of the three tractors in 1963. There will be 1000 of each of the Doe and Fordson sets, both of which will be available next year.

One model that's already available is the special edition Claas Jaguar 15,000 self-propelled forage harvester that UH has made for Claas. UH has also produced a Massey Ferguson 6160 with a bonnet-mounted exhaust and a Massey Ferguson 6180 on wide tyres for Toys-Farm Nazareth (www.Toys-Farm.com) of Belgium. A European-spec Case-IH Maxxum MX170 will be available from the same supplier in November or December.

Herman Poppema has commissioned UH to produce a newly-tooled 1/32-scale Fordson New Performance Super Dexta and a two-piece set containing revised versions of Universal Hobbies' existing Massey Ferguson 675 and 690. These items were expected to be available from September.

Other customers of UH include Holland OTO, which is aiming to release wide-booted versions of the Fendt 818 Vario and 820 Vario this side of Christmas, and Bevro International, which expects to have UH-made special edition two-wheel drive Massey Ferguson 575 and 590 tractors available before the year end. There are two versions of each tractor.

Britains

THIS AUTUMN will see a whole host of new items join the Britains range. The 1/32-scale Fordson E27N Major that is being produced by Britains to celebrate the centenary of its entry into the farm toy market should be in the shops now. Watch out for one of the 100 special edition gold-painted tractors that have been randomly inserted in the 7500-piece production run.

If everything has gone to plan a Ford 6600, a John Deere 4020 with dual wheels and an 'at work' David Brown 1210, all scheduled for release this September, should be available now. With Valtra currently celebrating its 70th anniversary, Britains is also releasing a special edition of its T Series tractor in September, along with a farm building set with a John Deere tractor.

The new items keep on coming in October with the release of a JCB Agri Xtra Loadall and a Union Jack Agri Pro Loadall, the latter mirroring the real-life concept machine that JCB produced to mark its 75th anniversary in 2020. A 1/16-scale Big Farm New Holland T6 radio-controlled tractor is due out at the end of the month.

There's yet more to come from Britains in November with a Claas Jaguar 980 forage harvester with Orbis 900 maize attachment, and John Deere 8R 370 and 8R 410 (Prestige) tractors. Claas Disco mowers will follow either in late December or early January.

The John Deere 7R 350, John Deere X9 combine and Kane Tri-Axle Halfpipe silage trailer that Britains announced at the beginning of the year have been delayed. Currently, the toy company expects the Kane trailer to be available in January or February. Unlike Britains' previous Kane trailer, the silage sides on the latest version will be detachable, allowing it to be used to transport other material. The John Deere X9 combine, complete with anniversary decals and grain and maize headers, should be available in March or April 2022. The John Deere 7R 350 will now not be available until the spring.



Left: There will be just 100 gold Fordson E27N Major tractors inserted randomly in the run of 7500 standard blue versions, right.

Centre left: This is the prototype of the 1/32-scale Claas Jaguar 980 self-propelled forage harvester that Britains is planning to release in November.

Below: Britains is bringing out a 1/32-scale John Deere 8R 410 in November. This is the prototype of the forthcoming tractor.

Below left: Britains' JCB Union Jack AgriPro Loadall was inspired by the concept machine that JCB produced to mark its 75th anniversary in 2020. This prototype gives a good indication of what to expect.



MarGe Models

SINCE THE START OF THE YEAR, MarGe Models has released a staggering eight different Claas Lexion combines in 1/32-scale. The first of these, a flagship Lexion 8900 TT, was available from Claas dealers only and sold very quickly. MarGe's most recent Lexion releases, arriving this summer, were Claas Lexion 6900 and Lexion 6800 combines.

On the tractor front, updated versions of the New Holland T8 and Case IH Magnum have been launched. There are several different versions and they will be followed this autumn by models of the New Holland T7315, Steyr Terrus 6300 and Case IH Optum 300. It is also hoped that MarGe's new 1/32-scale New Holland FR780 self-propelled forage harvester will be ready by the end of the year. It will be supplied with both pick-up and maize attachments.

MarGe has produced two special black-edition Claas Jaguar 990 forage harvesters for Toys-Farm Nazaret and it has also made a four-wheel agricultural trailer, available in different colours, for Legend Farmmodels.

Right: MarGe Models has launched an updated version of the Case IH Magnum 400 Rowtrac.

Right: This black Claas Jaguar 990 self-propelled forage harvester has been produced by MarGe Models for Toys-Farm Nazaret.



SpecCast



Above: This 1/64-scale Fendt 1050 Vario has just joined SpecCast's growing range of AGCO models.

SPECCAST'S GROWING RANGE of 1/64-scale AGCO products welcomes a Fendt 1050, Fendt 16-row Momentum planter and Challenger MT875. Other new 1/64-scale SpecCast models include Kinze grain carts, a Big Blue tractor and a 16-row planter. A 1/32-scale Kinze grain cart has also been announced.

SpecCast's Puck brand models include everything needed to create a slurry spreading diorama, while for classic fans there are two- and four-wheel drive Ford TW-35, White 2-85, Oliver 1755, Cockshutt 1755 and Minneapolis Moline G850 tractors, all in 1/64-scale.

Highlights in the larger 1/16-scale include Cockshutt 1800 and Minneapolis-Moline G940 tractors on Terra Tyres, a Cockshutt 1755, an Oliver 1755, a Minneapolis-Moline G850 with wide front axle, and an IH Farmall Cub with IH 144 cultivator. A 1/16-scale limited-edition Allis Chalmers 2300 sprayer is scheduled for release in September.

ROS



Above: ROS' latest release, a tracked version of the 1/32-scale Krone Big X 1180 forager, is supplied with grass and maize headers.

THE BIG NEWS from ROS this summer was the arrival of its new 1/32-scale Krone tracked self-propelled forage harvester. Like the model firm's previous harvesters, it is supplied with both a grass pick-up and maize header. ROS has also made a special black-wheeled Krone Big X 1180 OptiMaxx forage harvester for Bevro International of Holland.

A Kuhn Espro 6000 RC drill is expected from ROS in September and this will be followed by a Kuhn Stronger 4000 HD sprayer before the year's end. ROS also expects the Lamborghini, Same and Hurlimann tractors that it announced in 2020 to be available before Christmas.

Other manufacturers

1



2



3



4



G & M ORIGINALS continues to expand its range of David Brown scale models. The Nottinghamshire-based model maker is currently working on a 1/16-scale David Brown 880 and 1/32-scale David Brown Thresherman and RAF tug tractors. Production will be limited to 50, 150 and 300 pieces of each respectively.

Browns Models is currently developing a 1/32-scale kit of a 1940s Fordson Standard that it hopes to release later this autumn.

Over on the continent, Minitrac of Holland is putting the finishing touches to some 1/32-scale John Deere 530 and 630 combines it is planning to bring out later this year. They will cost €489 each.

The only new item from Replicagri is the limited edition French market version of the IH 1056XL it made for this year's Chartres model show. Autocult is introducing a 1/32-scale resin Eicher EA 600 Mammut 2A tractor and it has also made a 1/32-scale Deutz-Fahr DX 4.50 and DX 6.05 for Agrarfox. A further Deutz-Fahr DX 3.65 is planned for early next year.

Schuco has confirmed the availability of three new models in September: a 1/32-scale Case IH autonomous tractor, 1/32-scale Charkow T-150 K and 1/18-scale Mercedes-Benz Unimog. Watch this space for more new farm models from Schuco later in the year.

1. This 1/32-scale Case IH autonomous tractor is one of three new models due from Schuco in September.

2. Minitrac's new 1/32-scale John Deere 530 and 630 combines will be available later this year.

3. Production of this 1/16-scale David Brown 880 Implematic from G & M Originals will be limited to just 50 models.

4. This Deutz-Fahr DX 4.50 is one of three new 1/32-scale tractors made by Autocult for Agrarfox.



1:32 Scale

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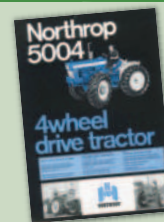
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TRACTORFILE

Classic items of interest from the archives of editor Rory Day and our readers.



EARLY STEIGER APPEARS IN SALE

THE APPEARANCE OF WHAT is believed to be an original import Steiger Bearcat Series II at Cheffins' dispersal of the Shrubbs Farm Collection in Essex on 3 July prompted one well-informed reader to contact me about the first Steigers to arrive in the UK.

Our reader wonders if the Bearcat that was sold in July was the same unit that was once operated by A. J. Wilcox of Oxfordshire? If so, could this be the first-ever Steiger to work in this country? Apparently, following a visit to the 1975 SIMA show in Paris, A. J. Wilcox privately imported a Steiger Bearcat.

Another visitor to the same French event was Les Moreton, one of four brothers involved in the Warwickshire farming business of Sam Moreton & Sons of Offchurch, near Leamington Spa. He too was impressed by the Steiger he had seen, and subsequently his family became importers for Steiger, forming a separate business, Offchurch Tractors, in 1976. Over the following 4-5 years they imported a further 30 tractors.

The Moretons took delivery of their first Steiger, a 250hp Cougar ST250 Series III, in mid-1976, and this machine was exhibited at that year's Royal Show.

So which one arrived here first? Was it A. J. Willcox's Steiger Bearcat Series II or the Moreton family's Cougar ST250 Series III? Of course, there may have been more than one Steiger Bearcat Series II sold here in the mid-1970s and a French import or two could have slipped over in the 1990s and 2000s? The tractor sold in Essex in July had been purchased from the Moreton family in the 1990s. Its serial number of 3587 indicates it was built in mid-1975.

I seem to recall hearing that Offchurch Tractors sold three Bearcats, but these may have been later Series III versions with Safari cabs. I'm not sure if the Bearcat I photographed at one of Cheffins' Cambridge Machinery Sales in the 1990s, see supporting picture, is the same one that was recently sold in Essex. It could be.



Old book found

THERE'S NOTHING LIKE an impending house move to throw up some long lost items. While sorting through a box of family stuff that came from my parents, I came across a copy of 'On the Farm', part of the 'My First Colour Library' series of books published in the mid-1970s by Purnell & Sons of Paulton in Somerset. I've got no recollection of reading this book as a child, but that's not surprising as I was only a toddler when it came out. It was great to rediscover this book, not just for sentimental reasons, but also because I'm partial to collecting these old 'early learning' farming books. I'm a fan of the artwork and the way it captured the farming practices and machinery of the times. This particular book contains colourful illustrations on, among others, an MF 100 Series tractor (front cover), Ford 4000, MF 1080 and MF 625 combine. The illustrator was John Francis.

CARD FROM FENDT CLUB

IT SEEMS THAT WATVEARE, the UK distributor for Deutz-Fahr during the 1970s, 80s and 90s, wasn't the only company to run a driver's club (Tractorfile, **CLASSIC TRACTOR** September 2021).

Ian Palmer has sent me a photo of the membership card he got when he was a member of Fendt's Driver's Club back in 1986. At the time, he was driving a Fendt Farmer 310LSA on a 500-acre mix farm at Linkinhorne, near Callington, in Cornwall. "I did all the tractor work," he recalls, "and I got the Farmer 310 as it had electronic hydraulics, which suited the amount of ploughing, etc., that I was doing. It was the main tractor and did about 1200 hours per year. "It was the only Fendt in this area; the only other one I knew about was 25 miles away in Devon," he recalls. "The agent at the time was West Devon & North Cornwall Farmers. The Farmer 310LSA cost £27,000, which was about £4000 more than the equivalent Ford or Massey. I had a Fendt Favorit 512 on demonstration from Burgess in 1994 and apparently it was £55,000. There were cheaper houses in the next village, so I didn't get another Fendt!" Any more former Fendt Driver's Club members out there?





Royal visitor to IH stand

REGULAR READERS with a good memory might remember the articles that were written for **CLASSIC TRACTOR** by the late Michael Bowen, a former and very enthusiastic member of IHGB's product support and marketing team from 1954 to 1982. Sadly, Michael died on 8 September 2011, aged 81, just a short time after penning his final article.

During a recent sort-out, his widow Shiena Bowen came across a few of the photos that Michael had kept from his time with IHGB. I'm grateful to her for sending them on to me. In one of them, Michael can be seen explaining the features of an IH 88 Series 'Snoopy' to none other than Her Majesty Queen Elizabeth II. The event was the Royal Show at Stoneleigh and although the photo



is undated, I think the year was 1981. IHGB was celebrating its 75th anniversary and really pushed the boat out at that year's Royal Show.

The luxurious and typically American 'Western' cab interior of this IH 88 Series tractor must have been a great talking between Michael and Her Majesty!

Another of the photos that Shiena sent us show The Queen in conversation with, I think, Bud Thompson, who was IHGB's managing director at the time. There would have been a real buzz around the IHGB stand at the 1981 Royal Show, not just because of the royal visitor, but also because it was the first time the Doncaster-built IH 85 Series tractors and their new XL cabs had been shown to the public.

READERSRESPOND

TRACTORVISION CAB Following the recent Tractorfile item (September 2021 issue) on a Nuffield 4/65 equipped with a rare Tractorvision cab, reader Colin Jordan, who initially brought the tractor to my attention, has been back in contact again. He has sent me some more photos of the Nuffield in Regan Tractors' yard at Frenchpark in Co. Roscommon, Ireland. He confirms that the Nuffield is for sale and has an asking price of €4000 (£3435). If you want to know more, contact Pat at Regan Tractors on 00353 86 230 3762. Colin's photos show a registration plate with the number ONT 182G. Whether this is the original registration is unclear. Typing the number into the DVLA website brings up 1968 as the year of manufacture, which is consistent with the model, but why is the date of first registration given as September 1980? The last V5C for this registration number was issued in October 2013 and its tax ran out in May 2018.



All of which is largely irrelevant as in my opinion it's the Tractorvision cab that makes this Nuffield unusual, not its registration number.

HARVEST SNAP The recent coverage of Deutz-Fahr equipment in Tractorfile prompted reader Simon Waspe to send in a photo of the Deutz-Fahr combine that his family used to run when they were farming in Suffolk.



The quality of this photo isn't great, but like many treasured 'family album' snaps, it is of great sentimental value to its owner. "I took the photo on our farm at Combs, near Stowmarket in Suffolk, on 6 August 1989," Simon tells me. "I left my road haulage job that day and came home to help my Dad finish that year's harvest, before I went off to Writtle College on 25 September. I was 18 at the time. My Dad is on the combine steps and Les Waters is in the cab. Les' brother Brian was driving the Case-IH 885XL, registration E461 HGV, which we got new during the wet autumn of 1987. The 17ft Deutz-Fahr 2780 combine was one of the last of the red ones and I think it was new in 1984. My Dad retired on 31 October 1990 and the farm was then sold."

BOOK MAKES COMEBACK

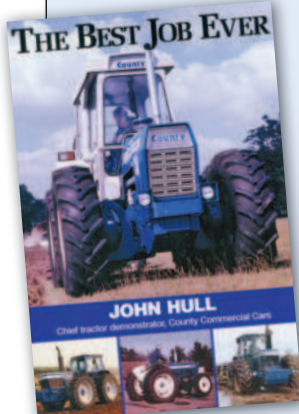
My old friend Stephen Moate of Japonica Press has been in contact to tell me that copies of 'The Best Job Ever', the autobiography of John Hull, former chief demonstrator for County Commercial Cars, are available once more. The book had been out of print for several years.

In his book, John provided a fascinating and unique insight into what it was like to work for County during its 1970s heyday. At the same time, he also charted the development of County's tractors and other products between the years of 1967, which is when he joined the company, through to his departure in 1983, after the business went into receivership.

This was the first book I published under my own Farm Power Publishing imprint back in 2010. It sold well, but has been out of print for some time, much to the frustration of a growing legion of County enthusiasts.

Stephen, who bought my stock of books several years ago, has recently had 'The Best Job Ever' reprinted. It is priced at £12.95 and is available from Japonica Press on 01377 270209 or via www.classictractors.co.uk

Sadly, John himself is no longer with us – he passed away after a short illness in 2018 – but his memory and exploits for County in the classic era live on through his excellent autobiography.



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It's classic and recent Massey Ferguson equipment all the way, and has been for three generations, for the Stewart family, agricultural contractors and intensive beef farmers from Co. Longford in the Republic of Ireland. A profile on their all-red and grey fleet is on the way in the next issue. Photo: Eoghan Daly.



HARVEST GOLD

Thanks to the discovery of a collection of Leyland archive images, a full colour review of the company's Harvest Gold range, circa 1980-1982, will be among the highlights of the December issue.



DEERE TOP 10

A former member of John Deere's senior management team reflects on what he considers to be the top 10 tractor models he was involved with during his time with the company, from 1971 to 2013.



GOING BALING

Coverage of New Holland dealer Russells' centennial celebrations continues in the December issue with a report on a recent display of balers and bale handling kit with a connection to the firm.

DECEMBER ISSUE ON SALE 29 OCT

Harrogate, North Yorkshire

Classics that had been refurbished to a high standard or were in very good original condition made most of the top prices at Cheffins' Harrogate Vintage Sale in North Yorkshire on 21 August. David Laley reports.



Main results

1949	Field Marshall Series 2 Contractor. Tyres F/R80%. VG.	£16,500
1960s	Fordson Super Major, hours? Tyres F70%/R80%. Exc.	£8800
1964	MF 35X Multi-Power, hours? Tyres F60%/R80%. Good.	£7900
1965	MF 130, restored, hours? Tyres F/R80%. Excellent.	£7100
1968	MF 135, restored, hours? Tyres F/R90%. Excellent.	£10,800
1969	Ford 5000, restored, hours? Tyres F/R80%. Excellent.	£13,500
1970	MF 135 Multi-Power, restored, hours? Tyres F/R80%. Exc.	£11,000
1970s	County 754 c/w Boughton winch & front blade, 5800hrs. Tyres	£12,000
1974	Roadless PM 75, older restoration, 5770hrs. Tyres F/R80%. Exc.	£13,000
1974	MF 165 c/w flexi-cab, older restoration. Tyres F/R80%. VG.	£6500
1976	MF 135 c/w cab, hours? Tyres F/R70%. Very good.	£8700
1980	Ford 6600 D-P Power Plus, hours? Tyres F50%/R70%. VG.	£7200
1981	DB 1390 2WD c/w power loader, 2142hrs. Tyres F/R70%. VG.	£9000
1982	Ford 8200, hours? Tyres F50%/R70%. Good.	£9900
1984(A)	IH 956XL 2WD, hours? Tyres F40%/R30%. Good.	£7200
1988(E)	Ford 6610 Super Q 2WD, 5400hrs Tyres F60%/R70%. Exc.	£14,000
1990	MF 3065 4WD, 1112hrs. Tyres F/R90%. Very good.	£11,500
1990s	Ford 4630 4WD, 1514hrs. Tyres F70%/R80%. Excellent.	£14,000
1993(L)	John Deere 2650 4WD, SG2, 4749hrs. Tyres F50%/R60%. VG.	£14,250
1994	Ford 6640SLE 2WD, 3800hrs. Tyres F50%/R70%. Very good.	£13,800

There was a good selection of classic-era Fords and associated conversions, most of which sold well, among the 90 tractors at Cheffins' Harrogate Vintage Sale.

FOLLOWING A BREAK LAST YEAR due to the Covid-19 pandemic, Cheffins' Harrogate Vintage Sale made a welcome return to the Great Yorkshire Showground in August. A large on-site crowd vied with online bidders (the latter accounted for 25 per cent of the sales) for the 600 lots of vintage and classic interest.

A 1949 Field Marshall Series 2 Contractor achieved the day's top price of £16,500. Not too far behind was a very original and late 1993 John Deere 2650 (4749hrs) that sold for an excellent £14,250. Classic Fords continued their excellent run of auction form. A very nice four-wheel drive 4630 (1514 hours) and a smart two-wheel drive 6610 with a Super-Q cab both made £14,000 apiece, whilst a pristine two-wheel drive 6640SLE from 1994 and again with modest hours (3800) also did well at £13,800. Other notable older Fords included a well-restored Force 5000 (£13,500) and a very straight and original 8200 (£9900).

For those with a preference for red paint, there was a good selection of Massey Fergusons to choose from. A smartly restored 1970 MF 135 Multi-Power achieved a hefty £11,000 and a slightly older 1968 example of the same model also did well at £10,800. A younger 1990 Massey Ferguson 3065 with a clock reading of just 1112 hours made a deserving £11,500.

Other classics of particular note included a tidy two-wheel drive 1981 David Brown 1390 with a loader and 2142 clock hours (£9000) and a sweet-sounding two-wheel drive 1984 IH 956XL (£7200).

TRADE VERDICT According to Cheffins, 80% of the almost 100 vintage and classic tractors on offer found buyers, helping the Harrogate auction to achieve gross sales of over £420,000. Tractors that were in above-average original condition and/or had done low hours, or had been professionally refurbished, attracted a premium. Later classics from the 1980s and 90s were much in demand.



Model John Deere 2650 Year 1993 Hours 4749



Model Ford 6610 Year 1988 Hours 5400



Model Ford 4630 Year 1990s Hours 1514

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Ford 4000



1985 Marshall 804XL



1969 Roadless Ploughmaster 75



1966 Massey Ferguson 135



Ransomes RTPYL 2furrow plough



Morris 1000 Pick-Up (MF Livery)



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Castle Irvine, Co. Fermanagh

A 10-hour Ford 5000 was joined by a supporting cast of many other desirable classics at Euro Auctions' vintage and classic collective sale in Co. Fermanagh on 29 August. Pictures by Euro Auctions; report by Rory Day.

Classics from the 1980s and early 90s featured prominently at Euro Auctions' Castle Irvine collective sale. The tidy Case-IH 1255XL, right, looked a good buy at £14,000.

Main results

1983	MF 240 , repainted, hours? Tyres F50%/R70%. Good.	£7100
1989	MF 40E 2WD with MF 80 loader. Tyres F/R50%. Good.	£3600
1977	DB 885 , original, 1572hrs. Tyres F/R100%. Very good.	£4900
1975	County 1164 , refurbished, 3936hrs. Tyres F/R100%. Excellent.	£25,000
1974	Ford 5000 , Deluxe cab, original, 10hrs. Tyres F/R100%. Exc.	£50,000
1984	MF 698T 4WD, 12-speed, 5809hrs. Tyres F/R35%. Good.	£6900
1990s	MF 398 4WD HiLine, 4259hrs. Tyres F10%/R15%. Very good.	£14,750
1995	MF 390T 4WD Lo-Profile, 7080hrs. Tyres F5%/R30%. Good.	£13,000
1992	MF 375 4WD 12/12, 770hrs. Tyres F/R85%. Very good.	£26,250
1991	MF 375 2WD HiLine 12x12, 1570hrs. Tyres F/R50%. Excellent.	£14,000
1980s	Ford 8210 Force II 4WD, hours? Tyres F/R15%. Good.	£10,750
1989	Ford 7610 2WD Super Q, 7872hrs. Tyres F20%/R30%. Good.	£8200
1992	Ford 6810 4WD Super Q, 4930hrs. Tyres F15%/R25%. VG.	£15,500
1980s	Case-IH 1255XL , hours? Tyres F20%/R35%. Very good.	£14,000
1994	Landini 14500 MkII , repainted, 6971hrs. Tyres F25%/R30%. Good.	£8500
1970s	Zetor 6748 4WD, refurbished, hours? Tyres F/R100%. VG.	£6250
1980s	DB 1190 2WD, refurbished, 2507hrs. Tyres F80%/R100%. VG.	£7000
1977	DB 1412 2WD, repainted, 8614hrs. Tyres F/R70%. Good.	£6250
1970s	Leyland 272 , refurbished, 7493hrs. Tyres F30%/R80%. Good.	£3700
1964	Clayson M103 , 10ft header, original. Tyres F/R80%. Good.	£1800

THERE WERE OVER 50 TRACTORS and an eclectic mix of other vintage and classic lots on offer at Euro Auctions' latest vintage and classic sale at Castle Irvine in Co. Fermanagh, but the star of the show was undoubtedly a 10-hour Ford Force 5000. This 1974 machine had stood unused in a farmer's barn in Lincolnshire for many years, prior to finding its way over to Northern Ireland in the late 1990s. After being acquired by New Holland dealer Brian Keys in 1999, it went into long-term storage, only emerging a short time before the Euro Auctions sale.

Bidding for the unique and unused Ford got underway at £20,000, rose by £5000 increments and eventually stopped at £50,000, this incredible figure being more than double the previous record price for one of these models.

Euro Auctions' territory manager Andrew Crawford, who organised the sale, said: "The Ford 5000 is going back to England, not far from where it originated. The buyer is delighted to have got his hands on it after some fierce bidding."

According to Andrew, buyers from over 40 countries registered to bid at the auction, but most of the winning bids came from the UK, Northern Ireland and the Republic of Ireland. However, one consignment of lots, including a County 1164 (£25,000), MF 165 (£5300), a Case model D (£4250), a Fordson Major (£3000) and three Ferguson TE-20s (£1600-£2250), was purchased by a buyer from Australia and is now on its way to its new home down under.

TRADE VERDICT There may not have been a huge number of lots on offer at Castle Irvine, but there was no shortage of quality. Several of the classics, especially the good, low-hour MF 300 Series and Ford Series 10 Super-Q models from the 1980s and early 90s, made above-average prices, continuing the trend seen at other recent sales.



Model Zetor 6748 Year 1970s Hours New clock



Model MF 375 Year 1992 Hours 770



Model Ford 5000 Year 1974 Hours 10

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Beaworthy, Devon

Over 80 classic Fords, mostly from the Thousand and 600 Series, went under the hammer at Kivells' sale of Philip Warren's remarkable collection at Beaworthy in Devon on 4 September, attended by Zach Anderson.



Main results

1980s	New Holland 841 round baler, barn stored, needed attention. Avg.	£40
1970s	Ford 5000 c/w 7600 engine & safety frame. Tyres F/R60%. Good.	£5000
1966	Ford 4000 S-O-S gearbox, original. Tyres F/R50%. Average.	£2600
1967	Ford 5000 c/w weather cab and 7600 engine. Tyres F/R60%. Good.	£3000
1965	Ford 4000 S-O-S, gearbox fault. Tyres F/R50%. Average.	£1600
1960s	Ford 3000 (6X) S-O-S, c/w frame, recon engine. Tyres F/R25%. Avg.	£3000
1960s	Ford 5000 (6X) c/w roll bar, ex-farm. Tyres F/R90%. Good.	£5100
1970s	Ford 3600 , no cab, recon engine, partial refurb. Tyres F/R100%. Gd.	£3600
1970	Ford 13-6 backhoe loader, manual gearbox. Tyres F/R20%. Avg.	£1300
1970s	Ford 4600 c/w Lambourn cab, recon engine. Tyres F/R75%. Good.	£4600
1970s	Ford 3600 ex-council, yellow, new wings. Tyres F/R60%. Good.	£4700
1970s	Ford 4100 c/w new mudguards & foot plates. Tyres F/R20%. Good.	£3700
1970s	Ford 4000 c/w safety frame, recon engine. Tyres F/R30%. Good.	£3400
1966	Ford 5000 c/w Ford safety cab, power steering. Tyres F/R50% Avg.	£4300
1967	Ford 4000 S-O-S c/w safety frame, hours? Tyres F/R60%. Good.	£3200
1970s	Ford 5000 c/w frame & Tanco loader, hours? Tyres F/R70%. Avg.	£4350
1960s	Ford 3000 S-O-S, replacement engine. Tyres F/R25%. Good.	£2700
1980s	Collins Teleshift 440-2 c/w silage grab. Tyres F25%/R30%. Good.	£5000
1988	Ford 7810 Force II 4WD, 4500hrs. Tyres F/R50%. Good.	£25,000
1970s	Ford 7000 c/w Schindler 4WD axle, 7290hrs. Tyres F/R90%. Good.	£21,000

FOR SOME PEOPLE, one tractor just isn't enough. One becomes two, two become three and so on, and before you know it, you've got a shed full. That's exactly what happened to Philip Warren.

The beef farmer from Beaworthy in Devon started collecting tractors by accident after visiting a local farm auction in 1989. He had no intention of buying a tractor, but a forlorn-looking Ford 5000 Select-O-Speed caught his eye and came his way for £650.

The enjoyment and satisfaction that Philip got from tidying-up the tatty Ford 5000 and returning it to serviceable condition encouraged him to buy more tractors. It was initially his aim to have one of every Ford 1000 Series model, but gradually his collection grew over the years, to the extent where, after 30 years, he had amassed a remarkable 83 classic-era Ford tractors. He was especially fond of Select-O-Speed (S-O-S) models and eventually owned 20 examples.

A recent spell in hospital had left Philip with time to ponder the future of his large collection. He didn't want to burden his daughters with the sizable task of disposing it, so he decided it was time to hold a sale. Auctioneer Kivells, from whom Philip had bought and sold many of his tractors over the years, was instructed to disperse the collection.

A field adjoining Philip's farmyard provided the scenic location for the dispersal of his extensive collection. Viewers were greeted by the sight of row upon row of classic Fords, mostly 2000, 3000, 4000 and 5000s, in varying conditions, from rough and ready examples ripe for renovation, to partially refurbished machines. There was something for everyone.

Each tractor had been repaired by Philip in his workshop, often using interchangeable parts from several different machines, including industrial variants, along with reconditioned engines and later transplants. Every tractor had been diligently tested before the sale, with all known faults fully documented



Model Ford 5000 Notes Safety cab and front weights



Model Ford 13-6 Notes Manual gearbox and 2 buckets



Model Collins Teleshift 440-2 Notes Choice of 2 models



Model Ford 4000 Notes S-O-S gearbox fault, 50% tyres



Model Ford 5000 Notes 7600 engine, power steering



Model Ford 4600 Notes Recon engine, power steering



and declared. Philip, clearly a very honest and genuine seller, stood with the auctioneer throughout the day, highlighting the features and faults of each tractor as it was sold. In order to give prospective buyers a good chance to inspect the machines, all the tractors had been fitted with brand new batteries to ensure they started and ran on the day, a courtesy not always extended at some sales.

TRADE VERDICT It is unusual for so many tractors from the same range to hit the market at the same time. A glut or oversupply can sometimes suppress prices, but that didn't seem to be the case at this sale, with many of the classic Fords achieving good money. Selling prices averaged around £3500 for the 3000 and 4000 models, and £4500-£6000, on average, for the 5000s.

There were no fully restored machines and quite a few of the tractors were a mix of blue and yellow parts, the latter being the result of Philip's practice of using components and often entire assemblies from two or more defunct machines to make one good unit. Many of the tractors had good tyres and reconditioned engines, and with a bit of additional attention would be suitable for work or hobby use.

Some tractors represented more of a challenge than others, but that was good news for enthusiasts looking for a first-time tractor project or for the dealers, both local and from further afield, who enthusiastically snapped up many of the lots.

Star items included a Ford 7000 that Philip had retro-fitted with a Schindler four-wheel drive front axle, and a Ford 655 backhoe loader and Ford 7810 that had both been on the farm from a year old. The strong prices achieved by all three of these very clean machines was a reflection of how well they have been looked after by their owner.



Model Ford 3000 Notes S-O-S gearbox, early model



Model Ford 5000 Notes 7600 engine, power steering



Model Ford 4100 Notes New fenders and foot plates



Model Ford 7000 Notes Retro-fit Schindler front axle



Model Ford 7810 Force II Notes 50% Goodyear tyres



Model New Holland 841 Notes Required full overhaul

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Case MX100C ex-arable, very good condition, 5,500 hrs. Tel: 07718 367 212. N. Ireland, A. Mills. [KLW79]



Case MX120 with f/linkage, owner retired, 7,100 hrs. £19,750. Tel: 07710 372 273. N. Ireland, A. Mills. [KLW80]



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. [JKW38R]



Case CS150, c/w front linkage, 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. [JKW117R]



Case Magnum 7120, 140/150hp approximately, 1993, second owner, PUH, front weights, air con, tidy. Tel: 07973 117993. Beds. [JKW81R]

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David Brown, diesel, needs radiator and starter, will start with a pull. £750. Tel: 07880 602544. Castlewellan. [JKW47R]



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. [JKW70R]



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. [JKW62R]

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. [JKW51R]



Grey Ferguson TVO, 1953, tractor for sale with topper 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. [JKW94R]

FENDT



Fendt 828, 2014, 4,115hrs, excellent condition. £72,000. Tel: 07770 69289. Norwich. [KLW74]

FORD



Ford 3600, in good condition, please call for more items and parts. Tel: 01652 656572. Brigg. [KLK3]



Ford 8210 II, on first factory supplied tyres, immaculate and genuine, no rust and no dents, bolts nuts are shining, interior in perfect condition, 1988, 3,787 hours, how is possible? We speak English based in the Netherlands. Tel: 00 31 227 604300. Wieringerwerf, Netherlands. [KLW43]

FORDSON



Fordson Major 4WD Bray loader, easy starting, good runner, all works, 4WD, power steering, hydraulic loader with pallet forks and bucket £5,500, any questions call. Tel: 07904 283187. Located South East. [EFW32R]



Fordson Major, 1959, in show condition, good running order, best offer secures. Tel: 07885 146905 or home number 01633 867305. [KLW48]



Fordson Super Dextra New Performance, c/w loader, been stood for years, spares or repairs, can help to load. £950 ono Tel: 07836 676425. Herefordshire. [JKW50R]



Fordson Major, 1958, good condition, runs well, nice project for someone to restore, requires new wiring loom. £2,200 ono. Tel: 07460 518520. Chichester. [JKW61R]



Fordson Standard, 1934, now in its original orange paintwork, 2 new mud guards, wide spec, used through the WW2 in West Sussex. £3,100 ono. Email: D.Smith.57@btinternet.com Tel: 01952 727326. Shropshire. [HIP2R]

INTERNATIONAL



International Hydro 84, 1980, good condition 4,235 hours from new, all works as it should, good tyres, used regularly, V5C, go to work or play. Topper not included in sale. £6,000 + VAT. Tel: 07860 434391. Malmesbury, Wiltshire. [KLW10]



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. [JKW39R]



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. [JKW71R]

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. [JK]

JCB



JCB 542-70, 1,200 hours, Super Agri, 145hp, choice of headstock, as new condition. £POA. Tel: 07976 702858. Powys. [KLW3]



JCB 526S, 1996, 8,500 hrs, 4x4, 4 wheel steer, joystick control. £POA. Tel: 07976 702858. Powys. [KLW70]



JCB 410 turbo loader, c/w QH and 3rd service, low hrs, £8,400. Tel: 07718 367 212. N. Ireland. [KLW82]



JCB 2CX loader only 6' wide, QH, bucket and pallet toes, 4 wheel steer and very manoeuvrable. Tel: 07710 372 273. A. Mills, N Ireland. [KLW83]



JCB 435S, 2018, 1,300 hours, full spec, 50k, auto lube, Contractor Pro package. Tel: 07976 702858. Powys. [JKW4R]



JCB 403, 550 hours, 2019, 69 reg, Euro headstock, radio, cab heater, LED lights. Tel: 07976 702858. Powys. [JKW24R]



JCB 541-70, 2019, 1,400 hours, Super Agri, 145hp, choice of headstock. Tel: 07976 702858. Powys. [JKW93R]



JCB 419S, 2020, 650 hours, five year/3,500 hours warranty, Contractor Pro package, lots of extras. Tel: 07976 702858. Powys. [JKW48R]

JOHN DEERE



John Deere 6600, Powerquad, 1998, 12,000hrs, 80% front, 60% rear tyres, air con, 3 spools, condition used but genuine throughout. £POA no VAT. Tel: 07722 009505. [KLW1]



John Deere 2040, 1981, four-cylinder model with synchronized transmission model, PTO, rear lift, diff lock all working order, road legal with V5, tin on mudguards is a bit shabby and the cab liner has been removed and one cracked window, otherwise everything is there, ideal working tractor or good restoration job. £4,600 no VAT. Tel: 07891 273029. Wakefield. [KLW19]



John Deere 5620, 2008, 4,000 hours, Power Quad, a/c, very nice genuine. Tel: 07976 702858. Powys. [JKW100R]



John Deere 2140, 1986, 4WD, very original tractor, with pick up hitch, power steering, 245M loader with forks, gearbox completely rebuilt, starts on the button every time, and works exactly as it should. Tel: 07879 410169. Aberdeenshire. [KLW8]



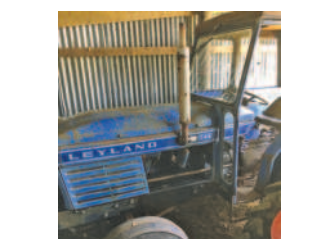
John Deere 3350, wide step, L reg, 100% original, very good condition, 1,850 hours, 30k box, owner driver retired, off Cotswold arable farm, mainly cultivations some mowing. £32,000 no VAT. Tel: 07971 249396. Gloucestershire. [JKW105R]

LAMBORGHINI



Lamborghini Turbo 775F 4wd, 40K, orchard spec, on 480 x 24. £9,900. Tel: 07710 372 273. A. Mills, N. Ireland. [KLW81]

LEYLAND / MARSHALL



Leyland 344, L reg, 4,353 hours sound engine PUH, PTO, hydraulics all working order. V5. £3,000. Tel: 07771 743333. Suffolk. [JKW31R]



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. [JKW127R]



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. [JKW79R]



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. [JKW63R]



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. [JKW205R]

MANITOU



Manitou 735 Elite, 2015, 7m reach, air con, 40kph 4,100 hours, very nice condition. Tel: 07976 702858. Powys. [JKW99R]

MASSEY FERGUSON



Massey Ferguson FE35, 4-cylinder, complete overhaul, many extras, starts on button, all weather, V5 registered, beautiful tractor won many prizes a must see and try. Tel: 07746 956340. Pontyclun. [HT17W2R]



Massey Ferguson 20, 1971, one owner, original condition, 4,000 hours, Duncan cab, on its original tyres drives perfectly, rare little tractor in this condition. £9,000. Tel: 07772 828293. Staffordshire. [KLW45]



Massey Ferguson 65, 1985, good condition, V5. £5,000. Tel: 07976 686843. Middlesbrough. [KLW56]



Massey Ferguson 1200, perfect restoration project. £25,000 ono no VAT. Tel: 07849 157223. Gainsborough. [KLW50]



Massey Ferguson 690, Multipower, Y reg, 2WD, a tidy tractor for year, 3 spool valves, pick-up hitch, hydraulics need attention, please ring for more details. £POA. Tel: 07850 708536. North Lincolnshire. [KLW21]



Massey Ferguson 135, 1966, D reg, very tidy, drawbar, tipping pipe, aluminium head lights, hand grips on mudguards, new battery, 5,700 hours. £POA. Tel: 07729 562055. Cheshire. [KLP9]



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 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. [JKP7R]



Massey Ferguson 205 industrial tractor, 1966, extensively restored to full working condition with many spare parts available. £5,000 ono. Tel: 07934 448127. Birdlip. [JKW20R]



Massey Ferguson 135, with straight axle, pick up hitch and has V5, ready for work or play. £8,250. Tel: 07718 897765. Forfar. [JKW113R]



Massey Ferguson FE35, 1958, very nice condition 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. [JKW35R]



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. [JKW120R]



Massey Ferguson 699, in great condition, please call me for more information. Tel: 07973 424441. Greater Manchester. [JKW41R]



Massey Ferguson FE35, 4 cyl 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. [JKW200R]

Massey Ferguson 595, runs ok, the cab is rusty and the interior is tatty, restoration project. £ 3,250 ono. Tel: 07961 538035. Aylesbury. [KL]

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. [JKW19R]

MCCORMICK



McCormick Deering, 1930, excellent starter and good runner, has V5 and rear road bands. £4,200. Tel: 07718 897765. Forfar. [JKW114R]

NEW HOLLAND



New Holland T4-55, 2014, 4,100 hours, left hand f/r shuttle, pick-up hitch, power steering. £POA. Tel: 07976 702858. Powys. [KLW60]



New Holland TC 27D, 804 genuine hours, immaculate. Tel: 07717 601204 or 01790 753531 for details. [JKW33R]



New Holland T7.210, only 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. [JKW116R]

NUFFIELD



Nuffield 10/42, 1965, V5, new dynamo, new battery, new wiring harness, voltage regulator, new/reconditioned fuel pump, new front tyres, engine receipts from Park Engineering, Malton. £POA. Tel: 07976 686843. Middlesbrough. [KLW54]



Nuffield 10/60, 1966, good condition, V5, type BMC 38T diesel, maximum power 57.5hp, 4 cylinders, cubic capacity 3.8l. £POA. Tel: 07976 686843. Middlesbrough. [KLW55]



Nuffield 3/45, 1970, owned for five years, V5 doc, kept in barn, starts and runs very well, intended to bring her back to her former glory but too busy, in good working condition, has new dynamo, starter solenoid, recently had oil and filter change. Needs work but wouldn't take much to restore to original condition. £2,850. Tel: 07778 165662. Somerset. [HT17W3R]



Nuffield 10/60, recently restored, lots of new parts, over £500 on head alone, new seats, guides, valves, new oils, battery etc. no toolbox or lights, V5 age related number, all new tyres. Reconn injectors. £POA. Tel: 07837 825474. Canterbury. [HT17W10R]



Nuffield 4/65, was running but not started for some time, 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. [JKW15R]



Nuffield Universal 3, 1959, V5, all original, rear tyres 90%, front tyres 65%, fully restored, starts well, £6,000. Tel: 01250 875732. Perthshire. [JKW90R]



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. [JKW91R]

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]

RENAULT



Renault 70.34, 4wd low profile cab, very original. £8,400. Tel: 07718 367212. N Ireland. [KLW78]



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, N Ireland. [JKW118R]

OTHER BRANDS



BMB President, 1954, 4 new tyres, engine overhauled, has originally fitted mid-mounted mower, tin and paintwork in good order, supplied with original registration book, in good running order, no VAT. £POA. Tel: 07742 592441. Lisburn N. Ireland. [KLW65]



Grey Drumdrive tractor, has been fully restored, 1918, fitted with a Hercules engine in approx 1925. £POA. Tel: 01298 23224. Buxton, Derbyshire. [HT1713R]



BMC Mini, barn stored, non-runner. £1,000. Tel: 07767 887061. Reading. [JKW29R]



Hymac Whitlock 370, 1972, comes with a two foot trenching bucket and a five foot grading bucket. £POA. Tel: 07974 091512. Solihull. [JKW250R]

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 514521. Mid Wales. [FGW71]

Ford 4600 wanted, with white bubble cab, reg is TNT 509S, this tractor was painted back blue so there could be some grey and orange paint under the blue, any info please call 07789 904156. [KL]



Leyland tractor wanted, please call if you can help. Tel: 07989 322710. [HIW21]



International 485XL, tractor wanted, any condition, private cash buyer. Tel: 01794 340922 or 07976 281713. Hampshire. [EFW512]



Leyland, in any condition, please call, 4x4. Tel: 07989 322710. [DEW31]



Marshall 904XL, sold in 2010 on eBay, it was sold with a black "Kellie" loader and distinctive stainless exhaust, registration number B230 KHH, anyone with information with its whereabouts please get in touch, cash paid. Tel: 0061 467082772. Australia. [CDW43]



JWD 494 tractor, any condition, running or not, cash paid and collected. Tel: 0061 467082772. Australia. [CDW200]



Case 1455, air con, private buyer, needs to be in good condition, £POA. Tel: 07980 598686. Herefordshire. [BCW39]

Massey Ferguson 130, in Hampshire, Sussex or IOW areas, prefer complete running or not, fair price paid if in good condition. Tel: 07794 786387. [KL]



John Deere 00, 10, 20 and 30 Series tractors, Norfolk farmer requires email your machine to Info@jamesmurrell.co.uk, or call 01493 750999. Norwich. [BCW89]



Fendt tractors, Norfolk farmer wants all models of Fendt, email details to farm@murrell1.plus.com, Tel: 01493 750999. Norfolk. [BCW90]

Ford 7000, wanted by small collector tractor must be tidy a big ask would like a Herefordshire registration plate on it Peter mobile. Tel: 07974 345088. Hereford. [KL]

Muir-Hill 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]

County 1124, clean, must be complete, linkage, cab, V5 ect. Cash waiting for the right tractor. Tel: 07966 159208. Cornwall. [HJ]

Fordson Dexta, 1959, non-Live Drive, any condition considered, distance no object contact. Tel: 07827 872887. Llanelli. [HJ]

Massey Ferguson 2640-80, must be in good condition, with low hours and must have good tyres. Tel: 01388 746315. Durham. [HJ]

Ford 4610, with AP cab, 2 or 4 wheel drive, runner or non-runner. Tel: 07890 604250. Holbeach. [HJ]

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 you have any idea of its whereabouts, please get in touch as we'd like to see a picture of how it is now and possibly see the old girl again. Please contact George. Tel: 07766 733273 or e-mail georgejones2006@icloud.com. [JKW16]

Massey Ferguson 65 MK 1, reg 191 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. [HJ]

International 885, would Peter James from Penzance who purchased the International 885 in Dec 19 contact me please? Tel: 07816 347623. Leicestershire. [CD]

Ford 6600, registration number DSR 757V, do you own it or know of its whereabouts? My family acquired it new in May 1980. It had a Duncan Supercab, Dual Power, flexible ends, and a pick-up hitch. It is currently taxed and the last log book was issued on 8 March 2016. I would be interested in finding it. Tel: 07540 635435. [AB]

Looking for the whereabouts of Fordson Standard N, reg JRF 118, green wide wings, 1940, split rim, 24" rears, E27N block, engine mounted toolbox, sign written, Mr E Ward, Coalpool farm, sold at Wintertons auction, Lichfield, 1987, with buff log book, was restored when sold and ran well, I have history to it. Tel: 07808 855076. [EF]

OTHER VEHICLES FOR SALE



Iveco Eurocargo 180EL240, 2003, only done 189,193 km, MOT until March 2022, full air suspension (front and back) flatbed is 18ft 6" long new front tyres, twin passenger seat, excellent condition for age. £POA. Tel: 01286 650241. Gwynedd, North Wales. [KLW58]



Claas 970 combine, 2017, 40k, auto lube, V8 man engine fully serviced and ready for work. £POA. Tel: 07976 702858. Powys. [KLW2]



New Holland Clayton 1520 combine, in good working order, fully maintained, 10ft header, has been working this season. £2,000 ono. Tel: 07709 223369. North Yorks. [KLW44]



Dominator 85, with Perkins engine (can be seen running), breaking for spares. Tel: 07850 152240. North Yorkshire. [KLW52]



Kubota KX61-3, 2006, three buckets, 4,303 hours, good condition, £9,000. Tel: 07760 177277. Hemel Hempstead. [KLW17]



Mitsubishi L200, double cab pickup, 12 months MOT, 90,000 miles, rear tool box, tow bar. £4,000 no VAT. Tel: 07764 764027. North West. [KLW22]



Mercedes-Benz coupe SE 3.5, 1970, 81,500 miles, black with black leather interior, Engine, electrics, body and chassis all sound. Interior needs some attention. Present owner has loved and cared for this charismatic car for over 25 years. £62,500. Tel: 07971 798442. London. [KLW20]



John Deere 3200 telescopic handler, 2001, 10,700 hours, tidy and in good working order £14,000 + VAT. Tel: 07951 291545. Shropshire. [JKW75R]



Massey Ferguson 780 Special Bagger combine, excellent condition well maintained will go straight to work barn stored machine. £3,000. Tel: 07801 585490. Lincs. [JKW85R]



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. [JKW121R]



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. [JKW122R]



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. [JKW5R]

Fahr 1302H combine harvester, 4,000 hours, used last harvester, 14' cut trolley and some spares, selling due to retirement. £2,600 ono. Tel: 01524 701284. Lancs. [KL]



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. Call after 5pm. Tel: 07877 678172. Wymondham. [JKW49R]



Isuzu Bighorn 3.1TD, LWB Lotus Edition, 1995, been stood a few years, 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. Derbyshire. [JKW69R]

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. [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]



Willy's jeep, or similar, all conditions, good price paid, I am easy going with no pressure, call anytime. Tel: 01548 521278. Totnes, Devon. [ABW98]



Car, van or motorbike, anything considered in any condition, pre 1990's, private buyer, cash payment. Tel: 07891 500116 or email harley1824@gmail.com. Northumberland. [IJW29]



Jeep in any condition, please get in touch, I will pay good prices and interested in all conditions, please call. Tel: 01548 521278. Devon. [IJW21]

JCB 3CX Sitemaster wheeled digger, email info@jamesmurrell.co.uk, or call James Tel: 01493 750999. Norwich. [AB]

Old scooters wanted, any make, any condition please call. Tel: 07971 402808. [KL]

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



John Deere L1534H Big Baler, 2017, 32k bale count, mint. £47,000. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW33]



Bamford baler, BX5 SUP, used on small holdings, is in working condition. £1,200 ono. Tel: 07787 358400. Sunbury on Thames. [KLPI]



Lawrence Edwards round bale wrapper, good working order. £900, based in South Wales. Tel: 07817 358738. Bridgend. [JKW60R]



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. [JKW126R]



New Holland 644 baler, 37,000 bales, only used for straw, owned by ex-New Holland mechanic. £2,500 + VAT. Tel: 01337 828497. Fife, Scotland. [JKW88R]

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



David Brown loader c/w muck fork and bucket, rams resealed and new pipework, complete with all nuts, bolts and pins, good working order, trip tip. £350 no VAT. Tel: 01790 763437. Lincolnshire. [HT17W11R]



Strimech attachments in stock, please call for more items. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW29]



JM round bale handlers, in stock, new, please call for more items. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW30]



Genuine JCB 5ft digging bucket, with pins, very good condition, fits 3XC-8060. £300. Tel: 07774 428853. Tamworth. [KLW23]



Loader bucket Euro brackets, please call for more details. Tel: 07759 342125. Northallerton. [JKW6R]



Strimech buckets and grabs in stock, £POA. Email: www.jmurrell.co.uk. Tel: 01603 712222. Norwich. [JKW9R]



Tractor rear mounted pallet forks, 3 point linkage, 1,000kg max lift capacity, free delivery. Tel: 07968 183358. Holsworthy. [JKW56R]



Bale grab, looks like JCB brackets, ram may need attention. £195 ono. Tel: 07831 541937. M. Wales. [JKW97R]

Front linkage Wilson's, will suit various models of tractor 4 and 6-cylinder, has all bolts pipes and front bar included also has the extensions to back axles came off Massey Ferguson 3120 please phone or text. Tel: 07984 599721 for more info or pictures, collection from Fife. [KL]



Grays-Lynkon loader, to fit Marshall/Leyland, includes spool valve and muck fork. £750. Tel: 07801 667918. Goole. [JKW36R]



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. [JKW16R]



JM Soft hands round bale grabs, in stock now. £1,350. Email: www.jmurrell.co.uk. Tel: 01603 712222. Norwich. [JKW8R]

Dirt bucket, 6'-6", pin and cone, best offers. Tel: 07879 861874. North Warwickshire. [KL]

Front end loader, off a Grey Ferguson, no buckets or forks, was working when taken off. £150, no offers. Tel: 01522 681832. Lincoln. [KL]

BUCKETS AND LOADERS WANTED

Front end loader, for a Fordson Dexta tractor, would consider a Dexta with a loader, Yorkshire area only please. Tel: 01904 704659. York. [AB]

JCB pallet forks for 4:1 bucket mid-eighties machine wanted, please let me know if you have anything available. Tel: 07592 614051. Westbury-On-Severn, Gloucester. [LA]

Front loader and brackets, for JD 6810, JD or other, all considered will collect/remove if required. Tel: 07745 131990. [LA]

MOWERS, FLAILS, TOPPERS AND CUTTERS



Bomford B467 RH flail hedger with cable controls, not seen much use, in excellent condition. Tel: 07710 372 273. A. Mills, N. Ireland. [KLW84]



Kuhn Agri-Longer hedger, with forward cranked arm, belt drive 1.2m T flail head, oil cooler, hyd head roller, electric joystick proportional control. Tel: 07718 367214. N. Ireland. [KLW85]



McConnell PA5600, c/w 1.2m multicut flail head, 5.6m reach, 65hp motor/pump with oil cooler, tidy condition and ready to use. Tel: 07710 372 273. N. Ireland. [KLW86]



McConnell PA8085, c/w 1.6m flail head (can swop), year 2012, 1 owner. Tel: 07802 897 800. N. Ireland. [KLW87]

PLOUGHS



Kuhn 5-furrow reversible plough, with new points, please call for more items. £2,950 + VAT. Tel: 07976 702858. Powys. [KLW4]



Pottinger Servo 45SP, 2015, 50 acres from new, full spec, mint condition. £22,000. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW76]



DP7E 5 Furrow, hydraulic adjustable front furrow, good metal all round, excellent plough. £3,600. Tel: 07515 887427. Widnes. [KLW59]



Ransomes four furrow trailing plough, excellent iron parts and in excellent working order, used last 8 years at Dorset Steam Fair. Tel: 07665 11493. Dorset. [HT17W14R]



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, Northern Ireland. [JKW124R]

SPRAYERS



Vigor 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. [JKW87R]

TANKERS AND BOWSERS



Round 6000l steel diesel tank, barn stored, excellent. £500 no VAT. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW35]



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. [JKW83R]

Vicon 700 gallon vacuum tanker, good sound working order. £650 ono. Tel: 07889 761759. Barnsley. [KL]

TRAILERS



Ifor Williams caged 10 x 5 trailer, with loading ramp, professionally serviced, two new tyres, new brake cables and shoes, new sockets. £1,950 + VAT. Tel: 07774 922124. Hampshire. [KLP2]



Trailer, 12ft by 6ft manufactured by Birtill engineering, fully refurbished, new hardwood floor, new tyres and respray. £1,195. Tel: 07885 540223. Nottinghamshire. [KLW64]



JPM 24 foot 19TLL, 2021, hydraulic ramps, hydraulic brakes, LED. £10,800. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW36]



JPM Tri-Axle 30 foot 27TLL, in stock, £16,800. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW77]



Bailey 16t silage/corn, fully loaded air/oil brakes. Tel: 07976 702858. Powys. [KLW69]



Admiral 22 foot low loader, commercial axles oil brakes. Tel: 07976 702858. Powys. [KLW7]



Wooden farm tipping trailer, 6ft 3in wide, 10ft 4in long. £395 or near offer. Tel: 01629 584083. Matlock, Derbyshire. [KLW6]



JPM 28 foot 19TLL flip over ramps, 2021, 10 stud, air, load sensing. £15,000. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW37]



JPM 16t dump trailer, 10 stud, 2021, air load sensing, LED. £POA. Tel: 01603 712222. Norwich. [KLW38]



JPM 16t multi-purpose trailer, 2021, ramps, 10 stud, air, load sensing, LED, hydraulic gate, £14,300. Tel: 01603 712222. Norwich. [KLW39]



AS Marston 8t twin axle grain trailer, in good condition with good tyres. Please call for more items and parts. Tel: 01652 656572. Brigg. [KLW4]



Pettit 3t tipping trailer, original, very tidy, easy restoration to go with vintage tractor. Tel: 07973 117993. [JKW14R]



AS 6t tipping trailer, 2006, c/w bale extension and ladders, has done very little work. £2,500 no VAT. Tel: 07814 542579. Lincs. [JKW12R]



Farmer and contractor requires 12-20t Agri dump trailers. Email: details to farm@murrell1.plus.com. Tel: 07770 692891. Norwich. [LAW7]

IMPLEMENTS FOR SALE



Massey Ferguson 732, 15-row combined seed and fertiliser drill, used and dry stored until recently, in general good condition, no rust or rot, but fertiliser box needs attention. £350. Tel: 07774 816630. Notts. [HT17P1]



Quad X Wipeout 2 weed wiper, 3m dual roller chemical sensor 60L, new condition. £2,950 ono + VAT. Tel: 07552 714139. Forfar. [KLW51]



Claas Volto 1320T (2013), trailed, 13m tedder, clean machine, ex UK farm. Tel: 07710 372 273. A. Mills, N Ireland. [KLW88]



Amazona 3m 1 pass c/w Amazona box drill, disc coulters and tramline kit, good order, on KG302 harrow with QFit blades. £4,900. Tel: 07710 372 273. A. Mills, N Ireland. [KLW89]



HK31 Nordsten drill NS3130, 3m combination drill, Howard power harrow, VGC. £5,500 ono. Tel: 07515 887427. Widnes area. [KLW26]



Rotary portable vehicle lifts, 4x, 28.8t lift. £4,500. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW34]



Fordson weeder, is in excellent condition. £POA. Tel: 07976 712113. Bradford. [KLW24]



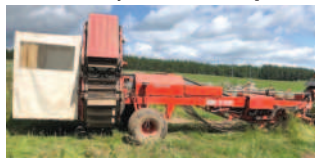
Meijer Flat 8 bale sledge with hitch bracket for baler, tyres all up and good to go. £450, buyer to collect, can load, does unbolt into 2 for easier transport. Tel: 01889 500303 or 07850 525693. Staffs. [KLW49]



Grays 3m heavy flat roll, £1,800 no VAT. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW31]



Fleming 5ft tipping link box, and a set of seats with seat belts, in excellent condition only used on runs £385 ono. Tel: 07725 915823 or 07746 956340. Pontyclun. [KLW28]



Kverneland 2200 potato harvesters, x 2, many spare parts and webs. Tel: 07740 605576. Angus. [JKW40R]



Claas 3500 liner, 4 rotor in very nice condition not your usual rubbish. Tel: 07976 702858. Powys. [JKW101R]



Claas 610 direct disc cutter, as new condition c/w trailer. Tel: 07976 702858. Powys. [JKW103R]

Cooch potato riddle, 6AT, auto weigh bridge, Tong potato hopper, two row crop wheels 8.3 x 44, standing heavy duty. Tel: 07876 184516. Co Down, N Ireland. [KL]



AS 2000I banded fuel bowser, tractor toe, lights and brakes, very good condition, no road use. £1,850. Tel: 07767 248412. Cams. [JKW106R]



Howard 155 rotaspreader, with hyd lid, off local farm. £850. Tel: 07802 897800. N. Ireland. [JKW123R]



Vicon 300 haybob, excellent condition, very well looked after. £1,000 no VAT. Tel: 07850 367464. Swindon. [JKW207R]

Classic "male" pheasant, is in good working order. £150 or near offer. Tel: 07986 775388. Appleby. [KL]

Muck spreader, barrel type side finger, very good condition, good wide tyres, no rot, ideal for 50hp and above, can test photos, £1,100 also Warwick 3 ton grain trailer, double sides, bale extension, very good condition. £1,250, text for photos. Tel: 07968 257232. Rugby, Warwickshire. [KL]

IMPLEMENTS WANTED



Balers wanted, International: 430/440/435/445, Massey Ferguson: 120/124/128/220/224/228, Claas Markant 55/65 any condition, will fetch anywhere in UK. Tel: 07794 154003. Derbyshire. [EFW107]

Header trailer for Massey Ferguson 510/515 or 525 combine, please call if you can help. Tel: 07775 516120. Nottingham. [KL]

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. [IJ]

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. [IJ]

AC 2F plough, prefer drag but dont mind, hydraulic, good condition please but anything considered, cash paid. Tel: 07521 455570. Glos. [LJ]
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. [FG]

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



Nuffield DM4 pair used 11 x 36 8 stud wheels and tyres, from sliding hub model, tyres old but hold air rims ok. £300 inc VAT, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffs. [HT17W7R]



Firestone 650/65R38 tyres and tubes, 30% tread. £450 no VAT. Tel: 01603 712222. Norwich. [KLW40]



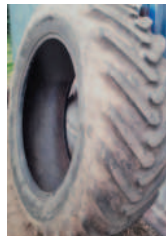
Full set of wheels and tyres, for compact John Deere tractors, 25x12.00-9 rears, fronts 27x10.50-15. Tel: 07976 702858. Powys. [KLW68]



Michelin 500/70R24 handler tyres, 20%, £350 no VAT. Tel: 01603 712222. Norwich. [KLW41]



Taurus Galaxy 520/85R42 and 420/85R30 tyres, 80-90% tread, one rear has had a repair and there is some perishing between cleats on the fronts but otherwise good. More pictures on request. £1,000 for the set. Tel: 07789 431842. Essex. [KLW27]



Heavy duty tyres, hardly used, size: 16.9-34, good condition, collection only. £500. Tel: 07964 825592. Warwickshire. [JKW46R]



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. [JKW58R]



Turf tyre, complete set, to fit Ford 1210 compact tractor. £240 ono. Tel: 01666 504150. [JKW17R]



Wheels and tyres, told these came off a smaller Ford four wheel drive tractor, tyre size 250/80 R16. £120 ono. Tel: 01666 504150. [JKW21R]

Two rear tractor tyres, size 13.6 R38, 1 tyre 99% tread, like new. £300 ono, 1 tyre 90 tread, side walls have some cracks. £50. Tel: 01633 880248 or text 07977117952. Collect from Caldicot or local delivery available at cost depending on location. [KL]

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. Tel: 01257 480305. Lancashire. [IJW70]



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. [IJW72]



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 John Deere 6030 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. [JKW43R]



Heavy duty saw bench, three phase electric, needs tensioner runners, good order, not used recently. £300 + VAT ono. Tel: 07831 615912. Cambridgeshire. [JKW26R]



PTO driven Ferguson saw bench / 3 point linkage, good working order with spare blade. £300 ono. Tel: 07887 666437. Kelsale, Suffolk. [JKW72R]



Denning vintage PTO saw bench good cutter, not send recently, in good order. Email: richardnlane@icloud.com Tel: 07831 615912. Cambridgeshire. [JKW27R]



Homemade log splitter, good working order, £900 ono, collection only. Tel: 07964 825592. Warwickshire. [JKW45R]



Kity 637 planer, capacity 10" wide x 8" thick, good working order, can be seen working. £475. Tel: 07946 282011 or e-mail: Imason9@hotmail.com Kent. [GHW2R]



Kity 419 saw bench, sliding table for cross cuts, tips over to 45 degrees, good working order, can be seen working. £275. Tel: 07946 282011 or e-mail: Imason9@hotmail.com Kent. [GHW25R]

CABS, CAB PARTS, PANELS & GLASS



Ford Q/Bubble cab door, off side, glazed. Tel: 07973 117993. [JKW64R]



Right hand door, for John Deere OPU cab. £50 no VAT. Tel: 07764 980531. Northumberland. [JKW128R]



Rear window, for John Deere OPU cab. £50 no VAT. Tel: 07764 980531. Northumberland. [JKW129R]

ENGINES AND GENERATORS



Ford Ferguson engine, and Ford Ferguson gear box casting. Tel: 07480 136728. Northumberland. [KLP8]



Leyland 4-cylinder engine, removed from a 1970s JCB 3C. Spares or repair. £Offers. Tel: 07885 540223. Nottinghamshire. [KLW73]

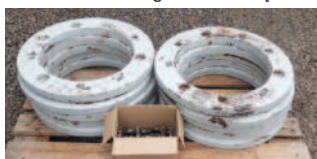
VARIOUS OTHER PARTS FOR SALE



Massey Ferguson tractor weights, c/w storage cradle, 8 weights, 6 sand blasted and fully repainted as photo, please call. Tel: 07831 186765. Henfield, West Sussex. [HT17W1R]



Selection of Massey Ferguson 35 and Fordson Super Dexta parts available, please ask for more information, Scottish highlands. Tel: 07926 732881. Highlands. [KLW5]



Wheel weights and fixings, to suit TW Series, 10 x Ford 39kg. £650. Tel: 07957 804652. Market Drayton. [KLW61]



MF front wheel weights, two pairs, in good condition. £Offers. Tel: 07885 540223. Nottinghamshire. [KLW71]



Case 51 Series/early MX Series tow weight, may suit others centre. £200. Tel: 07967 804652. Market Drayton. [KLW62]



Ford 10 Series 2 wheel drive pickup hook and drawbar, £200. Tel: 07957 804652. Market Drayton. [KLW63]



Finger mower drive rods, two, unsure what make they are, some woodworm but still very sound better one £8, other one £4. Tel: 01539 730225 for enquiries. Kendal. [KLW11]



David Brown 2010/2012 tractor mud guards, very slightly dented however this does not affect use and not rusty. £150 collection from Guildford. Tel: 07989 749767. Guildford. [KLW46]



Land Rover Series 3 hard top side panels, fully glazed all original excellent condition. £60. Tel: 01386 793831. [KLW18]



John Deere 30-3650 lift arms, more pictures available on request. £500. Tel: 07789 431842. Essex. [KLW57]



Cutting knife blades, two finger mower cutting knife blades, 64.5 inches long, £25 for the pair. Tel: 01539 730225. Kendal. [KLW12]



Ford Ferguson bonnet, bought in error, please call. £POA. Tel: 07480 136728. Northumberland. [KLW7]



Finger mower knife blades, 42 finger mower knife blades (holes two inch centres) all new, but owned for a long time. £1.50 each also can post for a small fee. Tel: 01539 730225 for enquires. Kendal. [KLW13]



Jones baler guards MK10 MK12, available separately or together. Tel: 01889 500303 or 07850 525693. Staffs. [HT17W4R]



Ford 3000/4000 lower grille, please call for more items and parts. Tel: 01652 656572. Brigg. [KLP5]



Drawbar frame Nuffield DM4, etc, as removed from DM4. £150 buyer to collect. Tel: 01889 500303 07850 525693. Staffs. [HT17W5R]



Nuffield DM4 etc front axle c/w hubs, used, some play in centre pin but otherwise good. RH steering arm NOT welded on. £450 inc VAT buyer to collect. Tel: 01889 500303 or 07850 525693. Staffs. [HT17W8R]



David Brown loader rams, 36 inch between hole centres closed, buyer to collect. £150 incl VAT. Tel: 01889 500303 or 07850 525693. Staffs. [HT17W6R]

Keeping it Original
Keeping it Massey Ferguson

MASSEY FERGUSON



Nuffield DM4 gearbox, top c/w selectors as removed from working tractor £96 incl. VAT buyer to collect. Tel: 01889 500303 or 07850 525693. Staffordshire. [HT17W9R]



Starter motor for Perkins 6354 engine, ran when taken off but been in storage. £60 ono. Collection only. Tel: 07949 338150. Spalding. [JKW78R]



Ford 4000 weight frames, as original, also 3000/3600 + 5000/7000 weight frames. Tel: 07811 907317. Staffs. [JKP1R]



Marshall/Leyland weights, ten in total very good condition based in Northern Ireland. Tel: 07711 334127. Co Down. [JKW95R]



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. [JKW30R]



Ford tractor draw bar, 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. [JKW59R]



Quick hitch, with MF 50 brackets, welded on in good order. £185. Tel: 07831 541937. Mid Wales. [JKW96R]



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. [JKW54R]



Genuine David Brown PTO flat belt drive pulley, excellent condition, £65 ono. Tel: 07887 666437 or 01728 603078. Kelsale, Suffolk. [JKW73R]



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. [JKW84R]



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]



Anti-roll frame, of MF35 complete with brackets. £70 ono. Tel: 07803 745381. Buckingham. [KLW300]



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]



Vicon 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]



Howard rotavator wheels & 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. [JKW23]



Ford Pre Force 3000 steering box, call for more info. £POA. Tel: 01652 656572. Lincs. [JKP3]

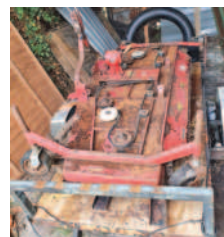


Ford 3000 back end, call Dave for more info. Tel: 01652 656572. Lincolnshire. [JKP4]



Ford 3000 gearbox, call Dave for more info. Tel: 01652 656572. Lincolnshire. [JKP5]

PARTS WANTED



Sitrex 8ft finishing mower parts needed, top right hand cover wanted as viewing from the back, Fleming, D.W. Tomlin etc. mowers also fit. Based in Berkshire. Tel: 07549 420361. Wokingham. [HIW77]

Middle piece of rubber that goes around steering column (I have top rubber around taco and lower plastic piece) on Low profile Lambourn cab fitted to Ford 4600. Tel: 01666 504150. [KL]



Engine for Holder A60 tractor.
Tel: 07768 288440. Stratford upon Avon. [GHW33]



PTO Shaft for an IMT with a 16 teeth gear, is there one out there? If so please phone. Tel: 07769 824371. NW Scotland. [BCW99]



Marles type P3690 steering box, for Thwaites LHD 1960s-ish 15cwt dumper good condition please. Tel: 07923 897240. Oldbury. [ABW102R]



PUH lower bracket for a Fordson Super Major wanted. Tel: 07870 746466. Powys. [BCW93]



Leyland 4/98TT engine fitted to the following tractors: Marshall / Leyland 282,482,802,804. Tel: 07976 686843. York. [LAW56]



Steering wheel, for British made M.M. model 'U.D.S.' diesel tractor. Tel: 01283 585258. [JKW56]



NOS cab, for a Nissan digger, could be a 1980s model, see photo, please call if you can help. Tel: 01625 575798. Macclesfield. [JKW37]

Double acting valve, for a Fordson Dexta two pipe valve, please let me know. Tel: 00353 877860323. [DE]

Bronze gear or complete gearbox for a Mountfield M1 cultivator. Tel: 01279 850865. Bishops Stortford Hertfordshire. [KL]

Roll bar, for grey Massey Ferguson TE20. Tel: 07704 677172. Oswesry, Shropshire. [KL]

Lift arms and cab cladding, required for MF 165 tractor, year 1975, call Peter if you can help. Tel: 07946 488797. Lancs. [JK]

Ford 3000 engine, big filter or any one, that can recondition old engines Perthshire Scotland. Tel: 07867 802245. Blairgowrie. [KL]

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. Lancs. [HI]

Massey Ferguson 41 two-furrow plough or parts, including disc and arm, skimmer and arm mouldboard extensions, originals stand. Tel: 07725 658973. Littlehampton. [HI]

Massey Ferguson 100 Series suspension seat, for 165, in good condition, original secondhand. Tel: 01625 426055. Cheshire. [HI]

Complete fuel injection pump, for a 1967 John Deere 710, Rosamaster pump, working or needing repair must be complete, please call. Tel: 01356 624382. [GH]

Engine for International 454, wanted, please ring or text. Tel: 07792 981556. [GH]

Wooden bearings (new) to fit Ferguson disc harrows. Tel: 01595 890295. Shetland. [GH]

Compressor to charge diving bottles to 250 bar. Tel: 01434 674627. Hexham. [GH]

MISCELLANEOUS



Twose linkage transport box, £150 no VAT. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW42]



JCB storage box, to TM 310/320S, call for more info. Tel: 07976 702858. Powys. [KLW67]



Record number five vice, good order, collection only. Tel: 01482 875282. Cottingham. [JKW89R]



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. [JKW104R]

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. Yorks. Tel: 01845 567412. [LA]

MODELS, COLLECTABLES, LITERATURE AND DVDs

Two boxed previously owned Dinky Fodens, a brewery chain wagon and flat lorry £85 each. Tel: 07903 904199 after 7pm. [JK]



David Brown 1200, 990 4WD leaflet, £17. Tel: 01423 733487. West Yorkshire. [KLW200]



Case keyrings, £20, others available. Tel: 07534 578596 before 7pm. Derbyshire. [KLW9]



Vogel and Noot S970, S1050 and SS970 plough brochure, four pages. £6. Tel: 01423 733487. West Yorkshire. [KLW14]



New Holland 719 forage harvester brochure, eight pages. £12. Tel: 07962 891469 or 01423 733487. West Yorkshire. [KLW16]



Parmiter harrows brochure, six pages. £8. Tel: 07962 891469. West Yorkshire. [KLW15]



Foden models, two previously owned boxed 1947 Dinky Fodens, £85 each. Tel: 07903 904199. Tarpoley. [JKW1]

County crawler instruction and maintenance manual, also have a spare parts book. £40. Please call for more info. Tel: 07586 107705. Woodhall Spa. [HT17]

Border Fine Arts model, making adjustments, International Farmall M and plough. Tel: 01623 871247. Newark, Notts. [JK]



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 2000s, 212 pages. £23 incl. postage. Proceeds to Cancer Support. Tel: 07583 673321. Hereford. [JKW109]



Claas product range books, 6, 2006 2007 2008 2012 2017 2020, can split, A4 size very good condition. £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]



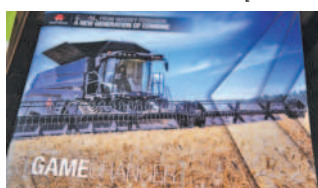
Fendt 200 Vario series, 23 pages, £15. Tel: 01423 733487 or 07962 891469. West Yorkshire. [JKW67]



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]



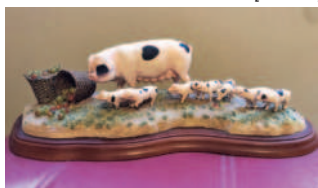
Ideal combine brochure, very good condition, A4 size. £10 plus postage. Tel: 07583 673321. Hereford. [JKW112]



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]



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: 07860266412. 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]

Motoring and WW2 books, British grand prix 1926 - 1976, Murray Walkers F1 heroes, the U boats, Spitfire story, MGB Brian Laban fighter command, David Oliver, Luftwaffe fighters, Curis Goss, all £10 each. Tel: 07852 921265. Powys. [KL]

Sales brochures, tractors and machinery, MF 2720-690/4 Marshall tractors, Claas Jaguar 75.71, 1967 New Holland baler. Tel: 01562 730215. Stourbridge. [KL]

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]

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 Farndon. [FG]



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. [JW5]

BBC Countryfile magazines, early issues no 1 to issue 36, top cash paid, name your price! Tel: 01434 220496. Hexham. [DE]

Universal Hobbies Fordson Dexta 1960-62 UH2898, mint and boxed. Tel: 07770 995859 evenings. Shropshire. [HI]

Dowdeswell Roller mower brochure wanted, featuring the 6 foot and 8 foot models. Main mower body orange colour, with green top guards. Tel: 07770 995859 evenings only please. Shropshire. [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]

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. Worcestershire. [CD]

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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]

Tractor and light machinery transport service, 7.5t beaver tail lorry. Located south England, any UK location considered! Tel: 07857 147746. [EFW35]

Holiday cottage, sleeps family a four on dairy farm, on the edge of the Cotswolds midway between Gloucestershire and Bristol, only available in July and August. Tel: 01453 844852. Badminton. [FG]

Ploughing available, John Deere or Kverneland ploughs, preferably reversible, located in Perthshire, please call for more info. Tel: 07760 151294. [KL]

Service and repair for Land Rovers, covering all models from Series 1 to the present day, servicing 20 mile radius of Knockholt, Nr Sevenoaks, Kent. Please call Knockholt 4X4. Tel: 01959 533305. [LA]



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Character holiday cottage, sleeps 2 in historic Middleham, ideal base for exploring the Yorkshire Dales, good selection of pubs and tearooms serving food close by, short breaks available all year. Owner maintained to a high standard. Tel: 01969 640010. Email: enquiries@oldcartmeltcottage.co.uk and www.oldcartmeltcottage.co.uk. Leyburn. [EFW43]

Indulge Catering, provide buffets in Edinburgh we created fresh, original menus for wedding ceremonies, birthdays, anniversaries, and funerals across the North West. Your order can be delivered directly to your door. Tel: 07932 008305. Edinburgh. [AB]

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Republic of Ireland classified section (If calling from UK please add 00 353)

TRACTORS FOR SALE

CASE



Case 1056XL, 1991, 9,000 hours, 36k, air seat, full deck of weights, no rust, runs and drives ok, very original tractor, VAT receipt. €POA. Tel: (0)87 2446272. Paddy Lacey Tractors, Co Wexford. [KZ10]

FORD



Ford 6600, 4WD, 1977, Fritsmeir cab, tyres 95, PUH, power steering, 4,200 hrs on clock, original engine, in perfect working order. Tel: (0)87 6300047. Co Meath. [KLW25]



Ford 7000, Hara cab, original engine and turbo. Original radio still works. Really clean, well minded tractor. €POA. Tel: (0)87 9257824. CMS Tractors, Co Cork. [KZ2]



Ford 2120, 4WD, compact tractor, c/w cab and doors, pick up hitch, front fenders, 7,814 hours. €POA. Tel: (0)87 9257824. CMS Tractors, Co Cork. [KZ3]



Ford 4110, H-pattern Synchro, power assisted steering, really clean, 5,500 hours, 10 Series spools. €POA. Tel: (0)87 9257824. CMS Tractors, Co Cork. [KZ4]



Ford 4000, with crawler gear, rare model with air brake retro fitted. Power assisted steering, Sekura cab, rowcrop wheels can be changed, 4,000 hours. €POA. Tel: (0)87 9257824. CMS Tractors, Co Cork. [KZ5]



Ford 3000, narrow gauge vineyard. Nice original tractor. Registered on Irish plates. New rear tyres. €POA. (0)83 0286844. CMS Tractors, Co Cork. [KZ6]



Ford 4630 2WD c/w front loader and really nice low cab, floor change shuttle transmission, power steering, fast road speed +/-40k, new tyres front and back. A lovely all round tractor. €POA. (0)87 9257824. CMS Tractors, Co Cork. [KZ7]



Ford 2000, very recently restored. Engine overhauled, 4 new tyres. Professional paint work. Lots of new tin work, passenger seat rail. Drives well. €POA. (0)87 9257824. CMS Tractors, Co Cork. [KZ8]



Ford 7610 2WD, SQ cab, cleanest one we have had in a while, no rust on the cab, Series 3 engine, analog dash, extra spools, assist ram. €POA. Tel: (0)87 9257824. CMS Tractors, Co Cork. [KZ9]



Ford 7700, 1978, Q cab, 2WD, clock reading 4,100 hours, rear tyres at 70%, very tidy original tractor, no rust on cab, very straight bonnets, no VAT. €POA. Tel: (0)87 2446272. Paddy Lacey Tractors, Co Wexford. [KZ11]

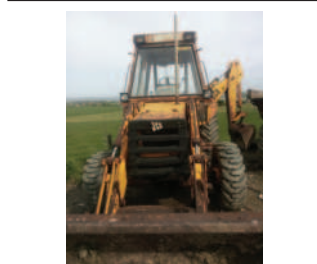


Ford County 754, with Atlas crane and grab, torque gearbox, going well. €8,500. Tel: (0)87 940 6440. Co Waterford. [JKW23R]



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. [JZ3R]

JCB



JCB 3CX, 4WD, Perkins engine, manual torque, in regular use, goes well. €POA. Tel: (0)87 2497041. Co Cork. [KZ1]

NEW HOLLAND



New Holland TM120, 9,000 hours, 40k, Range Command, cab suspension, comes with / without New Holland loader, new hitch hydraulic push-out, front fenders, air con, very tidy original tractor, VAT receipt. €POA. Tel: (0)87 2446272. Paddy Lacey Tractors, Co Wexford. [KZ12]



New Holland T6030, 2010, 5,000 hrs, Range Command, Sidewinder, front links & PTO, 42/30 tyres, twin mirrors, hyd push-out hitch, climate control, air con. Mint tractor, VAT receipt. €POA. Tel: (0)87 2446272. Paddy Lacey Tractors, Co Wexford. [KZ13]

New Holland T6030, 2010, 5,000 hours, Range Command, Sidewinder, front links & PTO, 42/30 tyres, twin mirrors, hydraulic push-out hitch, climate control, air con, mint tractor, VAT receipt. €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ]

OTHER BRANDS

MB Trac 1000/1100, for restoration project, must be driving. Tel: (0)87 6131914. Co Roscommon. [KL]

PARTS WANTED

Silage sides to suit a Massey Ferguson 700 trailer wanted, please call if you can help. Tel: (0)86 2550704. Co. Wexford. [KL]

LINKS, HITCHES & LOADERS



Low bonnet with front suspension links and PTO, New Holland T6000, €POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [KZ14]

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MACHINERY MISHAPS

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It has been a while since Stuart Bowe tried driving under a railway bridge that was lower than this Marshall silage trailer. Thanks to regular reminders from his friends, it's not something he's likely to forget. Photo: Steven Bell.



MISHAP
OF THE
MONTH

1 Some operators find getting stuck a bit embarrassing. Others, including this youthful operator, standing on the front wheels of his stranded Same with arms raised aloft in triumph, are not ashamed of getting stuck in – literally.

2 Owain Noble has been having some bad luck with his classic gear just recently. Firstly, the conditioner fell off his mower, then his Massey Ferguson trailer slipped into a rut and tipped on its side while on a muck-leading mission with his Case-IH 585XL.

3 This Massey Ferguson 6495 was left with both of its rear legs dangling in mid-air after the silage trailer it was pulling tipped over on sloping ground. There must have been some pain on for the pick-up hitch. Photo: Richard Martin.

4 Farm View columnist Robin Truss demonstrates how easy it is to tip over a sprayer. He was left rueing the momentary lapse of concentration that allowed one of the sprayer's wheels to slip off a narrow farm track and into a deep furrow.



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