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Welcome

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DELIVERY!
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BRITISH CHAMPIONSHIPS

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"Letting under age children loose with farm machinery, or exposing them to it, just isn't worth the risk."



EVEN IN TODAY'S DAY AND AGE, farm safety is one of those subjects that, somewhat incredibly, still divides opinion. There are those, the majority it must be said, who are very responsible and safety-conscious, yet there are others, thankfully the minority, who seemingly give little thought to safety, dismissing advice on the subject as another example of meddling by the nanny state.

Putting your own health and safety at risk by carrying out unsafe tasks is one thing, but risking the lives of your children or other people's children by allowing them to be exposed to dangerous situations is irresponsible and unacceptable. Granted, agriculture is rather unique as it is one of the few industries that has to deal with the constant presence of children in the workplace. Many farms are homes as well as workplaces, and it can be very hard to prevent children from accessing outdoor spaces where machines are operating.

The law is very clear about one thing: it is illegal to allow a child under the age of 13 to ride on or drive a self-propelled agricultural machine.

I'm not a health and safety vigilante, but part of my time is spent monitoring farm machinery-related news stories from across the country, simply to keep abreast of what's happening. Serious accidents involving children get a lot of publicity in the media and rightly so. Sadly, they are not uncommon in farming. Each and every one of these tragedies is heart-breaking for everyone concerned. I'm not going into detail with what I've seen on my own travels this year, but it's clear there's a problem. Too many young children are being allowed to ride on and drive tractors and even telehandlers. I've seen it happen on too many occasions this year.

There is a fine line between encouraging the next generation to become involved in the agricultural industry and putting them at risk of serious injury or worse. Remember, your children are your successors. Without them, there's no continuity and nobody to carry the baton forward. Letting under age children loose with machinery, or exposing them to it, just isn't worth the risk.

On a final and more upbeat note, it was great to see the return of the British National Ploughing Championships in Northumberland in early October. The return of a bit more normality is very welcome. Long many it continue.



Rory Day

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



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TOP BALING TEAM

Old and new combinations are compared

Reader Rebuild County 1884

PHOENIX FROM THE FLAMES

Reassembling a tractor that someone else has taken apart can be a project fraught with difficulty, let alone one that has been badly damaged by fire. That was the challenge facing a group of County and Ford fans from northern England, and it was one they met in style with their rebuild of the second County 1884 off the line. Sandy Cox has been to see the finished result. Additional information by Jim Fisher.



Above: This was what the County 1884 looked like in the immediate aftermath of the Chesham barn fire that ravaged it in 2008. Below: After being dismantled in 2012 by the second County 1884 off the line, built in September 1981, the heavily damaged tractor was rebuilt by a dedicated team in Co. Durham.

TRACKING A Rebuild of the County 1884 tractor has proved a project fraught with difficulty, let alone one that has been badly damaged by fire. That was the challenge facing a group of County and Ford fans from northern England, and it was one they met in style with their rebuild of the second County 1884 off the line. Sandy Cox has been to see the finished result. Additional information by Jim Fisher.

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Front cover: Three of the John Deeres in Peter Leech's top ten of the company's greatest classics stand to attention in Michael Charlton's yard in Northumberland. From clockwise: 7810 (Henry Ryle), 4020 (Ian Tellum) and 3650 (Michael Charlton). Photo: Ken Topham.

Main picture: Staff from three of New Holland dealer Russells' depots recently joined forces with landowners John and Joe Marshall to stage a classic and modern display of baling and bale handling equipment in North Yorkshire. Photo: David Laley.

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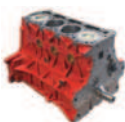
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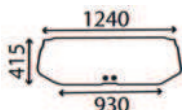
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GREATEST GREENS



If you had to name the ten greatest John Deere tractors from the classic and modern classic eras, what models would you choose? That's the question we put to Peter Leech, now retired after a distinguished 42-year career with John Deere in the UK and Europe, and these are the tractors he came up with.

HAVING GROWN UP ON A FARM and been involved with farm machinery from a young age, I decided I wanted to be an agricultural engineer. After getting my college qualifications, I set my sights on working for a manufacturer.

I applied to all the tractor firms, including John Deere, which was advertising for a service trainee. I got the job with John Deere and joined the company in 1971. I was initially part of a small team, this being at a time when the company had a UK market share of under three per cent. I was responsible for warranty claims, answering dealers' technical queries and preparing material for area managers to train dealer technicians.

The 'original' 20 Series was still in production, with the 4020, in particular, making a big impression on me due to its advanced technology and rugged reliability. The smaller Mannheim-built 20 Series models were also packed with advanced features for their time.

During my first year or so, I was involved in secret testing of the Sound Gard Body cab frame at the NIAE at Silsoe, ready for the start of production and launch of the Waterloo-built 30 Series. I became a huge fan of the 4230, marvelling at its amazing cab, Perma Clutch, etc.

I was then appointed area service manager for the East Midlands, North-East of England and Republic of Ireland. I became skilled at diagnosing issues on all models of John Deere 30 Series, including the big four-

wheel drive 8430, and was involved in the launch.

In 1977, I was promoted again and began working in the service department of the Mannheim tractor factory in Germany, my role there being to liaise with the English-speaking export countries including the USA, Canada, Australia and UK. This was a great job, one that saw me traveling all over the world supporting the Mannheim-built 30 Series. It also included helping to prepare detailed training material for the upcoming 40 Series, and delivering training to company specialists in many foreign locations.

I returned to the UK in 1980 and took on a management role looking after a team of seven area service managers. John Deere's UK share had risen to almost 10 per cent by this time, thanks to a broader range of products and a growing dealer organisation. I had less direct involvement in the detail of the tractors, and in teaching and diagnostics, but continued to attend factory service training schools for new products up to, and including, the launch of the 6000 and 7000 Series in 1992.

In 1986, I became service manager for the UK and Ireland, and three years later I was appointed product support manager responsible for all aspects of dealer and customer training, as well as service. I was promoted in 1999 to the role of customer support manager, which involved responsibility for parts warehousing and delivery, as well as parts and service

Above: Peter Leech spent 42 years (1971-2013) working for John Deere in the UK and Europe. His top 10 of the company's greatest tractors is based on the models he encountered during his career.

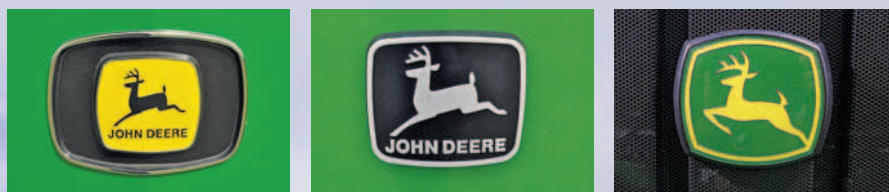
marketing in addition to my service and training duties. By now, John Deere's UK share had grown to 20 per cent. There were 120 employees in the UK, of which 55 worked in my area of responsibility.

In 2010, following another promotion, I became the Mannheim-based training manager for Europe, the Middle East, North Africa, Russia and the CIS countries, encompassing over 1250 dealer outlets with 25,000 dealer employees, all requiring training in their own languages. I looked after a team of over 100 staff that operated from 10 training centres in 10 countries, delivering training in 15 languages. I retired in 2013 after 42 years. At the time, John Deere's UK market share had peaked at over 30 per cent.

So that's my career background. My choice of top ten John Deere tractors is based on my own experiences and involvement with them. There are many others, as well as earlier and later models, which could be included in such a list, but I've settled on the ones that impressed me the most during my time with the company.

Peter Leech's top 10 Deeres

Model	Launch
4020	1966
2130	1972
4230	1972
8430	1975
3650	1986
4955	1989
6400	1992
8400	1994
7810	1996
6210R	2011



Below: Four of Peter Leech's all-time greatest John Deeres line-up in Michael Charlton's yard in Northumberland, from right: 4020 (Ian Tellum), 3650 (Michael Charlton), 7810 (Henry Ryle) and 4955 (Michael Charlton). Photo: Ken Topham.



John Deere 4020

PRODUCTION: The John Deere 4020 was produced in Waterloo, Iowa, USA, from 1964 to 1972, during which time an estimated 200,000 units were built

SPECIFICATION: The engine was a John Deere Waterloo-built 404cu. in. (6.6-litre) naturally-aspirated six-cylinder delivering 101hp. The transmission was either an eight-speed synchro or an eight-speed full powershift, driving through inboard planetary final drives with inboard wet disc brakes.

DEVELOPMENT: The 4020 was developed from the 4010, which was launched as the 'New Generation of Power' in 1960, superseding the highly successful two-cylinder era that had built John Deere's reputation in the USA. These tractors contained so much technology that was new and innovative that it is hard to imagine the impact they had at the time of their introduction. Features included closed-centre hydraulics, lower-link sensing, full powershift transmission, inboard epicyclic final drives, inboard wet power-operated disc brakes, fully integrated power steering, Personal Posture seat and a flat platform with dash-mounted controls. The accompanying picture shows the 1966 John Deere 4020 Powershift model that was refurbished by John Deere Ltd to celebrate its 40th year in business in the UK in 2006.

INVOLVEMENT & RATING: The 4020 was the largest tractor in the price list when I joined John Deere Ltd in 1971. They were impressive tractors; the powershift was a revelation to operate and the power steering was so smooth and positive compared to any other tractor. The quality of the design and manufacturing was evident everywhere, especially when we dismantled engines and transmissions for dealer training schools. These tractors were very reliable and ran for many thousands of hours without a spanner on them. In fact, the powershift transmission in John Deere Limited's own 4020 has never been taken apart. During the rebuild of this tractor in 2006, the oil and filters were changed and a full pressure check was carried out. The verdict was that it was as good as the day it was made 40 years earlier.



John Deere 2130

PRODUCTION: The John Deere 2130 was produced in Mannheim, Germany, from 1972 to 1979, during which time 36,034 units were built.

SPECIFICATIONS: The engine, a John Deere Saran-built 239cu. in. (3.9-litre) naturally-aspirated four-cylinder unit, delivered 75hp. The transmission was an eight-speed collar shift with optional Hi-Lo, driving through inboard planetary final drives with inboard wet disc brakes.

DEVELOPMENT: The 2130, launched in 1972, was derived from the 2120 (68hp), with improved performance (increased bore from 102mm to 106.5mm) and lift capacity. Initially the 2130 had the same 'horseshoe' bonnet styling as the 2120, but this was later changed to the snub nose design in 1975. The 2130 was originally supplied from the factory as an open station model, with weather cabs and later safety cabs being fitted by dealers in their respective countries. The most common cab in the UK was the Duncan. In 1975, the OPU cab, manufactured by Sekura in Denmark and the UK, became a factory-installed option. Other options included power steering and, later, hydrostatic front wheel drive (HFWD).

INVOLVEMENT & RATING: Having joined John Deere Ltd in 1971, these were the first new models to be introduced during my career. Learning about all their new features, in order to be able to teach dealer technicians how to diagnose and repair them, was exciting. The 2130 was still in production when I moved to Mannheim as a factory service engineer in 1977, so I probably know the intricacies of these tractors better than any other model.

The 30 Series was generally very reliable and durable, and many are still in use, including my very own 1974 model, see inset. I am only the second owner of this 5600-hour tractor. The 2130 was one of the tractors which really put John Deere on the map in the UK. It achieved the third highest production volume of all Mannheim produced tractors, only exceeded by its successors, the 2140, and the later 2850.



John Deere 4230

PRODUCTION: The John Deere 4230 was produced in the Waterloo, Iowa, USA, factory from 1972 to 1977, with an unknown, but large number being built.

SPECIFICATIONS: The engine in the 4230 was a John Deere Waterloo-built 404cu. in. (6.6-litre) naturally-aspirated six-cylinder delivering 111hp. The transmission was a 16-speed Quad-Range with Perma Clutch. The sound-proofed Sound Gard Body cab with air-conditioning was standard in the UK.

DEVELOPMENT: The John Deere 4230 was a natural development of the classic 4020, with key customer requirements addressed. Improvements included a long life (perma) wet main drive clutch, a partial powershift transmission with more than eight speeds, and increased comfort and convenience. With new legislation on the way relating to mandatory roll-over protection and operator noise levels, John Deere developed the Sound Gard Body cab. This cab not only met those legal requirements, but it far exceeded them in terms of operator comfort and convenience. The Sound Gard cab, with its curved windscreen and forward-opening single door, was to be a recognisable feature of John Deere tractors through to the early 1990s.

INVOLVEMENT & RATING: I was heavily involved in the launch of the 4230 in the UK, being part of the team involved in the structural testing of the cab frame at the NIAE at Silsoe a year before production commenced. Then, following the launch, I was heavily involved in preparing tractors, components, and materials for the first dealer service training schools.

This model meant so much to me that in later life I decided I just had to have one, so in 2018 I bought one in John Bowen-Jones' dispersal sale. Although I had no real use for a 4230, I did quite a lot of work to my tractor, see inset, and used it as much as I could. Finally, after realising that there really was no logic to the purchase, I sold my 4230 just over a year later, having enjoyed my brief ownership and re-acquaintance with an old friend.



John Deere 8430

PRODUCTION: The John Deere 8430 was produced in Waterloo, Iowa, USA, from 1975 to 1978. An unknown but relatively small number were built, with around 75 of these being sold in the UK.

SPECIFICATIONS: The engine in the 8640, a John Deere Waterloo-built 466cu. in. (7.6-litre) turbocharged and intercooled six-cylinder, produced 215hp. The transmission was a 16-speed Quad-Range with Perma Clutch, and the standard equipment included a Sound Gard Body cab with air-conditioning, and eight equal-sized wheels.

DEVELOPMENT: The 8430 was developed from earlier articulated four-wheel drives, but it had many new features in common with the smaller 30 Series models. The engine was a development of the 100hp 404cu. in. unit in the 4020, but with a larger bore, and it was the first John Deere engine with intercooling in addition to turbocharging. These features enabled the 466cu. in. engine to produce more than double the power of the 4020. The 8430 was the first volume-selling four-wheel drive John Deere tractor and the first to be exported. It was offered in three European countries – France, Germany and the UK.

INVOLVEMENT AND RATING: In 1975, while working as an area service manager, I covered a territory that included the large-acre farming counties of Lincolnshire and Yorkshire. I attended a factory service training course on the 8430, along with a colleague who covered East Anglia. When the first 8430 arrived in the UK, only he and I were allowed to drive it, mainly as it was so big and the articulated steering took some getting used to.

I demonstrated the 8430's manoeuvrability at the dealer and press meeting at Stoneleigh in autumn 1975. It was quite an honour and a lot of fun. The supporting photo, inset, is evidence of this, and my 1975 dress sense. For these reasons, and because a good number of units were sold in my area, which I took great care of, the 8430 remains a firm favourite. The sales of these and the successor 40 Series models represented good business for John Deere in the UK.



John Deere 3650

PRODUCTION: The John Deere 3650 was produced in Mannheim, Germany, from 1986 to 1994. A total of 25,793 units were built.

SPECIFICATIONS: The John Deere Saran-built 359cu in (5.9-litre) turbocharged six-cylinder in the 3650 had a rating of 114hp. Standard features of this model included a 16-speed Power Synchron transmission with Hi-Lo, mechanical four-wheel drive (ZF front axle) and an SG2 cab.

DEVELOPMENT: The 3650 was derived from the 3640 (112hp). There may have only been 2hp difference between the power ratings of the two models, but the performance of the 3650 was considerably better. The 3640's sluggish performance could be attributed in part to having a naturally aspirated engine, but mainly to its Roosa-Master fuel injection pump, which delivered the advertised horsepower, but certainly nothing extra. John Deere tractors of the time were generally equipped with CAV/Rota Diesel fuel injection pumps which were known to always perform above specifications. The 3650, fitted with a turbocharged engine and equipped with a CAV/Rota Diesel pump, delivered the power and performance that customers expected. The 3650 is also significant because it was the largest, last and ultimate evolution of the original cast iron block design that had made its debut on the 20 Series in 1968. It would be used by all Mannheim-built tractors for 26 years.

The 3650, along with the 3350, remained in production for two years after the launch of the four-cylinder 6000 Series models in 1992. The 3650 was effectively replaced by the six-cylinder 6600 and 6800.

INVOLVEMENT & RATING: Although I had little direct involvement with the 3650 in the 1980s and 90s (I had taken on a more senior management role by then), I was always a great admirer of this purposeful, comfortable and reliable six-cylinder tractor. I was also impressed by the fact that the Mannheim-made 3650 had more power than the previously 'big' Waterloo-built 4020 and 4230 models that I had been involved with earlier in my career.



John Deere 4955

PRODUCTION: The John Deere 4955 was produced at Waterloo in Iowa, USA, from 1989 to 1994. It was the largest model in the 55 Series.

SPECIFICATIONS: The 4955 had a John Deere Waterloo-built 466cu. in. (7.6-litre) turbocharged and intercooled six-cylinder engine with a rating of 228hp. The transmission was a 15-speed powershift. The SG2 cab was standard, as was mechanical four-wheel drive in Europe.

DEVELOPMENT: The 4955 was derived from the 4850 (215hp) and retained its predecessor's 15-speed powershift transmission and Deere-designed and manufactured front axle. The 4955 was updated in 1992, receiving a side-mounted exhaust and improved cab steps. The updated model was known as the 4960 in North America, but export models continued to use the 4955 designation to avoid having to undergo further costly homologation testing. The 4955 is significant because it was the largest and the last of the original cast iron block construction tractors built at Waterloo. The full-frame 7000 Series replaced the three smaller 55 Series models in 1992 and two years later, the larger 55 Series models were displaced by the revolutionary 8000 Series, another of my top ten picks. The 4955 was the first conventional rigid-chassis John Deere tractor to break the 200hp barrier, although it was limited by its weight distribution and ability to make full use of the powerful front axle without excessively overloading the frame.

INVOLVEMENT & RATING: I was always impressed by the power and performance of the 4955. It had very good reliability, providing it wasn't overloaded beyond its design capability. The fact that it had a very similar power output to John Deere's first truly successful articulated four-wheel drive tractor, the 8430, demonstrates how quickly high-horsepower tractors had developed in a few short years. My brother, David, a retired agricultural contractor, says the 4955 he operated was one of his favourite tractors. He still owns this tractor, inset, which is believed to be the very last one sold in the UK.



John Deere 6400

PRODUCTION: The John Deere 6400 was produced in Mannheim, Germany, from 1992 to 1997. Total production of all 6000 Series models was 94,000 units, of which probably a third or more were 6400s.

SPECIFICATIONS: The 6400 used a John Deere Saran-built 276cu. in. (4.5-litre) turbocharged four-cylinder engine with a rating of 100hp. There were initially six transmission options, but the most commonly sold unit was the 24/24 PowrQuad, offering a top speed of 40kph along with four change-under-load speeds in six ranges. The TechCenter cab was all-new.

DEVELOPMENT: The 6400 was the top model in the four-cylinder 6000 Series. These tractors were not derived from any previous models, and were genuinely all-new, with particular attention being paid to customer requirements. The new machines had to be compact, powerful and lightweight, yet capable of high payloads, as well as being comfortable, easy to service and reliable. It was quite a list, but the new 6000 Series tractors achieved all of that through the use of a completely different design concept, one that saw the use of a strong but lightweight steel frame instead of a cast iron block construction. This, together with pressure and flow compensated hydraulics, modern electronics, and a completely new and spacious cab, created a radically different and inherently modern tractor.

INVOLVEMENT & RATING: The launch of these tractors was very exciting, particularly as it was a major event and turning point for the company. The actual launch took place at an exposition area called the Mai Markt, just outside Mannheim, with dealers from all over the world being flown in to what was a truly spectacular event. Apart from the ground-breaking design of the 6000 Series, it precipitated many other changes in the service and customer support world that I was managing. These included the way we prepared and taught technical training schools, the launch of a bespoke apprentice training programme, and, because of the tilting cab, the very way in which tractors were now repaired in the workshop.



John Deere 8400

PRODUCTION: The John Deere 8400 was produced at Waterloo in Iowa, USA, from 1994 to 1999. It replaced the large-frame 55 Series models and was the flagship of the new four-model 8000 Series.

SPECIFICATIONS: The 494cu. in. (8.1-litre) turbocharged and air-to-air intercooled six-cylinder engine fitted to the 8400 model was built at the John Deere factory at Waterloo in the USA. It produced a rated 260hp and max of 283hp. The 16-speed powershift used in the 8000 Series was all-new, as was the Command View Cab.

DEVELOPMENT: The 8400 was the flagship model in the 8000 Series line-up of large frame Waterloo-built tractors. These tractors were not derived from any previous model, but were a true new 'blank sheet of paper' design. This design took into consideration all customer requirements such as weight distribution (60/40 front/rear), visibility, manoeuvrability, power, ability to carry high payloads, comfort, ease of servicing and reliability. The new models achieved all of that in a revolutionary package that was very different to competitor machines or anything that had gone before. As such, the design concept was patented by John Deere.

One of the new features was the CommandArm control console, which provided the operator with fingertip control of all the major functions, including the hydraulics, transmission and throttle, in the right-hand arm rest. Many controls were operated by switches, as opposed to the mechanical levers on previous tractors.

INVOLVEMENT & RATING: I was very involved with the launch of the John Deere 8000 Series tractors and was excited by the design concepts, which were ideally suited to the UK market. The launch of the 8000 Series to UK dealers took place in France. I was responsible for driving the first tractor into the arena and I later conducted presentations on all the design features and benefits. The dealers were very motivated by these new models and sold them in large numbers, cementing John Deere's position as a leading supplier of higher-horsepower tractors.



John Deere 7810

PRODUCTION: The John Deere 7810 was produced in Waterloo, Iowa, USA, from 1996 to 2003. It was the largest of three 7010 Series small-frame models.

SPECIFICATIONS: The John Deere Waterloo-built 496cu. in. (8.1-litre) turbocharged and air-to-air aftercooled engine in the 7810 delivered 175hp. The transmission was either a 16-speed AutoQuad or a 19-speed PowerShift with mechanical front wheel drive via a John Deere front axle. The 7810 was fitted with the TechCenter cab.

DEVELOPMENT: The completely new and innovative 7000 Series was introduced alongside the 6000 Series in 1992. The original 7000 Series was then replaced by the improved 7010 Series in late 1996. The 7810 (175hp) was the top model in the line-up. With the move to the 7010 Series, the 7.6-litre engine used in the outgoing 7800 was replaced by an 8.1-litre engine from the 8000 Series. When used in this application, the big displacement 8.1-litre engine was subject to very little stress, whilst at the same time offering tremendous torque and potential.

INVOLVEMENT & RATING: The 7000 Series had earned a great reputation for performance and reliability, and that reputation was further enhanced by the improved 7010 Series. One of the reasons for this was down to the amazing torque reserve of the 8.1-litre engine and its ability to deliver well-above its advertised horsepower, without that extra power being detrimental to reliability and component life. The 7810's relatively high power to weight ratio made it a versatile tractor. It wasn't too big or heavy to stick on a mower, trailer or spreader, while adding some ballast turned it into a fine heavy draft work machine.

I personally think the John Deere 7810 will go down as one of the all-time greats in tractor design, performance and reliability. People just love this model. Even today, some 18 years since the last one was built, they still form an important part of many farming and contracting fleets, and are utterly dependable. These are my reasons for including the 7810 in my top ten of John Deeres.



John Deere 6210R

PRODUCTION: The John Deere 6R Series, produced in Mannheim, Germany, from 2011, heralded the start of a new numbering system, with the first number, in this case '6', identifying the range. The remaining numbers in the model designation denote the horsepower, while the suffix letter denotes the specification, with 'R' standing for premium spec. The 6210R, the largest of the initial 6R Series models, remained in production until 2014, at which time the power was increased and the model designation changed accordingly to 6215R. The largest model in the 6R Series is currently the 6250R.

SPECIFICATIONS: The 6210R had a John Deere Saran-built 415cu. in. (6.8-litre) turbocharged and air-to-air intercooled six-cylinder engine with a rating of 210hp. Transmission options were many and included AutoPowr, the continuously variable gearbox sourced from ZF. A further option, DirectDrive, a double-clutch transmission inspired by the VW/Audi DSG Automatic, became available in 2012. The highly efficient DirectDrive can be used in manual or fully automatic mode.

DEVELOPMENT: Compared to the 6030 Series, the newly styled 6R Series models offered new levels of power, performance and operator comfort, including improved suspension and visibility, more powerful hydraulics and increased lift capacities.

INVOLVEMENT & RATING: The last major launch I attended prior to my retirement was that of the 6R Series in 2011. The event, held on a farm in Portugal, was spectacular. After I retired, I helped out on a local estate, Ropsley Farms, carting grain. One of the attractions was that I would be using a 6210R with DirectDrive and a 16t Bailey trailer. I enjoyed keeping my hand in for a few harvests and marvelled at the fact that the 6210R had two-and-a-half times more power than the 3120 (81hp) that was the most powerful model produced at Mannheim when I joined John Deere in 1971. The 6210R has twice the power of the 4020, which was a monster in its day, and about the same as the 8430, 4955 and 8400, also in this top ten. Yet here it was, merely pulling a grain cart, albeit with a 16t load and at a speed of up to 50kph, a far cry from the 3t and 30kph that was the norm in 1971.



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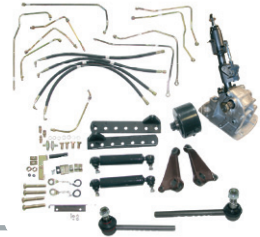
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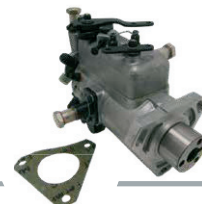
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RED AND GREY RELIANCE



The Stewart family, farmers and contractors from Co. Longford in Ireland, have been running Massey Ferguson tractors and combines for generations. Eoghan Daly has been getting an insight into the family business and its long-standing reliance on red and grey machines.

Above: The Stewart team, from left: Derek Stewart with his son Philip, aka Farmer Phil, his wife Diane, Philip's fiancée Olivia Hartshorn, Derek's younger son Eric and his brother Ian, who is the main operator of the family's MF 32 combine.

Right: A second-hand purchase 20 years ago, this 1994 MF 3075 has been outstandingly reliable on its way to clocking 14,000 hours. It was a frontline machine, but now carries out lighter jobs such as raking silage and occasionally driving a diet feeder.

Below: Cereal harvesting is an all-MF affair for the Stewart family. They cut 200 acres of cereals with an MF 38 combine, cart the grain with MF tractors, including this 3690, and bale straw with an MF 185 Series II big square baler behind an MF 6499.

THE STEWART FAMILY must surely run one of Co. Longford's most extensive fleets of Massey Ferguson equipment in their farming and contracting business. Their allegiance to the Triple Triangle brand is particularly evident during the cereal harvest, when their Massey Ferguson tractors are joined in the fields by a modern classic MF combine and baler.

Most of the family's MF machines come from the modern classic era, which has the advantage of allowing most maintenance and repairs to be carried out in-house. The Stewarts' loyalty to the MF brand is based not only on the success of their current MF line-up, but also on the positive contribution that previous generations of MF machines have had on their business.

The Stewart family's association with the marque can be traced right back to Derek Stewart's grandfather, whose first tractor was a 1948 Ferguson TE-20. This particular tractor was sold many years ago, but was later rediscovered in Co. Cavan and purchased for sentimental reasons.

Derek's father Harry, had moved to the family's current farm at Ballinamore, close to the village of Killashee, Co. Longford, in 1938. He continued the family's association with Ferguson and Massey Ferguson by making further purchases. This is proven by the continuing presence of a 1957 Massey Ferguson 35 TVO which he purchased second-hand in 1962. Harry was succeeded by his son Derek, whose own son Philip is now actively involved in the day-to-day operations.

The ongoing success of the business is testament to the family's progressive approach and willingness to innovate. The forward-thinking approach manifests itself in many ways through

their livestock, tillage and contracting enterprises. Most recently, for example, the family-run farm has started to sell home-produced beef in its own farm shop. Practically all inputs for the cattle, specifically grass and maize silage as well as cereals, are produced in-house.

The Stewarts farm a total of 500 acres, comprising both owned and rented land. This area is split 60/40 between grass and cereals. The grassland, about 300 acres, is grazed by beef cattle which are purchased as calves and finished on the farm. The remaining land is down to cereal crops, namely wheat, oats, barley and beans.

The Stewarts' employ very modern farming practices in their business, yet they rely on a fleet of eight modern classic MF tractors, simply because they are considered to be the most efficient way of completing their various farming and contracting tasks. This work includes slurry and muck spreading, general cultivations, and silage and cereal harvesting, together with grain crimping.



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The Stewarts' liked their previous MF 3960 so much that after it was sold for breaking, they bought another one. Their current 1994 model has done 9100 hours.



The eight MF tractors that make up the current frontline working fleet are part of a 28-strong line-up owned by the Stewarts, with the remainder taking the form of an impressive collection of vintage and classic machines.

All the frontline tractors are kept busy, as evidenced by the five-figure readings on the clocks of most models.

"Not all of our tractors work on a daily basis, as we tend to have different tractors for different tasks, with the main higher-powered models used for the most demanding operations," explains Philip Stewart.

When profiling the Stewarts' tractor line-up,

it makes chronological sense to begin with the two oldest models, a 1994 MF 3075 and an MF 3690 from the same year. The 14,000-hour MF 3075 has been with the Stewarts for about 20 years and apparently during that time it has only need one replacement clutch. It has, they say, been outstandingly reliable, and that's why they regard it as one of their most successful machines.

The MF 3075 used to be one of the frontline tractors, but is now employed in a less strenuous role, carrying out lighter operations such as raking silage during the summer months and also providing temporary breakdown cover for the Ursus 4512 that usually drives a diet feeder.

Back when this MF 3075 was new in 1994, the MF tractor range was topped out by the 3690 (190hp). The Stewart family are rather partial to these former range-toppers and are now on their second machine. They sold their initial MF 3690 several years ago and almost immediately felt a sense of loss. Two years ago, they filled the void that had been left in their fleet by purchasing another MF 3690 from a seller in West Cork. Prior to that, this particular machine had previously worked in Derbyshire.

The MF 3690 combines the pure raw power of a 190hp Valmet Sisu six-cylinder engine with the sophistication of a 32-speed Dynashift transmission and Datatronic performance and monitoring system. With the exception of a few replacement seals and a handful of other trivial items, this tractor has so far

Legacy of MF combines lives on



THE STEWART FAMILY'S allegiance to Massey Ferguson does not stop at tractors; they have been running the same manufacturer's combines for over 40 years.

The Stewarts currently operate a 1997 MF 38 combine, but this is not the only MF harvester on their farm. Derek, who has a great enthusiasm for older combines, also owns a Massey-Harris 780, a more recent 780 Special, a 1963 MF 400 and a 1967 MF 788. His interest in these vintage and classic models stems from memories of the farm's very first combine, a Massey Ferguson 780 Special, which was purchased by his father Harry back in 1974. The 780 Special was followed by a succession of later MF combines.

"My uncle bought the family's first combine in 1973

and my father followed it with an MF 780 Special in 1974," explains Derek. "We then ran a Massey Ferguson 788 for nine seasons, followed by an MF 625 Super II for ten years, before we changed brands and bought a Claas Dominator 208 Mega."

The recent roll call of MF combines operated by the Stewarts also includes a Massey Ferguson 32. According to Derek, this was a great machine. "We bought the MF 32 in the Glasgow area in 2007," he recalls. "It was a brilliant combine. It had been very well-maintained and came with a full service history, but unfortunately, we lost it to a fire in 2013."

Replacing the fire-damaged MF 32 with a similar machine was the initial objective, but the quest to find

Left: During its eight seasons with the Stewarts, this 1997 MF 38 combine, now with 3000 hours on its drum, has put in a good performance and proved to be very reliable.

a suitable model proved impossible, despite adverts being placed in farming publications in Scotland, where these machines were particularly popular. A replacement MF 32 model proved elusive, but the search did produce a positive outcome as a much larger MF 38 model came to light in Aberdeenshire.

This machine was shipped over to Co. Longford, where it has just completed its eighth season in the capable hands of Derek's brother Ian.

Looking across one of the stubble fields on the Stewarts' farm, six weeks after a crop of winter barley had been harvested, there was very little sign of regrowth due to grain losses out the back of the combine.

"I don't think a modern combine would produce these kind of results," says Derek. "There is literally no regrowth across the field. That's particularly due to the combine, but it also has a lot to do with how well Ian sets it up. Because it is a high output machine, we can get the job done without rushing it and losing grain over the back."

The MF 38 doesn't look so big now, but it was one of the higher-output machines on the market back in the 1990s. The six-walker machine certainly copes very easily with the volume of crop from the 6m-wide header. Power from the 265hp Valmet six-cylinder engine is

The Stewarts were one of the first contractors to offer umbilical slurry spreading and they've since gone on to develop a large customer base for this service.



been very reliable during its time with the Stewarts.

"Our original MF 3690 was doing all of our heaviest work, including baling, ploughing and cultivating," says Philip. "After developing a serious problem, it was eventually sold for breaking, but because it had been such a useful member of the fleet, we decided we needed another high-power tractor, which led to us buying our current MF 6499."

More on the MF 6499 later. What might be described as the 'core' of the Stewarts' working fleet is made up of an MF 6270 and three MF 6290s, all of which have now recorded very sizable hours. In fact, one of the MF 6290s has now done a stupendous 28,000 hours, which by any standards is a major achievement for any modern classic tractor of this age.

Right: The youngest of the Stewarts' three MF 6290s, a 2003 Excel model with 14,000 hours on the clock, operating a John Deere 578 round baler. The higher-spec Excel came with Quadlink front axle suspension as standard.

The family's mega-hour MF 6290 is exclusively used for umbilical slurry spreading. The Stewarts were one of the early pioneers of this type of spreading system, and it has since brought them a significant amount of contracting work. They currently run two kilometres of umbilical hose. The MF 6290 is operated with a Mastek SlurryMate system, which allows both dribble bar and splash plate spreading. The fitment of 1200mm super floatation tyres on the rear of the MF 6290 and 800mm-wide tyres on the front gives it an



transmitted via a three-speed hydrostatic drive. The MF 38 was a technologically advanced machine in the 1990s and because of this, it doesn't feel particularly old or dated today. Its Datavision system, which collects and stores data on crop yield and combine performance, was at the cutting edge 25-30 years ago.

The Stewarts' MF 38 has been very reliable, and on the odd occasion when a repair has been needed, they've found it to be very easy to work on. The availability of parts through Massey Ferguson is still very good, but the Stewarts also have access to another source of parts much closer to home. While carrying out an online search, Derek came across a treasure trove of new 'old stock' parts that were being sold by a former Massey Ferguson combine user in Scotland.

"I noticed a stock of parts for these big Dronningborg-built MF combines on eBay, and I got them for a good price," he says. "The parts had been bought by a Scottish farmer from a dealer who cleared older new stock. When the farmer changed over to a Claas combine, he no longer needed the parts. They have represented a big saving compared to the cost of buying parts from an MF dealer, and they have given us access to a range of items which would otherwise be hard to find, such as switches and other electrical parts. The two big V-belts that came with the parts haul have also been very welcome and saved us a lot of money compared to dealer prices."

Right and inset: Thanks to a number of features that were cutting edge at the time it was new, back in 1997, even now, 24 years on, the cab interior of the Stewarts' MF 38 combine doesn't look outdated. The Datavision display, inset, records and stores data on crop yield and machine performance.

Below: Thanks to its six-walker design and High Flow threshing system, the MF 38 still has a good output, even by modern standards. Grain losses are said to be minimal.





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MASSEY FERGUSON 7718S EXCLUSIVE

3/2019, 865 HOURS,
DYNA-VT 50K, CAB+
FRONT SUSPENSION,
FRONT LINKAGE,
4 REAR+1 FRONT
SPOOL, CLIMATE,
AIR BRAKES, HEATED
E/MIRRORS. £79,000



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



MASSEY

FERGUSON 265

1985, 3,812 HOURS,
8 SPEED, 30K, 2WD,
2 SPOOLS, POWER
STEERING, ASSISTER
RAM, 16.9/34 TYRES.



FENDT 724 PROFI-PLUS

2/2021, 751 HOURS,
VARIO, 50K, AIR CAB
+ FRONT SUSP, EPC
FL+PTO, 152 LT HYD
PUMP, CLIMATE, EVO
SEAT, AIR BRAKES,
4 REAR DUDK+1
FRONT SPOOL.



FENDT 516 PROFI-PLUS

3/2021, 580 HOURS,
VARIO, 50K, AIR
CAB+FRONT SUSP,
4 REAR+1 FRONT
SPOOL, FRONT
LINKAGE, AIR
BRAKES, 650/65/38
TRELLEBORG TYRES.



FENDT 828 PROFI-PLUS

7/2020, 623 HOURS,
VARIO, 60K, AIR CAB
+ FRONT SUSP, EPC
FRONT LINKAGE,
VARIO GRIP, 5
REAR+1 FRONT
SPOOL, 540/540E/
1000/1000E PTO.



JCB 4195

5/2020, 452 HOURS,
POWERSHIFT, 48K,
TORQUE LOCK,
CONTRACTOR PRO
PACK, LED WORK
LIGHTS, CLIMATE
CONTROL, HEATED
VENTILATED HALF
LEATHER AIR SEAT.



JCB 4220 FASTRAC,

2020, 3,262 HOURS,
VARIO, 60K, FRONT
+REAR SUSPENSION,
FIELD PRO-PACK,
FRONT LINKAGE,
4 REAR+1 FRONT
SPOOL, FOUR WHEEL
STEER, AIR BRAKES,
LED WORK LIGHTS.



JCB 4220 FASTRAC

9/2016, 4,149 HRS,
VARIO, 60K, FRONT +
REAR SUSPENSION,
FIELD PRO-PACK,
FRONT LINKAGE,
4 REAR+1 FRONT
SPOOL, FOUR WHEEL
STEER, HEATED
ELECTRIC MIRRORS.



NEW HOLLAND TL90

6/2000, 3,591 HRS,
DUAL POWER, 40K,
ELECTRIC LINKAGE,
3 SPOOLS, AIR CON,
FRONT WEIGHTS,
PERFORMANCE
MONITOR,
13.6/38 TYRES.



NEW HOLLAND 1290 PLUS BALER

2019, 10,941 BALES,
TANDEM AXLE WITH
REAR STEERING,
HYDRAULIC BRAKES,
MOISTURE METER,
BALE EJECT,
560/45/22.5 TYRES,
AS NEW.



NEW HOLLAND T4.85

7/2015, DUAL
POWER 40K, POWER
SHUTTLE, 3 SPOOLS,
ELECTRIC LINKAGE,
AIR CON, AIR SEAT,
GLASS ROOF,
270/95/44
+230/95/32 TYRES.



TOYOTA HI-LUX HL3

11/2008, 62,500M,
3.0 D4D, 5 SPEED
MANUAL, A/CON, E/
WINDOWS, LEATHER
SEATS, TOW HITCH,
LOAD LINER, ALLOY
WHEELS, MET BLUE,
VERY NICE OWNER
DRIVEN TRUCK.



FORD 8830

1991, 4,005 HOURS,
DUAL POWER, 30K,
3 SPOOLS, FRONT
WEIGHTS, AIR CON,
800/65/32 +
16.9/28 TYRES.



CLAAS DOMINATOR 48S

1994, 1,581 HOURS,
MANUAL 3 SPEED
TRANSMISSION, 10FT
HEADER, STRAW
CHOPPER, LONG AND
SHORT DIVIDERS,
AN EXCEPTIONAL
LITTLE COMBINE.



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PRO MATRIXEM DISCS, TRAMLINE
KIT, PRE EMERGENCE MARKERS,
TRACK ERADICATORS.

The main task for this 1999 MF 6290, one of three owned by the Stewart family, is working with an umbilical slurry spreading system. It has done 28,000 hours, twice that of any other tractor in the Stewart fleet.



Ford-powered sprayer



Above: Spraying is handled by a Chafer 24m self-propelled sprayer based on a Ford 7610 power unit. It is one of few non-Massey Ferguson machines in the Stewart fleet.

ONE OF THE FEW non-Massey Ferguson 'outsiders' in the Stewarts' otherwise mainly red and grey fleet is a Chafer self-propelled sprayer powered by a Ford 7610 Force II. Apparently, this particular combination of Ford tractor and Chafer sprayer have been joined together since new in the late 1980s.

When the Stewarts acquired their machine, they also bought the host tractor's unused front axle, its pick-up hitch and three-point link arms. There was apparently a temptation to swap the Ford 7610 for a Massey Ferguson power unit at one stage, but because the existing combination was working so effectively, no further action was taken.

Thanks to its generous spray tank capacity and 24m-wide booms, the Chafer outfit continues to provide high capacity for a modest cost, and it has also proven to be very reliable.

The articulated design means the front and rear wheels follow the same track, which has obvious benefits from a manoeuvrability and crop damage perspective.



Above and right: The most modern tractor in the Stewart fleet, a 2011-registered MF 6499 Dyna-6, handles the most demanding operations, such as driving the MF 185 Series II big square baler that the family added to their fleet for the 2021 harvest.



incredibly light footprint and makes it especially well-suited to this type of spreading work.

Considering the huge number of hours clocked by this MF 6290, it is not surprising that a number of its main components have received some attention. Nevertheless, most of the work it has received has fallen into the general wear and tear category, and has not been because of component weaknesses or design defects.

"There are no real weaknesses in these MF 6200 Series tractors, except for the clutch damper, which in fairness is an easy fix," notes Derek. "We bought our first MF 6200 Series tractor back in 2005 and to be honest we can't fault them. They are now making wild money these days as there's still such a strong demand for them.

"Parts are never an issue," he continues. "We have three main sources of replacement parts, these being our local MF dealer, Johnstons of Longford, Keith Murphy at Massey Salvage and Agriline, which is always good for older parts."

The Stewarts operate three MF 6290s dating from 1999 to 2003, along with a slightly lower-powered MF 6270. According to Philip, the MF 6270, despite officially giving away a few horses to the 6290, is a very capable tractor.

"We really like the 6270 and the poke it puts out is just amazing," he says. "Even with 15,000 hours on the clock, it still runs like a Swiss watch. Our 2003 MF 6290 Excel is also a great tractor. Unlike the standard version the Excel benefits from front axle suspension as standard."

The Stewarts' year 2000 Massey Ferguson 6270 in corn carting mode. Some of its bodywork is now a little worse for wear, as to be expected for a machine that's done over 15,000 hours.



Moving into more modern territory, the Stewarts also operate a 2004 MF 6480 and 2011 MF 6499, these currently being their two youngest machines. The family's very clean MF 6480 was purchased from dealer Howard Fulton Tractors in 2012, having previously worked at a caravan park where it had done just 600 hours. The MF 6480 is the Stewarts' main loader tractor, as well as handling other tasks.

The family's decision to buy their current MF 6499 was influenced by their positive experiences using an MF 3690 of a similar power. By this time, they had replaced their original MF 3690 with a second example, but to ease the pressure on this machine, it was clear that another high-powered tractor was going to be needed.



Above: According to the Stewarts, this 21-year old MF 6270 is one of the most proficient tractors they own. It has done 15,000 hours and punches well above its weight.

The Stewart fleet

Model	Year	Hour	Main tasks
Massey Ferguson 3075 Dynashift	1994	14,000	Grass raking and driving diet feeder.
Massey Ferguson 3690	1994	9,100	Grain haulage, baling, ploughing.
Massey Ferguson 6290	1999	28,000	Umbilical slurry spreading.
Massey Ferguson 6290	1999	10,000	Various farm and contracting tasks.
Massey Ferguson 6290 Excel	2003	14,000	Various farm and contracting tasks.
Massey Ferguson 6270	2000	15,000	Various farm and contracting tasks.
Massey Ferguson 6480 Dynashift	2004	7400	Loader operations and general farm work.
Massey Ferguson 6499 Dyna-6	2011	13,000	Ploughing, cultivation, baling, mowing.
Ford 7610 Chafer sprayer	1987	-	Crop spraying.
Massey Ferguson 38 combine	1997	3000 (drum)	Harvesting wheat, barley, oats and beans.
Claas 890 Jaguar forage harvester	2003	6000	Harvesting grass, whole crop and maize.
Venieri wheeled loader	2005	9000	Silage clamp formation and muck loading.

The solution involved the purchase of a Massey Ferguson 6499 from dealer Ned O'Connor Tractors. Produced before the advent of AdBlue and restrictive emissions systems, the MF 6499 represented a golden opportunity to buy a high-specification machine, albeit one that could still be maintained on-farm.

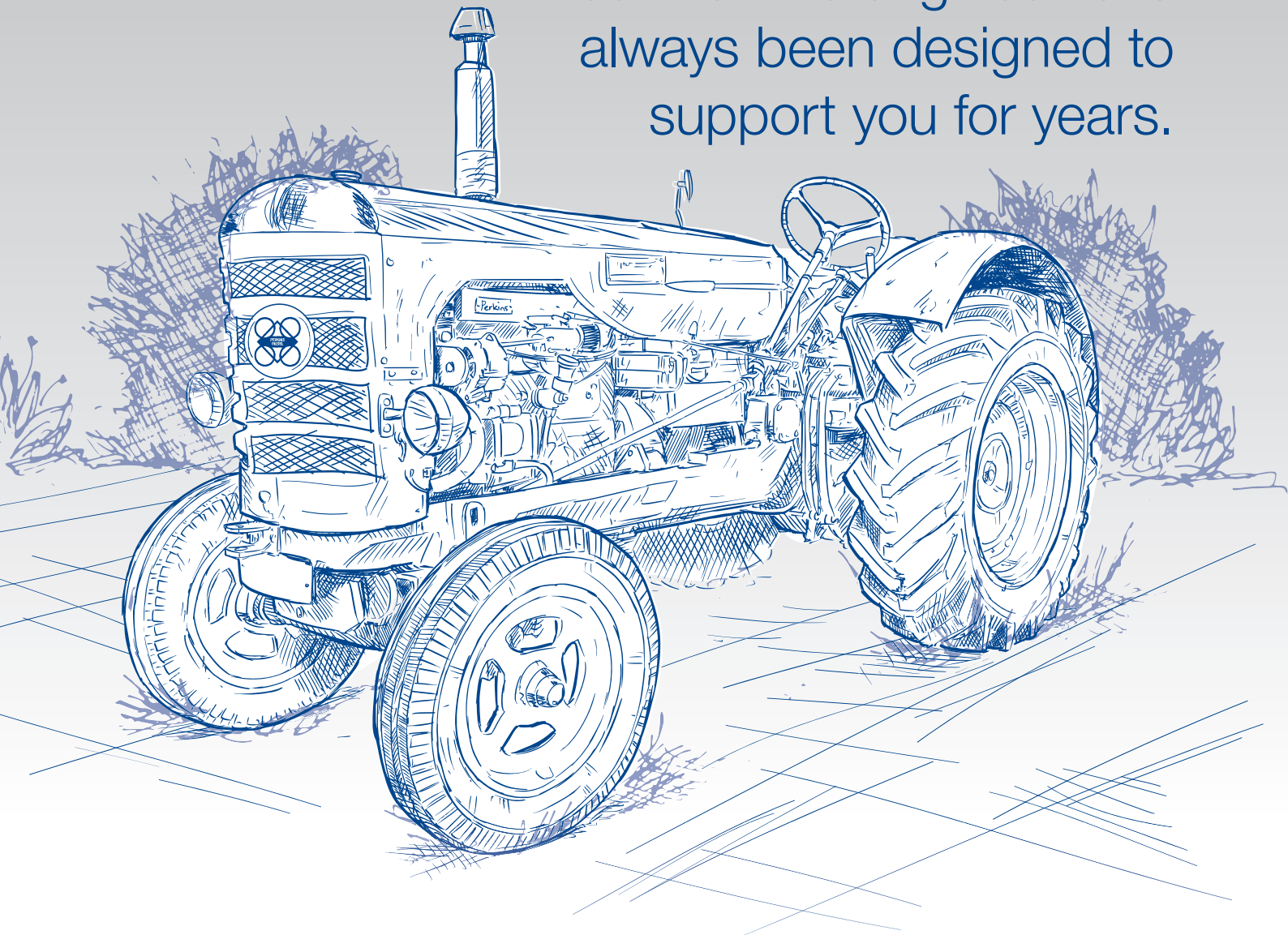
"With the specification it offers, the 6499 has given us a lot of options," says Philip continues. "It has front linkage and PTO, as well as front axle suspension and five spool valves, four of which are electric. We have had our 6499 for two years now and during that time it has been great. We have never regretted making this upgrade."

Although the purchase of the MF 6499 has brought the Stewarts' fleet closer to the modern age, the contribution made by their core fleet of MF modern classics is still very important to their business, which continues to explore new areas in which to expand and diversify.



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BUNCH OF BLUES



As to be expected, August and September were busy months for the Suffolk Bunch, our group of modern classic machinery enthusiasts from East Anglia. Blue-coloured tractors were to the fore, among them a New Holland 8770, a newly-acquired 8870 and an on-loan Ford TW-35. Group member Chris Lockwood has been keeping busy too, capturing all the action for our latest Suffolk Bunch farming diary report.



Left: Angus' pair of New Holland 70 Series models and the Haylocks' on-loan Ford TW-35 Force II working together in close proximity made an impressive sight.

AT THE BEGINNING OF SEPTEMBER, Suffolk Bunch host farmer Angus Hamilton still had two thirds of his winter wheat left to cut. Thankfully, a few days of much promised brighter weather finally arrived, allowing the wheat to be finished and spring linseed and beans to be cut a few days later, this by now being the middle of the month.

"We managed to cut the linseed over the last two sunny days and one slightly cloudier one when I battled on to get it finished," explains Angus.

"Surprisingly, the linseed was ripe before the beans this year, so once we had finished the linseed I tested the beans," he continues. "Although some of the stalks were still green they seemed to be fit, so we carried on and did those too. My New Holland TX66 combine only had one minor breakdown this year when the joiner in the returns

auger drive chain broke. I'm once again grateful to Steve Havers for carrying out his excellent pre-harvest service work on the TX66. Although a larger combine with more capacity would be nice, at the moment the TX66 will definitely be staying here."

New Holland 8870

Due to the intermittent nature of this harvest, cultivations were already well underway before the combine stopped rolling. The commencement of autumn cultivations presented Angus with an opportunity to try out his latest purchase, a 1999 New Holland 8870 (210hp). This tractor makes the perfect companion for the 1996 New Holland 8770 (190hp) that he acquired earlier in the year. Like the 8770, the 8870 previously worked in France, prior to being imported by Kent-based dealer, Robert Wraight. It has done

a modest 7350 hours, which is just 50 more than the 8770.

"Although I wasn't intending to purchase another tractor, the 8870 happened to appear," explains Angus. "It seemed like a good opportunity to get another 70 Series tractor with lower hours on the clock and a useful 40kph transmission. This tractor's clean appearance was the initial attraction – it is almost showroom condition, plus it is fitted with some very nice Michelin tyres.

"It has a SuperSteer front axle, which I've always been very sceptical about due to the additional wearing parts, but after using it I'm really coming round to SuperSteer as it considerably reduces shunting on the headlands," he notes. "Obviously, once we've finished this autumn's cultivations and drilling something will have to go to make room for the new tractor.

"Despite the weather being so dry, we needed to make a start with some land work," says Angus. "I decided to try the 8870 on the plough. It is on 710mm rear tyres, but due to the land being so hard we didn't fit furrow wideners, and all things considered the work matched up incredibly well. Ploughing

Below: Suffolk Bunch members Angus Hamilton, inset above, Jon Haynes and Jonathan Tunmore spent an enjoyable afternoon ploughing and rolling a field at Rosery Farm using Angus' newly-acquired New Holland 8870, left, the 8770 he bought earlier this year, centre, and the Haylock family's Ford TW-35.





conditions have been very hard to date and the points seem to be wearing very quickly this year.

"Jonathan and Jon popped over one afternoon and we decided to finish off a field with two ploughs and get the rolls working behind the ploughs," he continues. "It was great to see the two 70 Series tractors together. We had the 8770 working on-land with a DP1 HD with seven 12in furrows and the 8870 in-furrow on a DP7E with six 14in furrows.

"The difference in turning circles was quite staggering – the SuperSteer makes a big difference," notes Angus. "I prefer to plough in-furrow if possible, so later in the season I'll be putting one of the tractors on 16.9R30 and 20.8R42 wheels and tyres to fit in the furrow ready for damper conditions."

This obviously meant that dyed-in-the-wool John Deere enthusiast Jon Haynes spent the evening in the seat of a blue tractor, although the experience wasn't as traumatic as he was expecting.

"Although I'm still a John Deere man the New Holland 8870 was a very nice tractor," he enthuses. "I was very impressed with way the control console moves backwards and forwards with the seat. From an operator's perspective, it was all very comfortable, with

nice controls and the spools placed in a good spot. The gearbox was also very nice, and I would go so far as to say it's another step forward from the John Deere 55 Series powershift that I'm used to. In fairness, the 70 Series would have been competing more with the John Deere 8000 Series, and I've never driven one of those.

"The 8870 obviously pulled well, but the plough didn't really work it too hard as the ground was rock solid and there was little point in pushing it and breaking something," explains Jon. "I was running at about 1600rpm and it had plenty more to give. The SuperSteer axle was extremely impressive."

Ford TW-35 Force II

With the land ploughing up dry, it was rolled straight away to conserve moisture. Group member Jonathan Tunmore followed the ploughs with Stephen and Matthew Haylock's 1987 Ford TW-35 Force II and a 12.2m set of Simba Cambridge rolls. It was like a scene straight out of the late 1990s, with the two New Holland 70 Series tractors undertaking the frontline draft work and the older Ford TW demoted to top work, albeit with a set of rolls that took some pulling.

Above: Regular Suffolk Bunch helper Rory Poacher was stirring up a cloud of previously applied LimeX dust as he used Angus Hamilton's Ford Versatile 946 to cultivate linseed stubble with a Simba Solo 380 ST one-pass cultivator.

"The TW is such an iconic tractor, and it was great being able to have another opportunity to drive it," says Jonathan. "Obviously, I will always miss a full powershift gearbox, but there is just something nice about sitting in a TW. It feels very commanding looking down the huge bonnet and the big long gear levers are nice and have just the right amount of throw – it gets it just right.

"The spool valves are in a very different position to a John Deere 55 Series but they do fall to hand very nicely," he adds. "The TW is actually very comfortable to drive, and it would be nice to do a bit more with it. It seems to deliver its power pretty well. Lugging a set of

Below: Jonathan Tunmore was using Stephen and Matthew Haylock's 1987 Ford TW-35 Force II to pull a borrowed set of 12.2m Simba rolls across ploughed land. This was certainly no walk in the park task for the TW-35.





In a scene reminiscent of the mid-to-late 1990s, Angus' New Holland 8870 and 8770 take a break from ploughing to allow wearing metal to be changed, while his New Holland 8360 waits for its next outing with a McConnel hedgecutter.

Battling blackgrass



Above: In late September, Angus used the Haylocks' Ford TW-35 II and a Bomford Dyna-Drive ground-driven cultivator to cultivate a few areas of stubble where there was a risk of blackgrass, the aim being to encourage weed seeds to chit.

ALTHOUGH MOST OF ANGUS HAMILTON'S FARM was hand-rogued for blackgrass before harvest, a small area survived. To encourage the shed seed to germinate, Angus used the Haylock family's on-loan Ford TW-35 Force II with a 5m Bomford Dyna-Drive to cultivate the problem areas to a shallow depth.

"It was useful being able to do some patches with the Dyna-Drive to encourage blackgrass to grow," he says. "Although not fashionable nowadays, the Dyna-Drive is a useful tool in the fight against blackgrass. It seems to have done the job and some blackgrass is starting to emerge nicely now. This will then be sprayed-off and ploughed in ready for the next crop."

Below: This classic 5m Bomford Dyna-Drive was perfect for shallow cultivation. This one lacks a rear roller and the Suffolk Bunch would be pleased to hear from anyone who has one languishing in the nettles.



12m Simba rolls across ploughed land is no mean feat, and the TW did it remarkably well, obviously somewhat aided by the Kleber rear duals.

"Using the Simba rolls took me back to my time at Wootton Marsh Farms in 1994, where we used a brand new 10.4m set of these rolls and a John Deere 4455 to roll-in peas. I remember thinking how heavy they were back then!

"It was nice gazing across the field at the two 70 Series tractors," continues Jonathan. "They are lovely looking tractors. I remember seeing Albert Bartlett's new 8970s and they were such an innovation at the time. I know we had already full powershift transmissions, and Ford had used the Funk gearbox in the 30 Series, but the 70 Series just seemed to do it so much better. Although they look very short tractors they certainly seem to pull well. You can achieve a really lovely steering wheel position."

Angus also enjoyed watching the TW-35 go to work with the Simba rolls. "The rolls were kindly lent to me by a good friend so that we could achieve a period-correct set-up," he explains. "They are considerably heavier than my Opico set, weighing 8.5t versus 5.8t, and obviously this year with conditions being so dry they did a better job. I also used them behind my John Deere 4955 and it seemed to handle them very well, perhaps a little better than the Ford, but this is not surprising as the 4955 is considerably heavier. But the TW definitely looked the part running with the two 70 Series tractors."



Ford Versatile 946

The land that had been in second wheat was ploughed and rolled, but the linseed and bean stubbles were cultivated with Angus' Simba Solo 380ST disc/tine/press combination cultivator behind his 325hp Ford Versatile 946.

"It was nice to get the 946 out and use it to its full potential with the Solo ST," says Angus. "This was the first time it had been on the Solo since I changed the wheels from 30.5LR32 Super Singles to 620/70R42 duals, and the traction is definitely a lot better, although as usual we've been carrying a weight in the rear linkage as well.

"The Solo did a very good job of mixing in the chopped linseed straw and with the rear DD press it has left a nice finish ready to drill," he notes. "I usually work the tines at 8-9in, but this year the ground was already extensively cracked so I was happy to lift them out ever so slightly. I do like the Simba Solo; although this implement seems to have gone out of fashion lately, I feel it has a very good mixing ability and when set-up correctly it leaves a nice level weatherproof finish. Some headlands needed some loosening up after two wet years, so I used the New Holland 8870 with a Cousins V-Form. The land was incredibly hard, but it did a good job of lifting it all."

Below: According to Angus, his John Deere 4955 bossed the Simba rolls slightly better than the Ford TW-35, which isn't surprising considering its weight and power advantage.

Carrying out cultivations



Above: Jonathan Tunmore had a brief break from mole draining in early September to cultivate around 100 acres of vining pea stubble for a customer. This was the first time he had used his Claas Challenger 75E for an activity other than mole draining.

JONATHAN TUNMORE'S mole draining campaign came to a conclusion towards the end of September, having kept two Challenger crawlers occupied on and off for much of the summer. In addition, Jonathan also undertook some cultivations with his Claas Challenger 75E and a customer's Simba SL500.

"I cultivated about 100 acres with the 75E," he explains. "I was very keen to try it as you don't get the true gauge of a machine on a mole drainer. Every field is so very different at depth.

One moment you can be like gliding through butter and thinking that a machine has some real power, yet in another spot it can be so tight that you begin to wonder if you need to check if the fuel filters are clogged.

"I have to say that the 75E did perform very well with the Simba SL," he states. "It was quite dry following vining peas, but the SL did a decent job. I don't have guidance on that tractor so I had to work back on myself rather than in lands, which wasn't as efficient.

"I'm definitely still enjoying the Challengers," continues Jonathan. "Once you have got used to how best to work them, they are really nice to operate. Yes, these rubber-track crawlers can give a very rough ride on the road, but they work very well in a straight line in the field. They are lovely at the headlands: I like it how you can flick them round and square them back up to the work.

"We've done quite a lot of mole draining over the summer, but unfortunately I've had to buy two new sets of tracks," he explains. "I made the decision to put a set on the Challenger 75C, as the weather looked like it might change and I didn't want to get caught in a muddle. I opted for a set of narrow (25in) heavy duty tracks from Richard Hunt at Eurotrack. Less than a week later the Challenger 85D split a track whilst it was out on hire. We knew one of the tracks wasn't the best, but it wasn't massively degraded and I certainly didn't think it would break. I considered a part-worn set, but opted for new 30in belts, also from Eurotrack, with the benefit of having a warranty."

Below: The customer's 5m Simba SL500 cultivator was doing a good job of loosening and mixing the soil, together with creating a stale seedbed, in a harvested pea field.



Having fun off the farm



Above: During its Blue Force working day outing, the on-loan Ford TW-35 was attached to Jonathan Tunmore's nine-furrow Dowdeswell DP2, which it handled very well.

IN EARLY SEPTEMBER, Suffolk Bunch members Dave Williams and Angus Hamilton attended a local Blue Force Club working day, taking with them Angus' New Holland 8770 and Stephen and Matthew Haylock's Ford TW-35 Force II respectively, both equipped with Dowdeswell ploughs.

"Although we were still combining it was nice to have a morning at the Blue Force event," says Angus. "As the TW-35 was already fitted with dual wheels I decided to use it with the nine-furrow Dowdeswell DP2, which it actually handled very nicely. It was an excellent working event and I'm grateful to Matthew Haylock for loaning me the tractor. It was a pleasure to take it and use it for the morning."

For Dave Williams, the Blue Force event was a chance to use a New Holland 70 Series tractor for the first time. "I seem to have bypassed the 70 Series during my farming career," he explains. "I like the gearbox and I like the cab. It was a very nice place to spend a day. The build quality felt good, with the materials in the cab feeling far superior to the European-made Fords of the time. The 8770 pulled well and to be fair it was a nice tractor, but with only 40kph and no front suspension they would have been getting dated by the time they finished making them."

Below: Angus Hamilton took the Ford TW-35 Force II he's had on loan from Stephen and Matthew Haylock to a local Blue Force club working day.



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Tracks across the field

DAVE WILLIAMS finished contract mole draining with his Caterpillar D6D SA VHP in mid-September, after a very successful season. The crawler was soon in action again, trying out a recently acquired eight-furrow Dowdeswell DP2 semi-mounted plough on some wheat stubble owned by Charles Course, a good friend of the Suffolk Bunch.

"This DP2 is a proper period-correct plough," points out Dave. "They're a known quantity. Without a pivoting headstock you have to be careful on the headlands; the later addition of a pivot must have made these ploughs. My biggest criticism when using this plough is that you can't put the hydraulics in float, you can't hold the front of the plough out otherwise, and it's very evident from the way it sits that there's a lot of weight on the back of the crawler."

"After a couple of rounds I

put the front weight block back on my D6D, and it improved things immensely," he

explains. "I had been contemplating doing this all summer, but without the weight the crawler felt so much more responsive when turning on headlands whilst I was mole draining. Using the crawler without its front weight was an interesting experiment, but one that didn't work.

The weight will stay on now so that the full track length is biting into the surface when mole draining. It will work with the plough and I'll just have to tolerate it feeling a pig on the headlands as it pirouettes around the front rollers."

Below: Landowner Charles Course, a friend of the Suffolk Bunch, was working across the other side of the field with his very tidy Ford-powered Aveling-Marshall 105 crawler and a 4m Simba Toptilth.



"I was slightly disappointed to be stuck in third whilst I was ploughing," notes Dave. "Saying that, the plough was buried and was in there extremely deep. I'm going to stick to what I say about UCN bodies making a nicer job than DDs. Yes, they're hateful bodies to change and work on as you can't get to half the bolts, but they do leave a nice job, even when working as deeply as I was. They are a great heavy land body."

"Two or three skimmers have sheared off bolts, which will need attention over the winter, and if anyone has a pallet of Dowdeswell skimmers they want to get rid of, please do get in touch," he adds.

Dave's Cat D6D wasn't the only steel-track crawler in the field, as Charles was working some previously ploughed land with his recently-acquired Aveling Marshall 105, a particularly clean and tidy example, and a 4m Simba Toptilth.

"The Aveling-Marshall impressed me," says Dave, who observed it working. "I know you can use a Toptilth as a sledge hammer or a toffee hammer, moving a lot of soil or very little, but in this case it was moving quite a bit of soil, and doing a lot of levelling which was the main aim as the field will be left for spring barley. It was moving at quite a reasonable pace too. Charles took the weight off the front of his crawler because he was on top

Above: Despite working at a considerable depth, the Dowdeswell DP2 did an excellent job, matching-up nicely with the previous pass and leaving a level, broken finish.

work, but he admits it would have been better left on as it was climbing up slightly as well.

"I drove it 50 yards down the headland and with its twin-lever steering it is considerably nicer to drive than a single-lever Track Marshall TM155. They didn't change that much as you can see an awful lot of TM155 in the earlier 105."

Charles Course's Aveling-Marshall 105 was performing well on a 4m Simba Toptilth, the aim being to carry out a levelling pass and leave a relatively course finish suitable for over-wintering ahead of spring barley.



Below: Following the end of its summer contract mole draining campaign, Dave Williams' Cat D6D SA VHP had a trial run with his recently-acquired eight-furrow Dowdeswell DP2. Without its front weight block, which was re-fitted shortly after this photo was taken, the Cat had a nose-up stance.



Deere with a Dowdeswell

IN MID-SEPTEMBER Jon Haynes went ploughing with his 228hp John Deere 4955 and a six-furrow Dowdeswell. Regular Suffolk Bunch readers will be familiar with this particular tractor, a late example (1993) with a side-mounted exhaust. Jon has owned it for the past four years, having bought it from fellow group member Jonathan Tunmore in 2017, after it had appeared in Anglian Agri Media's Project 55 DVD.

"It was nice to get the 4955 out again," says Jon. "I didn't really do much with it last year; Angus used it for a bit of late ploughing after sugar beet, but I didn't drive it myself until I did some power harrowing with it this spring. Typically, it was one of the hottest days of the month when I was sat in there, and I regretted not topping up the air-con system with gas, but that was my own fault!"

"The plough is new to me, having arrived just five days before its first outing," he continues. "It is a six-furrow Dowdeswell 120-Series Delta-Furra which, like the tractor, was made in 1993. It was set on 12in furrows when it arrived, so I adjusted it to 14in, which took a bit of doing with plenty of heat and some new bolts. It still needs a bit of work – for example, some of the skimmer mounts are cracked which will be a job for the winter, but I wanted to get it in the field to make sure it was OK, before putting any more time into it. This plough is a long clearance version, with 39in point to point clearance rather than the standard 34in, so it's quite long. This is actually the spec I was looking for to avoid chopped straw blockages. I was a little concerned about how much strain there would be on the top link, but the 4955 picked it up fine and handles it well. It's actually a nicely balanced outfit, you just have to remember to shut the back window before you lift it!"

Below: Jon Haynes took his 228hp John Deere 4955 ploughing in September to blow out the out the cobwebs. This tractor's previous outing had been to power harrow a linseed seedbed in the spring.



Above: Jon bought his Dowdeswell 120 Series MA plough this September. It was set to a 12in furrow width, but Jon had adjusted this to 14in before starting work.

"Obviously it took a few bouts to set the plough up," notes Jon "but it then went really well despite the hard, dry conditions. I could have pushed it much harder, but selecting 8th gear and setting the throttle to 1650rpm gave me a forward speed of 7-7.5kph, which seemed nice and sensible, especially considering the conditions. The UCN mouldboards laid the soil over very nicely.

"The sound of the 4955 at those revs was also particularly nice, and it was good to get back in the seat after having a few weeks away from tractors," he concludes. "I'm grateful to Brett Vale Farming Company for providing the field."



Above: Once set-up to suit the tractor, the Dowdeswell plough worked well, with its UCN bodies inverting the medium-to-heavy soil nicely and producing a level finish.





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50 YEARS OF DOMINATORS

The Dominator series of combines, which led to Claas becoming the harvesting market leader in the UK and Europe, celebrates its 50th anniversary this year. Incredibly, the updated Dominator 130, above left, was still being produced at the company's main Harsewinkel factory in Germany for certain export markets until earlier this year.

The Dominator 80 was the first model on the market, with the Dominator 100, above right, arriving a year later. These two machines introduced five- and six-walker combines to the Claas range and their drum widths were also greater than previous machine. They also brought hydrostatic transmission to the Claas range, which was standard on the Dominator 100 and an option on the 80.

The 5-, 6- and 8-Series Dominators followed in 1975, 1979 and 1982 respectively, as the range was developed, and a major change came in 1981 with the addition of the Dominator 116CS. The cylinder system combine used eight separation cylinders instead of straw walkers. Other Dominator CS models joined the range before being renamed the Commandor CS series in 1986.

The Dominator continued to develop as straw walker machines, and following the reunification of Germany, combines with greater threshing performance, such as the Dominator 228 MEGA, joined the range.

The Dominator also established itself outside Europe and its name is used to mean combine harvester in some parts of Africa. The Dominator name lives on, as a Dominator 40 Terra Trac is made by Claas in India, while the Claas factory in China builds a Dominator 370 hybrid model.

ROADLESS MEN PUT ON GOOD DISPLAY

A trio of classic Roadless tractors ploughing together was one of the attractions for visitors in the vintage machinery demonstration area at the British National Ploughing Championships at Mindrum Mill, Northumberland, in early October, reports Sandy Cox.

The tractors were among a number brought to the event by members of the Borders Vintage Agricultural Association. Club chairman and **CLASSIC TRACTOR** columnist Charlie McCrirk's Roadless 115 and Ploughmaster 95 were joined by his friend Colin Wilson's Ploughmaster 78.

Charlie acquired his 115 in 1999 and then treated it to a six-month rebuild. After 20 years of ownership, it was given a further spruce-up and a fresh coat of paint for the 100th anniversary of Roadless in 2019.

Colin's 1978 Ploughmaster 78 is one of only eight of these side-drive tractors produced by Roadless with a Duncan Super Cab. He also refurbished it for the Roadless 100 event.

"It was in a fairly rough state when I got it," he says. "The nose was all bashed in and it needed a lot of work on the weight frame and front axle. It took a year to overhaul it, with the cab taking as much work as the rest of the tractor."

Colin was using a four-furrow Ransomes TSF 200 with hydraulic reset and mechanically-variable furrow width. Charlie's 115 was hitched to a semi-mounted six-furrow Ransomes TS96, while his W-plate Roadless 95, driven by Jack Hunter, was working with a four-furrow Ransomes.

See pages 74-75 for our main coverage of this year's British National Ploughing Championships.



News briefs...

Photo:
Paul Rylott.



Record Ford result

■ A Ford 6810 entered in Will Barker & Co's Autumn Farmers' Machinery Auction at Bicker Bar, near Boston, Lincs, on 9 October, set what is believed to be a new record price for one of these 90hp four-cylinder turbo models. The tractor, a genuine local one-owner machine with excellent original paintwork, a Super-Q cab and just 4257 hours clocked, made £26,000. "It's not often that the crowd claps when the gavel falls on a tractor, but that tells you a lot about the intensity of the bidding," says auctioneer Will Barker. "I'm told the tractor has gone to a collector in Wales. Thanks to a mention in **CLASSIC TRACTOR** it drew national interest, and there were also plenty of phone calls from Ireland."



Photo: Somersetgraphics

MF combine saved

■ This harvest saw a 1970 MF 515 combine returning to action for the first time in around 25 years, following its purchase by Somerset-based enthusiast Colin Cloude in June, reports Sandy Cox. Colin bought the MF 515, unused by its previous two owners, to save it from the scrapyard. Once home, its flaking hand-painted finish came off with a steam cleaner, revealing a reasonable but faded amount of original paint. Pre-harvest maintenance included an engine service, new belts, all chains cleaned and soaked, gearbox oils changed, and work to the fanning mill, sieves and slip clutch. The table ram and reel lift hydraulic pipes were also replaced. When initially put to work cutting four acres of spring barley, the MF 515 blew a further hydraulic hose. This blip aside, the combine ran well, completing the field without further problems. It joins four other classic MF combines in Colin's collection.

News briefs...

Photo: Aumann Auctions

IH auction rarities

International Harvester fans have until July 2022 to save up to purchase some of the rare tractors that are currently part of the renowned Huber Brothers Collection, reports Sandy Cox. Kurt Aumann from Illinois-based Aumann Auctions recently travelled to Oxford, Wisconsin, to appraise the huge number of IH tractors collected over the years by brothers Ken and Dick Huber. The collection is well known in the USA for its annual open day in June, and many of the tractors have also appeared in books on the IH brand. There are many rarities among the 175 restored tractors that will be for sale, including some examples of which less than 20 were built.

The collection also includes numerous highly sought-after Gold Demonstrator models.

COMBINES CUT TOGETHER

Three New Holland TX Series combines, all more than 20 years old, that usually bring in the harvest on different farms across a wide area of north Worcestershire, created a rare spectacle in September when they went to work together in the same field on their owner's home farm, reports Sue Morgan.

The combines are owned by Phil Richards and his son James, mixed farmers and contractors from Clifton upon Teme. Between them, the family's three well-maintained New Holland TX Series combines cut a total of around 2000 acres each year.

The oldest of the three combines, a 1997 New Holland TX65 with a 17ft header, was purchased 11 years ago as the replacement for a TX32.

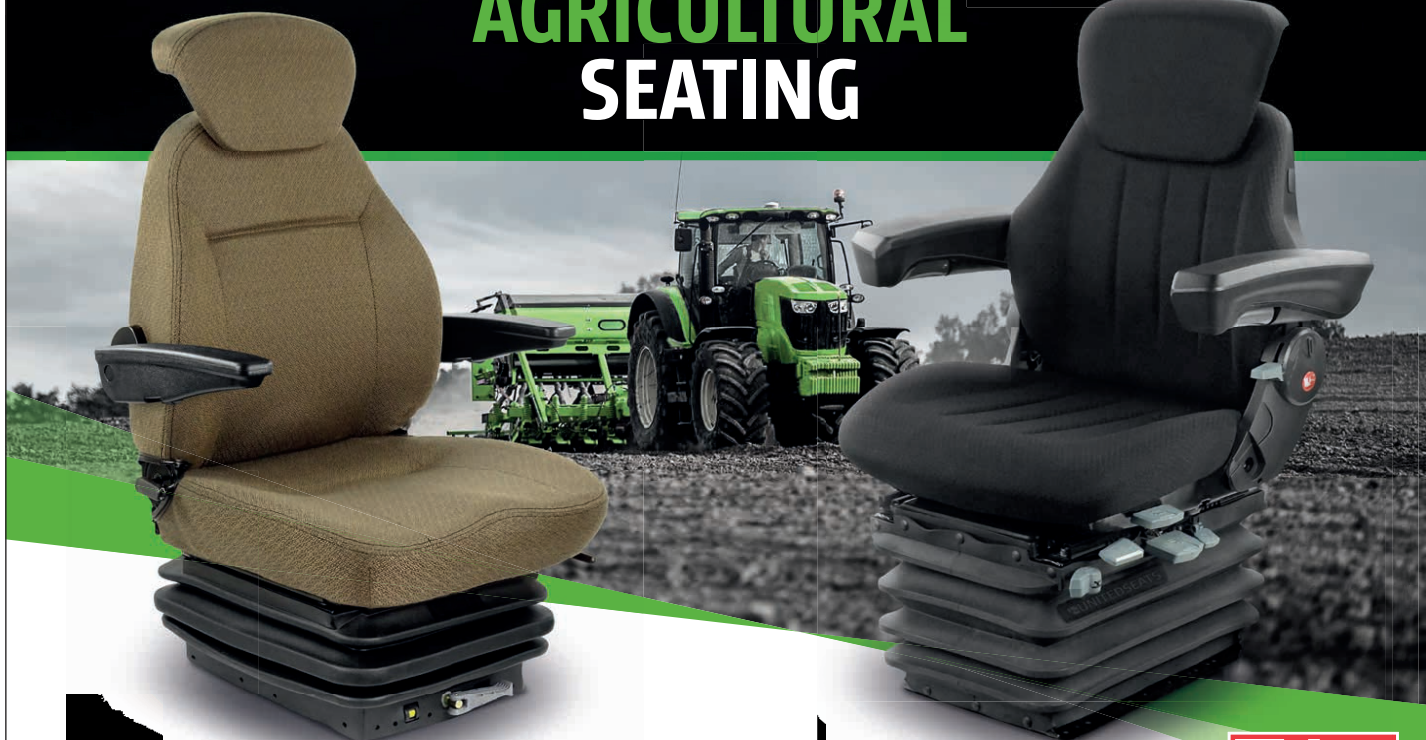
The 1999 New Holland TX66 owned by the family came from Coles Combines, and has been part of Phil

and James's harvesting team for the past eight years. Phil initially paid £49,000 for the TX66, but after it experienced problems on the first day of work, the seller sent a mechanic to rectify the issues and reduced the price to £45,000.

The most recent addition to the Richards' combine fleet is a year 2000 New Holland TX66. This 20ft-cut machine was purchased for the 2021 harvest from Malpas Tractors at a cost of £35,000. For a total investment of £125,000, the Richards family have a versatile three-machine fleet for less than half the price of a current medium-sized combine. This year they cut winter barley, oats, oilseed rape, winter and spring wheat, and peas.



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CHANGES TO RED DIESEL FUEL RULES

Many businesses and individuals currently entitled to use rebated gas oil (red diesel) will have to use non-rebated fuel from April 2022, although vehicles used in agriculture, horticulture, fish farming and forestry will continue to be eligible for the cheaper fuel, reports Graeme Kirk.

The move was introduced in the 2021 Finance Bill and is part of the Government's target to reduce greenhouse gas emissions to net zero by 2050. Red diesel is estimated to account for 15% of all diesel used in the UK and responsible for producing of about 14mn tonnes of carbon dioxide annually. Figures for London suggested that red diesel use in the construction sector was responsible for 7% of nitrogen oxide (NOx) and 8% of particulate emissions in 2018.

Removing the entitlement to use

red diesel and rebated biodiesel from most business sectors was first announced in the Government's 2020 budget. It aims to incentivise users to improve the energy efficiency of their vehicles and machinery or invest in cleaner alternatives.

Businesses that will have to switch to white diesel include construction, mining and quarrying, ports, road maintenance, airport operations, oil and gas extraction, plant hire and waste management. In addition to farming-related operations, other sectors still having access to red diesel include railway operations, verge cutting, snow clearance and gritting, sport grounds care, most marine craft and travelling fairs and circuses.

Currently white diesel has a fuel duty rate of 57.95 pence per litre (ppl). Red diesel is entitled to a rebate of 46.81ppl, giving it an effective duty rate of 11.14ppl.

News briefs...



Fendt is put in sale

■ A fine and relatively late example of the most powerful model of toolcarrier to be produced by Fendt will be among the lots on offer in Suffolk auctioneer Clarke & Simpson's online collective sale that opens on 3 November and closes on 10 November. Power in the very tidy 1996 Fendt F395 GT that's coming up for sale in the auction is provided by a 115hp six-cylinder, 6.1-litre KHD engine. The N-registered tractor has been entered by a local enthusiast. The specification of this particular machine includes three spools, a three-speed PTO, front linkage with 540rpm PTO, electric rear hitch and 40kph manual transmission. A new clock, fitted at around 6000 hours, now shows 1626 hours.

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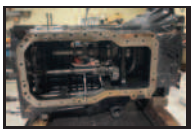
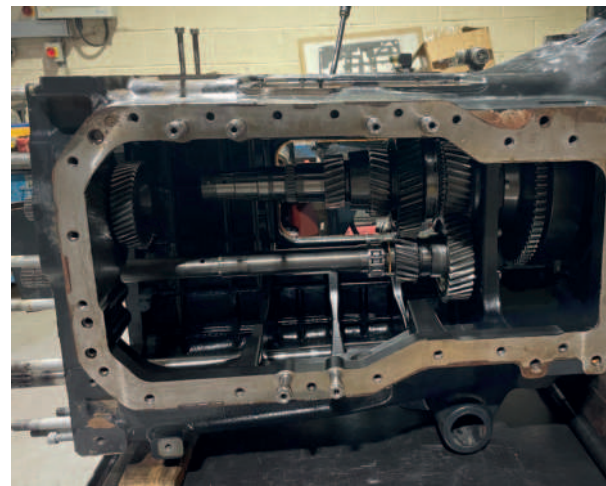
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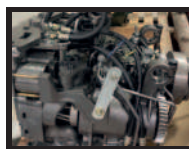
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LETTERS

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



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Experiments at Bamfords

THE JULY 2021 ISSUE of **CLASSIC TRACTOR** has recently arrived at my local newsagent here in Victoria, Australia. We are currently subject to a strict Covid-19 lockdown, so I've had plenty of chance to read through the many interesting articles. I was particularly pleased to see Bert Radford, manager of the Experimental Department at Bamfords Ltd, Uttoxeter, getting a mention in Simon Henley's interview with former Bamfords, Leyland and Marshall demonstrator, Rich Leeson.

I joined Bamfords in the 1960s and worked in the same department as Bert. I particularly remember working alongside him and another colleague, Derek Dyche, on the feeder system for the forthcoming replacement for the BL48 baler, the BL58. We had assembled the baler just as it arrived from Long Manufacturing in the USA (Bamfords made the Long balers under license). We put it to work and quickly found out that no matter what we did, we could not get it to produce a straight bale.

Bert got Derek to lay out a full-size cardboard feeder system with the cranks pivoting on drawing pins. We were tracing the sweep pattern of the inner packer fork, in all of its adjustable positions. Bert came out of his office to see what progress was being made. He gazed at our mock-up and the different colour tracings and had a long think about the situation. Then he said: "Try moving the packer fork in closer to the bale chamber."

We did just that, and immediately felt that the result would be much better. Then we modified the feeder system and took the baler out to a local farm to test out what we had done. The test proved successful.

Sometime later, Bill Long, the owner of Long Manufacturing, came for a visit during the following hay season. We were baling hay for Jack Jardine and, while watching the future BL58 at work, I asked Bill how they managed to achieve straight bales in the USA. He replied: "That is entirely up to the selling dealer." I was astounded!

At the time, I was living in lodgings in Denstone, just around the corner from the JCB factory at Rocester. I had moved there from Bristol, and later when I was married, we moved into Flat 1, The Manor House, Uttoxeter, the same flat that Rupert Bamford had lived in after he got married. My work at Bamfords was most enjoyable, with really good workmates. I also learnt a lot there as a builder of prototype machines. On one occasion, while testing a Bamfords Wizzler mower, we were joined by a guest from Victoria, Australia. His description of Victoria's Western District convinced me to make a move to Melbourne. This was in 1967 and we made the move in October 1968. I started work with the importer of Bamfords machinery, Mobilco, but I soon realised that the upper management had no interest in the Bamfords products, only chain saws and lawn mowers. That concern was soon realised when Len Smith, export sales manager for Bamfords, completely ignored me when he visited in 1969. We were having problems with the Wizzler mower which was not at all suitable for Australian ground conditions.

Fortunately, I soon spotted an advertisement for a field test supervisor at New Holland. I applied, got the job and spent an enjoyable 25 years working for the company. During that time, I fell in love with Victoria's Western District, often described as God's own country.

■ **Mike Allfrey, Boronia, Victoria, Australia.**

MF field test driver

ANDY DELANEY'S ARTICLE on his time field testing the MF 1200 and 1250 in the 1970s made interesting reading in the November 2021 issue. It also reminded me of some of the MF people that I worked alongside during my time in the company's field test department between 1975 and 1979.

I originally met Andy while at college and worked with him in field test at MF. Other people who were there at the time were Rob Dee (who I later worked with at Fiat Agriculture at Bury St. Edmunds), the late Tony Bourne, Peter Bott, Lester Simper, Ken Haines, Ray Baldwin and Dave Barker, to name but a few. You could write a book about the activities of the field test department.

Other MF people who were around Stoneleigh at the time in other departments included Chris Clack, who I used to go drinking with in Leamington Spa, Brian Thornhill, Mike Slinger, Mark Broom and Jim Potter and his brother. Because of my involvement with Warwick & Leamington Young Farmers Club I knew quite a lot of the MF lads on a social basis.

Field test was interesting as there was always something different going on. I spent a lot of time in Wiltshire doing initial production evaluation with very early MF 500 Series tractors.

I have got some photos of the tractors I was using, namely the fifth MF 590 off the production line, along with a 550 and 565. I recall using these tractors

around Amesbury, Tisbury and Cranborne Chase, where I was occasionally assisted by the local MF dealer of the time, John Wallis Titt. I spent lots of time endurance testing MF tractors at Hornton Quarry at Edge Hill, north-east of Banbury. These tests, often involving clutches and loaders, went on during the day and night.

I remember breaking an MF 550 in half in the quarry. There were lots of other projects – too many to mention here.

As the 1970s progressed, it became evident that not many people in the field test department were being promoted. In light of this, when a service engineer's job came up with Hesston UK, covering the Midlands and South-West of England, I applied for the position. I got the job and went to work for Hesston UK at the same time as the first 4800 big square balers were starting to arrive from the USA.

The Hesston operation was subsequently merged with Fiat Agriculture in the UK. I looked after all Hesston implements, Laverda combines and Fiat tractors. About three years later, in September 1982, I left Fiat Agriculture to go to David Brown Case, but that's another story for another time.

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

1976 harvest event

AS AN AVID MASSEY FERGUSON ENTHUSIAST,

I read **CLASSIC TRACTOR** thoroughly and find lots to interest me. I particularly enjoyed reading Richard Blair's letter in the October 2021 issue, in which he recalled the time in July 1976 when some of his colleagues from Massey Ferguson used one of the company's flagship 760 combines to harvest a 100-acre block of spring barley in Oxfordshire in a day.

I remember the event taking place and also the subsequent report that appeared in the following issue of Massey Ferguson's customer *Modern Farmer* magazine, a copy of which is still in my possession. Thanks to that past article, I can fill in a few blanks relating to this particular harvesting feat. There was no record of the variety of spring barley that was grown, but the total yield off just over 101 acres was 125.98t, so equivalent to 1.25t/acre.

The grain tank on the MF 760 combine was being filled every 22 minutes. The combine was using 0.63 gallons of fuel per acre (2.9 litres/acre) or 4.5 gallons/hour (20.5 litres/hour) and it covered 44 miles. The field was located at Roy Brown's Ewe Farm at Newington, near Wallingford, Oxfordshire.

The combine driver was MF demonstrator Robin Thompstone, who I met many times. I am not sure if you can publish any of this information, but it may help to fill in a few gaps.

■ **Howard Emmett, Cornwall.**

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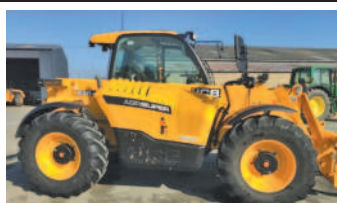
JCB 526-56,

2009, 3,500 hours, joystick control choice of headstock.



JCB 515-40

2011, 3,450 hours, Compact tool carrier.



JCB 538-60,

1,160 hours full spec choice of headstock.



JCB 541-70

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



JCB 526S

1997, 8,500 hours, joystick 4x4 4 wheel steer.



JCB 435S

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



JCB TM 320S

2021, 250 hours Choice of headstock .



JCB TM 220

67 reg, 2,100 hours, pin cone headstock very nice condition.



JCB 542-70

2020 550 hours full spec 145 hp as new condition.



JCB 536-60

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



JCB 526-56

63 reg 4,900 hours, Agri plus, joy stick control .



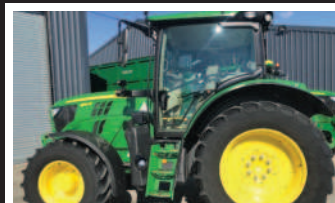
JCB 536-60

2018, 2,700 hours super agri choice of headstock.



JCB 403

202, 800 hours, 30 kph euro headstock.



JOHN DEERE 6130R,

2019, 2,100 hours, Air brakes t/s and cab suspension, front linkage.



NEW HOLLAND T4-55

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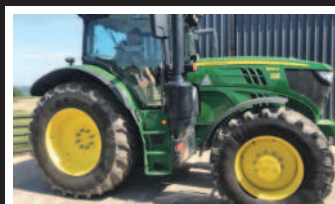
JOHN DEERE 6195R

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



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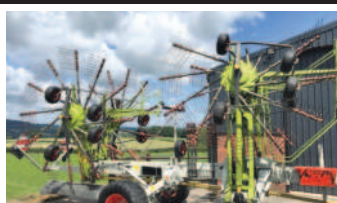
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PHOENIX FROM THE FLAMES

Reassembling a tractor that someone else has taken apart can be a project fraught with difficulty, let alone one that has been badly damaged by fire. That was the challenge facing a group of County and Ford fans from northern England, and it was one they met in style with their rebuild of the second County 1884 off the line. Sandy Cox has been to see the finished result. Additional information by Jim Fisher.



BEFORE

Above: This was what the County 1884 looked in the immediate aftermath of the Cheshire barn fire that ravaged it in 2008.

Below: After being damaged in a fire in 2008, the second County 1884 off the line, built in September 1981, has finally been rebuilt by a dedicated team in Co. Durham.

TACKLING A REBUILD that someone else has started can present unexpected difficulties, especially when the tractor is as rare and as big as a County 1884. But a small group of tractor enthusiasts from Co. Durham have achieved what appeared to be a daunting task in a remarkably short space of time.

The tractor in question was just the second 1884 to be built by County Commercial Cars Ltd at its factory in Fleet, Hampshire. Its build was completed there in September 1981, a surprisingly long 10 months after the first 1884 had been shown at the 1980 Royal Smithfield Show. After passing through several hands, the tractor suffered considerable damage in a fire in 2008, just after it had been refurbished by its then owner, Jamie Leigh.

It was subsequently sold by Jamie to another Cheshire-based enthusiast. In the years that followed, various rumours circulated about the tractor's condition and its whereabouts.

John Brown, a plant hire and groundworks contractor from Co. Durham, has been collecting, rebuilding and using classic tractors for many years. He has always been interested in the smaller County models. The idea of owning an 1884 wasn't something he had really thought about, especially because of their rarity and value.

Back in 2015, he was visiting a friend in Cheshire who took him to see something he said would interest him. What John saw were two completely dismantled County tractors – an 1184 TW and an 1884. There were parts spread about everywhere, and after chatting with the owner, John told him that if he ever wanted to sell the 1184, he would be interested.





When a County 1884 goes through a field gateway, you get a true impression of its size. The 1884, weighing 8t and pushing out 188 BS hp, was the biggest and most powerful tractor ever built by County.

Two years later he received a telephone call, a deal was done and he picked up the County 1184 TW in November 2017. What he got was a lorry-load of parts.

"Even the engine was stripped right down to a bare block," he recalls. "Fortunately, all the parts came with it, including new pistons and a reconditioned fuel pump. We were wondering what we would be short of, but it was pretty much all there."

By 'we', John means his fellow rebuilders – Colin Rotheray, who works with John as the workshop engineer in his business, and Colin Peart, an agricultural engineer who works for New Holland dealership Russells at its Northallerton branch.

The 1982 County 1184 TW had been a timber tractor, and like many used for that purpose, it had not been in the best of condition when taken apart. The wheels were bent and had to be replaced, and while the previous owner had done some work, including fitting new mudguards to the cab, it was going to be a big job.

Refurbishing the 1184 TW took 18 months of evenings and weekends, although a Ford 8630 Powershift, acquired by Colin Peart in February 2018, was also being rebuilt at the same time.

What started out as stillages of parts was a whole tractor once more, complete with fresh two-pack paint. Pleased with the result of their work, John sent photos of the finished 1184 to its former owner. He was impressed and asked John if he could rebuild the fire-damaged County 1884 for him.

John and his colleagues went to assess what would be involved. There were actually two tractors in pieces, one of which was a same-age Ford TW-30 that had been acquired as a donor tractor for the County 1884. It would provide the cab and tinwork to replace the 1884's originals parts which had been damaged beyond repair by the fire.

After assessing what was required, the owner decided to sell the tractor as it was, in pieces, and asked John if he was interested.

"You only get a chance like this once," says John. "It needed doing and I knew that we had the capabilities to do it."

In June 2020, the two disassembled tractors were brought to John's yard on a crammed low loader.

"We got it into the workshop straightaway so

we could see what we had got and what would be needed," says John. "That would allow us to start looking for anything that was missing."

Surprisingly, for a tractor that had been dismantled a number of years earlier, very little was missing, so work could begin straight away on putting the jigsaw of parts back together. The engine, gearbox and back-end were soon back together on a pair of slave wheels. The 1884's previous owner had been through the transmission, doing whatever was necessary, including replacing bearings and seals.

The engine wasn't the original unit. Like many Ford units of that era, it had suffered from a porous block, leading to the fitment of a replacement in 1984. That engine had been damaged in the fire, so the one from the donor TW-30 had been fitted to the 1884's transmission. It, too, was a 1984 replacement engine, which fitted perfectly with the 1884's history.

Rebuilding the County started with the skid unit. The turbo, intercooler and manifold were taken off the engine so the whole unit could be prepared for painting. Everything was shot blasted, including all

Below: The donor cab from the 9875-hour Ford TW-30 has been left untouched. For its age, it is in remarkably good and original condition.



The Hella work lights fitted to the front of the County's Q cab were the same type as those used on New Holland combines, so used replacements were not too hard to find.



Rebuild timeline

AFTER THE DISMANTLED COUNTY 1884 and donor Ford TW-30 arrived in John Brown's yard in early June 2020, they went straight into the workshop. The rebuild team completed the job in eight months. Photos: John Brown.

4 JUNE 2020



6 JUNE 2020



21 JULY 2020



4 AUGUST 2020



12 AUGUST 2020



Above: The rebuilding team, from left: Colin Rotheray, John Brown and Colin Peart, with their recent projects in the background.

Below inset: Built in September 1981 and first registered the following month, this County 1884 was supplied new by Ernest Doe & Sons to Wallasea Farms in Essex, where it was used for cultivations across its 2030-acre Grapnels Farm.

the iron work for the County front axle and hubs.

"There was still paint on the back axle, despite the fire, so it can't have got too hot there," notes

John. "If it had, the brass plugs in the planetary reduction gear housing would have melted."

What had melted were the tractor's battery and the fuel gauge sender in the front fuel tank. The remains of the battery had to be chiselled out and the top cut off the diesel tank to remove the mess inside. Then the tank was shot-blasted inside and out before the top was welded back on for painting. The thick steel chassis side rails were still straight, so needed no attention other than shot blasting and painting.

Colin Rotheray did all the painting using enamel, rather than two-pack, to leave an authentic finish.

Then attention turned to the real County part, the drive system for the big front wheels. Drive is taken from the output shafts of the rear differential on both sides of the tractor through twin telescopic drive shafts to spiral bevel crown wheels and pinions mounted in housings on the front axle. These housings then pivot in wishbone-shaped mountings.

Like most things County, the whole drive is extremely heavy duty. However, the drive shafts and housings had been standing outside for some time, so the rebuild team were not sure what they would find when they came to dismantle them.

Fortunately, inside the front axle drive housings, the oil was still on the gears, showing that the fire damage had not been too far reaching. All the bearings and seals were replaced, with the new bearings adding up to an eye-watering £5000. The

twin prop-shafts were stripped down and the front universal joints, seized solid with rust from standing outside, were replaced. The rear universal joints just required servicing.

One of the drive shafts was bent, but John used the heavy-duty engineering equipment in his workshop to straighten it out. He is also fortunate in having other friends with invaluable skills. Craig Spence, who works with Volvo construction equipment, set up the backlash and preload for the front axle gear trains.

New kingpins were among the items

sourced from County specialist A. T. Osborne, as the originals had been fire-damaged. Other items supplied included a replacement power steering ram, alternator, cab door gas struts, handbrake cable and decals. The County handbrake was equipped with new bearings and resealed.

With the front axle and prop shafts refitted, the diesel tank and radiator could go back on. Then it was time to install the cab. It has been left in

its original condition, apart from being fitted with the original County door hinges from the 1884, which allow the doors to open wider.

"It was a bit fiddly to line up everything when fitting the cab," says John. "We probably took more time to do it properly than County did when the tractor was new."

John's aim was to present the 1884 as a well-maintained working tractor. He didn't want a glossy museum piece as he intends to use his 1884 for a bit of work, including pulling a dump trailer and working with an eight-furrow Kverneland conventional plough, which requires refurbishment.

The donor cab fits right in with his aim. The clock shows 9875 hours, and the cab's condition, both inside and out, indicates that the TW-30 had been well-looked after. It has no rot and the interior is in very good shape.

The 1884 has been equipped with the pick-up hitch from the TW-30. The County probably originally had





Above left: New seals and bearings were needed in the front axle drive, but there was still oil on the gears when the housings were opened, indicating that the fire damage had not been too far reaching. The housings for the crown wheel and pinion drive to each front wheel pivot in a fork mounting for steering. New kingpins replaced the fire-damaged originals.

Above right: The imposing County 1884 stands 3m tall to the cab roof and weighs 8.03t when full of fuel, oil and coolant. This tractor was the only one built with offset wheel centres, allowing the wheel track to be altered by turning the wheels round.

a standard specification clevis drawbar, which more than likely disappeared when the tractor was fitted with a crane when it was eight years old. After it returned to the UK, the big County received a Dowdeswell linkage with stronger lift arms than a standard linkage. As a result of the fire, its assister rams needed resealing.

Attention to detail has been an important part of this rebuild. "We've used all genuine parts," says Colin Peart. "There are no spurious parts in this tractor at all."

This approach has included using period-correct

second-hand parts. Fortunately, John already had many items in his own parts store, almost as if they were waiting for an 1884 to arrive! These included the correct front headlights. The front work lights on the cab are the correct Hella units, sourced from an old New Holland combine. The rear work lights were a newer type than would have been fitted originally, so these have been replaced with the correct period Raydot units.

Only the first two County 1884s had 'lollipop' style indicators on the rear mudguards. These were the same as used on some Massey Ferguson industrial tractors, so John had no difficulty obtaining

Behind the wheel



Above: This big tractor doesn't seem so big from the operator's seat, thanks in part to its very light and affective power steering making it easy to drive.

While these big Countys appear huge and intimidating from the outside, when you are sitting in the driver's seat they don't appear so big. That's probably a result of the high driving position and the commanding view, and the fact that you can gauge the width of the tractor very easily simply by looking at those huge front wheels.

HAVING DRIVEN COUNTY 1884 number three, prior to its record-breaking auction appearance in October 2019, I didn't need to be asked twice when John Brown suggested I take a turn behind the wheel of his tractor. With its oversized tyres, space between the front and rear wheels was tighter between the steps. When inside the cab I was pleased that I closed the door, as John tells me it will catch on the over-size tyres if left open.

Once settled in the comfortable Bostrom Viking seat, everything appeared familiar. The interior of the 40-year-old Q cab is 100 per cent original. I've been in tractors a quarter of the age which are in nowhere near as good inside the cab as this one.

There's nothing complicated about this early 1980s County flagship, with gear sticks and hydraulic levers on the right of the seat and the handbrake on the left.

A glance at the gear levers gives no indication of gear positions, as there's nothing inscribed on the knobs. Fortunately, there is a very clear gear pattern decal on the dashboard, so I selected 5th gear in High range, checked that the handbrake was off, and increased the revs as I released the clutch.

These big Countys move surprisingly easily and effortlessly, and I soon had the tractor's big nose pointing out onto the road. The power steering is a dream, and despite the size of those big front wheels, the steering is incredibly light. After a shunt into reverse and then back into 5th gear, I was pointing in the right direction to head back down the track to the yard.

Rebuild timeline cont.

25 AUGUST 2020



13 OCTOBER 2020



22 NOVEMBER 2020



2 JANUARY 2021



John Brown's County 1184 TW and 1884, both of which have been completely dismantled and rebuilt, are joined by Colin Peart's Ford 8630 Powershift, which was rebuilt at the same time as the 1184 TW.



Potted history

THE SECOND COUNTY 1884 off the line has had a chequered life. It was purchased new in autumn 1981 by Wallasea Farm's Ltd for its 2030-acre Grapnels Farm at Wallasea Island, Essex. Two years later it was joined by a second County 1884.

The first 1884 then moved to another Essex farm operated by Michael Scantlebury, where it remained until it was eight years old. After it was sold, it was equipped with a Hiab crane, painted orange and red and sent to the Netherlands for construction work. The same fate befell Wallasea Farms' second 1884.

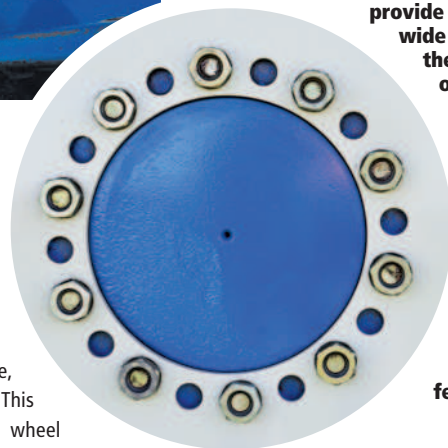
Eventually, the two Countys were re-imported by Lincolnshire-based machinery dealer Ian Houlgrave. The second 1884 to be produced was bought by Jamie Leigh, a service technician with Cheshire machinery dealer John Bownes. Jamie refurbished the big County, but shortly after he completed the work, the tractor was completely burnt-out in a barn fire. It later moved to a new owner in Cheshire, who began the slow task of rebuilding.

The dismantled tractor was purchased by John Brown in June 2020. He then commenced a full rebuild, which was completed in February 2021.



Left: Only the first two County 1884s were equipped with lollipop-style indicators on the rear mudguards. They are the same as those used on some MF industrial tractors. Colin Rotheray made metal bases for them, identical to the originals, by copying one from the very first 1884.

Below inset: Because the wheel centres of this tractor are offset to provide narrow and wide track widths, there are two sets of holes in each wheel centre. This is so that the tapered wheel studs always fit, whichever way the wheels are turned. This is the only County 1884 with this feature.



replacements. The bases are not available, but John was able to borrow one from the first 1884 when it came to Cumbria last year (**CLASSIC TRACTOR** December 2020). Colin Rotheray was then able to copy it to make identical new ones.

The wheels are new and are, again, identical to the originals. This was the only 1884 with offset wheel centres to facilitate narrow and wide wheel settings. Because the wheel studs are tapered, the centres have two sets of holes, tapered in opposite directions for when the wheels are turned around.

The 1884's tinwork was too badly damaged to be re-used, so it has been replaced with tinwork from the donor TW-30. The replace bonnet is in amazingly original condition, and has only received a small touch-up at the front, where it had received a bash at some time. All the rest is the original 1981 paintwork.

The donor tractor came with a set of original specification 18.4R38 Goodyear Super Traction radials.

Left: The Ford TW-30 pick-up hitch and Dowdeswell linkage are replacements for the original assemblies, which were removed when this County 1884 was converted to a crane tractor.



John, who plans to use his refurbished County 1884, regards these tyres as being too good for general use, so he has fitted a set of larger Goodyear Optitrac 520/85R38s.

"They make it a bit faster for use on the road," he says. "Besides, it would be sacrilege to use the original Super Traction radials."

The team that has worked on bringing this important tractor in the County story back to life has achieved something remarkable. The 1884 was gleaming in the autumn sunshine for our photo shoot, but the reflections were off authentic 1981 paintwork, rather than a smooth, glass-like two-pack finish. And as well as the hard and detailed work put in by John and his friends in Co. Durham, the finished result also owes much to the foresight of its previous owner, who achieved the feat of sourcing a donor Ford TW-30 built in the very same month as the 1884.





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BALING TEAM GET TOGETHER



Left: The Marshall family bought this New Holland 940 baler new from Russells in 1983. It has been used every year since then, mainly with this Cooks flat-eight sledge.

The New Holland 940 baler that was bought new by the Marshall family in 1983 is believed to be one of the first to be retailed by Russells through its Kirkbymoorside depot. The baler has been kept in immaculate working order ever since.

New Holland 940

The introduction of the 935, 940, and 945 balers by New Holland in 1983 not only marked a change of livery, from red to yellow, but also a change of factory. In 1982, New Holland closed its factory at Aylesbury in Buckinghamshire, which had previously been making the 'red' 300 Series balers, and transferred production to France. New Holland had been manufacturing balers in the UK since the 1960s.

The New Holland 940 had a 1.55m-wide pick-up, a 36cm x 46cm bale chamber and a plunger capable of working at 93 strokes per minute. The basic list price for the 940 model back in the early 1980s was £5186, which could be bumped up to nearer £6000 if optional extras such as a bale sledge hitch and auto-lube system were specified. The 940 had storage room for six rolls of string and rode on 7.00 x 12 and 10.00 x 12 right- and left-hand tyres.

Over the years, the Marshall family have used their pristine New Holland 940 baler behind various Ford and David Brown tractors.

"Although we use McHale and Claas round balers to complete most of our baling nowadays, it's still useful to have a supply of small square bales on the farm," says Joe Marshall. "The Cooks flat-eight sledge makes the small bales easy to handle and

Baling and bale handling was the theme of New Holland dealer Russells' latest gathering of classic and modern equipment, as part of its ongoing celebrations to mark its centenary. David Laley profiles the participating machines and then delves into the history of Russells' past range of bale handling equipment.

THE ENTHUSIASM that the staff of Yorkshire-based New Holland dealer Russells have shown for celebrating the company's centenary this year speaks volumes for their support and allegiance to the family business.

Following a successful harvest gathering, showcased in the November 2021 issue of **CLASSIC TRACTOR**, colleagues from Russells' Malton, Northallerton and Leyburn branches came up with the idea of staging a similar working comparison, this time involving baling and bale handling equipment supplied and manufactured by the company.

On 3 September, a 2021 New Holland T7.275HD and 1290HD big square baler from Russells' Malton depot joined forces with John and Joe Marshall's 1980 David Brown 1212, 1983 New Holland 940 conventional square baler and Cooks mechanical trip flat-eight sledge.

The field day took place in a six-acre field of spring barley straw owned by the Marshall family from Appleton-le-Moors in North Yorkshire. Two weeks earlier, the field had been harvested by the family's 15ft-cut New Holland 8060 combine.

In addition to the two New Holland balers, Tom Fawcett, sales manager of Russells' Leyburn depot, brought along his refurbished two-wheel drive 1991 Ford 7810 to pull a locally-made Scaling bale trailer owned by the Marshall family. Completing the impressive line-up of classic and modern kit was Thirsk-based contractor Andrew Appleby's four-wheel drive 1987 Ford 7810 Force II equipped with a Russell flat-eight bale grab attached to a Tanco loader.

Russells began selling New Holland square balers alongside the flat-eight based bale handling equipment they manufactured in the early 1980s.

Below: Almost 40 years and plenty of horse power separated John and Joe Marshall's 71hp David Brown 1212 and French-built New Holland 940 baler, left, and the latest 250hp New Holland T7.275 and Belgian-built New Holland 1290HD.





we've plenty of suitably-sized tractors and trailers to haul them back to our farm."

John and Joe power their New Holland 940 baler using their outstandingly clean and original David Brown 1212. The 71hp produced by the DB is in stark contrast to the minimum of 230hp that's needed to handle the very latest New Holland 1290HD Big Baler built at the company's Zedelgem factory in Belgium.

New Holland 1290HD

The New Holland 1290HD was launched at the 2019 Agritechnica event in Hanover, Germany, where it won a silver medal. It then went on to win the 'Machine of the Year' award the following year.

New Holland first began producing large square

Above: New Holland's first big baler, the D1000 of 1987, produced a 60x90cm bale. Fast forward 35 years and the flagship 1290HD is now capable of making a 120cm x 90cm bale weighing upwards of 550kg.

balers at Zedelgem in 1987. The first model, the D1000, was capable of producing an 60cm x 90cm bale. It featured advanced double knotters, electronic proportional density control and a full bale ejecting system, and also used chain drive mechanisms to control most of its major functions.

Fast forward nearly 35 years and New Holland's flagship 1290HD Big Baler is capable of producing a 120cm x 90cm bale weighing over 550kg and with a density that's 22% greater than a conventional large square baler.

New Holland balers compared

Model	New Holland 940	New Holland 1290HD
Pick up width	1.55m	2.35m
Tine bars	4	5
Plunger strokes/minute	93	48
Plunger stroke length	76cm	75cm
Bale Size	36cm x 46cm	120cm x 90cm
Twine box capacity	6 rolls	36 rolls
Width	2.59m	3m
Length	4.37m	8.9m
Height	1.39m	3.44m
Weight	1.4t	14.6t
Tyre size	7.00 x 12 & 10.00 x 12	600/55 R26.5



1.55m



2.35m

Above: The New Holland 940 is equipped with a 1.55m-wide four-tine bar pick-up, whilst the modern 1290HD has a 2.35m-wide five-tine bar pick-up.



36cm x 46cm



120cm x 90cm

Above: The bale chamber on the New Holland 940 is capable of producing a 36cm x 46cm bale, whereas the 1290HD's huge bale chamber produces a 120cm x 90cm bale.

The 1290HD achieves this by using a 2.35m-wide five-bar pickup reel equipped with a 29-knife Crop Cutter system matched to a heavy duty gearbox. A 16% larger flywheel provides 230% more energy than New Holland's standard big square balers. A huge 4.05m-long chamber creates 120cm x 90cm bales using an updated plunger that provides a 75cm stroke and 58% more force than New Holland's range of Big Baler Plus models.

The 1290HD is fitted with a double knotter configuration that features a new loop system for the second knot, in order to eliminate twine off-cuts. This is an evolution of the knotting system first used



on the D1000. The mighty 1290HD weighs 14.6t empty, but spreads that considerable weight over four Vredestein 600/55 R26.5 flotation tyres. It is also equipped with an automated steering rear axle and hydraulic brakes.

"There is a clear evolution from the specification of the D1000 through to the Hesston-based New Holland D1010 and D1210 balers we've sold over the years, right up to the very latest 1290 Series balers we retail now," says Russells' Malton-based sales representative and baler specialist, Scott McMillan.

"We still have many customers who are running smaller New Holland 900 Series square balers, along with larger D1000, D1010 and D1210 models, that we originally supplied and continue to help maintain," he adds.

To assist with the clearance of the bales produced by the Marshalls' New Holland 940 baler and Cooks sledge, classic machinery enthusiast Tom Fawcett brought along his immaculate refurbished 1991 two-wheel drive Ford 7810. Tom's tractor has clocked just over 10,000 hours, but continues to work regularly for a living on his family's farm at Askrigg, as well as on neighbouring units.

"I've completed quite a bit of mowing, tedding and other grassland work with it and I've also used it for rolling on a customer's farm near Northallerton," explains Tom.

During the baler and bale handling gathering, his Ford 7810 was attached to a period single-axle Scaling bale trailer manufactured locally at Terrington.

To load the flat eights, Thirsk-based contractor Andrew Appleby loaned the team his smart, original E-registered four-wheel drive Ford 7810 fitted with a Tanco loader and Russell flat-eight bale grab.

Andrew has owned his 9700-hour Ford 7810 for the past 14 years, and it is one of three of these models that work for a living in his 11-strong tractor fleet. His other 7810s consist of an original Silver Jubilee version that he bought from dealer John Bownes nine years ago, and a two-wheel drive 7810 that was originally supplied new by Russells.

"My main workhorses are a trio of modern New Holland tractors, all bought from Russells, but I still really enjoy operating the 7810s," says Andrew.

Not long after he bought his four-wheel drive 7810, he fitted it with a Tanco loader that he acquired second-hand from Russells. It had previously been attached to a younger 7840.

"This tractor's main role is to fill my combination drill with seed, but it also remains on standby as my reserve hedge cutting tractor," he explains.

Above: Colleagues from New Holland dealer Russells' Malton, Leyburn and Northallerton depots joined forces on 3 September to stage an impressive classic and modern display of baling and bale handling equipment manufactured and supplied by the company. The spectacle was hosted by John and Joe Marshall.

Right: Contractor Andrew Appleby's E-plate Ford 7810, one of three of these six-cylinder models in his fleet, is equipped with a Tanco loader with a Russell 8 Bale Fork. After overcoming a burst hydraulic hose issue, the Bale Fork performed impeccably.

Russell bale grab

Andrew can't recall exactly when he bought his early 1980s-built Russell flat-eight bale grab, but he has used it on several different loaders. When Russells ceased manufacturing its own equipment in 1987, in order to focus on retail machinery sales, it sold the rights to its bale handling machines to Tanco.

Andrew's flat-eight grab required a new hydraulic hose at the beginning of the day, but it performed impeccably thereafter, loading bales while in the experienced hands of Russells' aftersales manager, Adam Robinson.

During the classic and modern gathering, both New Holland balers ran alongside each other for a period of time, while the two Ford 7810s were busily working away in the background, collecting up the bales. One of these scenes is likely to appear on the cover of a new book charting Russells' 100-year history. This is due to be published in the new year.

"It has been great to be a part of the Russells working days we've arranged this summer, and I can't thank everyone enough for giving up their spare time to be involved," says Adam. "Russells was once at the forefront of bale handling equipment design during the 1970s and early 80s and it's been fantastic to remind customers of our heritage and the machinery we've manufactured and supplied over the years, during what has been a landmark year for the company."

Acknowledgements

CLASSIC TRACTOR extends its thanks to employees of Russells' Malton, Leyburn and Northallerton depots, as well as John and Joe Marshall, and Andrew Appleby, for their time and cooperation. We would also like to thank Paul Russell for allowing us the opportunity to delve into his company's photographic archives.



Below right: The final two runs up the field saw the pair of New Holland balers working alongside a pair of Ford 7810s that were helping to load and transport the flat eights. It was an epic scene, fit for Russells' centenary year.





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40 BALE CARRIER

Bale handling history

Russells' first major foray into the production of bale handling equipment coincided with the emergence of engine- and PTO-driven pick-up balers on UK farms in the early-to-mid 1950s.

During this time, significant numbers of farmers in the UK were moving away from the stationary belt-driven balers that had been used in conjunction with a threshing machine and binder, prior to the combine becoming a common sight on farms.

Russells had been manufacturing engine-driven elevators and crop loaders for farming and industrial

use as far back as the late 1930s. However, in the early 1950s, the business began selling Massey-Harris' first British-built baler, the 701, alongside the 726 combine harvester.

Keen to develop a new more compact and versatile rubber-tyred elevator for handling root crops, bales, and sacks of corn to sell alongside equipment like the Massey-Harris 701 baler, Russells came up with the Duo-Level elevator.

This machine could be specified with many optional extras to create different configurations to suit specific tasks. A choice of three conveyor tracks were available to suit bales, sacks, boxes, sugar

beet and loose potatoes. The conveyer tracks were fitted with hard-wearing Keruing wooden lats, whilst a wire rope winch was used to adjust the elevator's height and pitch.

Vee-belt and steel roller chain drive for the Duo-Level was taken from either a Villiers, BSA or Briggs & Stratton engine. Russells also listed an electric motor as an alternative power source too. The Duo-Level elevator could operate to a maximum height of 18ft.

Optional extras included various width and depth chutes, sideboards and hoppers for handling root crops, as well as a telescopic prop stand. In 1964, list prices for the MkIII Duo-Level elevator started at £147 delivered.

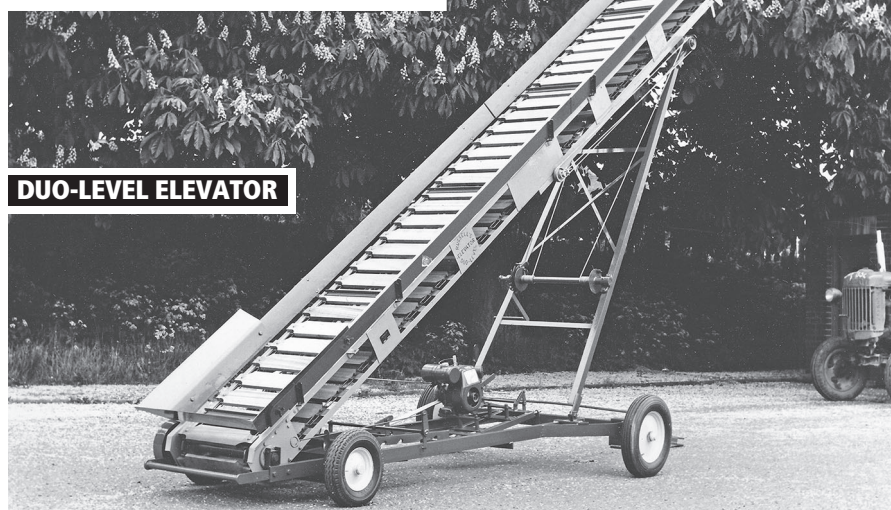
The Russells Duo-Level evolved significantly throughout a production run that lasted almost 20 years. It was joined in the late 1960s by the TS/D 6 heavy-duty elevator designed specifically to transfer trailer loads of potatoes direct from field to store in the most efficient way. It was capable of handling up to 30t of loose potatoes per hour.



8 BALE FORK

Left: The shafts mounted on the parallel lift hydraulic carriage of the Russell 8 Bale Fork were fitted with 16 non-slip teeth to enable flat eights to be picked up gently without being squeezed or loosened.

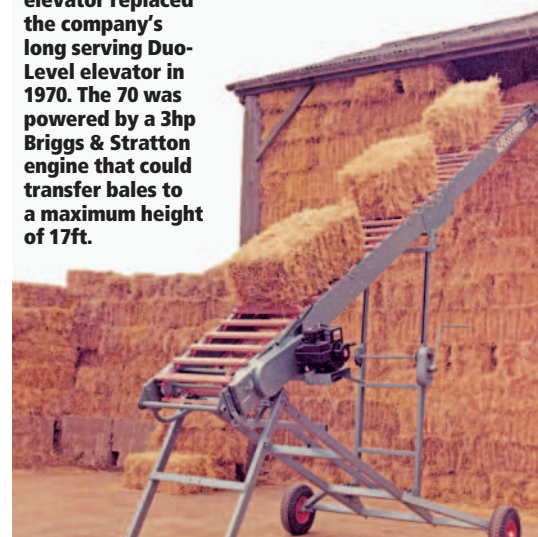
Below: The introduction of Russells' versatile Duo-Level elevator in the early 1950s coincided with the emergence of pull-type pick-up balers like the British-built Massey-Harris 701.



DUO-LEVEL ELEVATOR

Russells' compact and versatile 70 elevator replaced the company's long serving Duo-Level elevator in 1970. The 70 was powered by a 3hp Briggs & Stratton engine that could transfer bales to a maximum height of 17ft.

70 ELEVATOR



Right: Between 1976 and 1980, Russells offered this bale collector kit for use with its flat eight bale fork. The collector consisted of a set of castor wheels mounted on the rear of the fork, and a frame with guidance bars and flaps to collect rows of single bales and stack them in flat eights.

In 1970, Russells launched an all-new range of numbered elevators starting appropriately with the model 70. The 70 was powered by a 3hp Briggs & Stratton engine and could transfer bales to maximum height of 17ft. This could be improved by specifying a 5ft powered bale extension that used sprockets and a chain drive taken from the elevator's top shaft.

The following year saw the introduction of the 75, 80, and 90 models, whilst other variations, most notably the 85 and 90X, were launched in 1984, at the same time as the 70 and 75 were discontinued. The higher capacity models made use of a three-ply rubber belt equipped with vulcanised cleats for the fast transfer of potatoes to store.

One of the main reasons why Russells consolidated its range of elevators in the early 1980s was because of a falling demand for this type of machine. Whilst the larger models were still popular with root crop and potato growers, the advent of flat-eight systems in the mid-1970s and the advancement of tractor hydraulics had rendered elevators almost obsolete for handling small square bales.

In response to the growing popularity of the flat-eight system, Russells launched a new range of bale handling equipment in December 1975. The range, which was designed by managing director John Russell and chief designer/fabricator Roy Silverwood, originally consisted of a flat-eight sledge and bale grab, and a mounted 40-bale carrier, all of which were available in light blue or red livery.

The sledge used two hinged spring-loaded guide bars and a bale receiving tray to transfer the bales into the front of the sledge. From there, bales followed a further series of adjustable guide bars and flaps to create a flat-eight formation, with the last bale to enter the accumulator tripping the rear door to empty and reset the sledge.

A universal hitch enabled the sledge to be used with most makes and types of popular square baler at the time. In 1978, the Russell flat-eight accumulator, latterly called the Eight Former, had a list price of £650.



COLLECTOR KIT

Russells also spent time in the early 1980s developing a much more advanced type of automated and fully hydraulic sledge, the Carry-Eight Former, which it launched in 1982. The Carry-Eight Former was an articulated, three-wheel sledge that attached to a two-position drawbar clevis mounted underneath the baler's chamber. It was designed for use with the highest output square balers of the time and created flat eights entirely above ground on a platform fitted with cross conveyers to eliminate contamination and broken strings.

When a bale left the chamber, an accelerating wheel pushed it onto the left-hand side of the platform, allowing the first line of four bales to be conveyed over to the right. The fourth bale entering the first row then activated a trip to propel the bales rearward, so that the second group of bales could be formed. As soon as the second set of bales hit the first four on the platform, a latch was tripped to gently lower the platform and deposit the flat-eight on the ground for collection.

Whilst the Carry-Eight Former worked very well and was extensively tested on farms around

Kirkbymoorside and on the Yorkshire Wolds, few farmers were prepared to pay more than twice the price of a standard Russell Eight Former accumulator. In 1983, the Carry-Eight Former cost £2100, compared to a list price of £900 for the standard version. Following a lack of uptake, it was quietly discontinued in 1984.

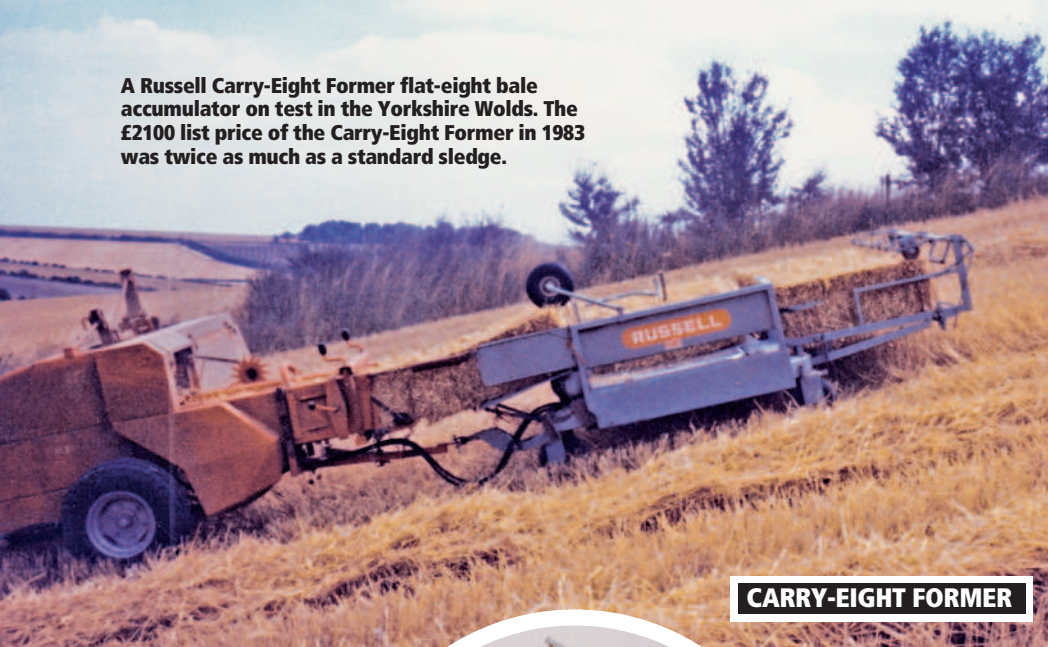
The second piece of equipment in the system was the flat-eight bale grab, or 8 Bale Fork as it was christened in sales literature. The Russells grab basically consisted of a hydraulic parallel lift carriage fitted with four shafts with 16 non-slip teeth, the benefit of this design being that the bales were neither squeezed nor loosened whilst they were picked up. The availability of single, double or triple spool kits ensured that the Russells flat-eight grab was

Below: This early Russell flat eight sledge in red livery is seen attached to a New Holland 274 baler and David Brown 990 combination that was working on a farm near Pockley. Most of the original promotional photos for the launch of the Russells bale sledge were taken here.



BALE SLEDGE

A Russell Carry-Eight Former flat-eight bale accumulator on test in the Yorkshire Wolds. The £2100 list price of the Carry-Eight Former in 1983 was twice as much as a standard sledge.



CARRY-EIGHT FORMER

48-56 BALE CARRIER

compatible with most types of front loader and tractors available at the time.

Russells also developed a collector kit for the 8 Bale Fork so it could be used to form, load and stack flat eights from balers not working in conjunction with a flat-eight sledge. The kit consisted of a set of castor wheels attached to the rear of the grab to allow it to follow the field terrain and maintain a consistent working height. A metal frame fitted with adjustable guide bars and flaps hung over hooks on the front of the flat-eight grab, effectively turning it into a loader-mounted accumulator.

All the operator had to do was steer down a line of bales until eight of them were underneath the grab. Russells claimed the collector could pick up and stack 300 bales per hour. The collector was produced up until 1980, by which time it had a list price of £400.

The final piece of equipment that originally made up Russells' flat-eight bale handling system was a mounted hydraulic bale carrier capable of lifting and carrying stacks of up to 40 small square bales. Designed for use with medium-to-large tractors, the operator simply reversed up to a stack with the carrier lowered until the bales met the rear frame. The two



outer hydraulic frames were then activated to squeeze the stack sufficiently to allow safe transportation back to the farm.

The mounted 40 Bale carrier was soon replaced with arguably one of Russells' most famous and popular implements, the trailed 48-56 bale carrier, which is still sought-after and praised by many small square baler operators to this day.

The operating principle of the higher capacity trailed bale carrier remained the same as the earlier mounted version, however, because the trailed version behaved like a tipping trailer the bales were now sat on a bed frame making them more secure for road transport. The Russells 48-56 bale carrier was produced until 1985.

The popularity of the bale handling equipment that Russells was manufacturing in the late 1970s and early 80s did not just extend to farmers in the UK.

The firms' accumulators, flat-eight grabs and carriers were in demand throughout Europe, particularly Scandinavia. Russells' sales director Roy Watson successfully negotiated a deal in the early 1980s with Gudolv Blakstad of Norstraa, a machinery distributor based in Norway, which saw that company market and distribute Russells bale handling kit throughout Sweden, Norway, and Denmark.

The deal was mediated by Ray Reed of purchasing agent R. H. Reed, based at Bildeston in Suffolk, which would submit Norstraa's orders for bale handling equipment to Russells, as well as providing sales data and customer feedback. It appears this arrangement remained in place until 1986/1987, this being the time when Russells withdrew from manufacturing in order to concentrate fully on retail sales. The company's range of bale handling equipment was acquired by Tanco.

Above inset: Russells replaced its mounted 40 bale carrier with the trailed 48-56 bale carrier in the late 1970s. This early example is seen here on the Holt family's farm.

Left: Russells launched its mounted 40 bale carrier, designed for use with medium and large tractors, in December 1975.



40 BALE CARRIER

Flat-eight former



Above: This early promotional press photo was taken on a farm near Kirkbymoorside at the time of Russells' introduction of its flat-eight bale sledge, latterly called the Eight-Former, in 1975. It was one of three bale handling implements designed by Russells to suit a flat-eight system.

GUIDING THE BALE



Above: After leaving the chamber, the bale was guided into the front of the accumulator by a pair of hinged spring-loaded guide bars and a bale receiving tray.

FORMATION CREATION



Above: A further series of guide bars and flaps directed bales into the rear of the accumulator to create the flat-eight formation.



BALE RELEASE

Above: When the last bale completed the flat-eight sequence it tripped the rear door to release the bales ready for collection.

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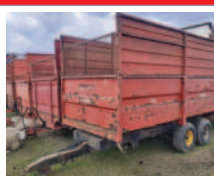
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SELECTION OF PALLET FORKS RING FOR DETAILS

IN-HOUSE HESSTON

For the past 15 years, a 1993 Fiatagri Hesston 7735 self-propelled forager has been providing a farm in Norfolk with a cost-effective, in-house method of harvesting silage for its dairy herd. The owners have been telling Chris Lockwood about their experiences with what has become a rarity in the UK, and also explaining how they have recently improved their harvester's performance by replacing its original chopping cylinder with one from a John Deere.

DAIRY FARMS are few and far between in East Anglia these days, with the silage-making needs of the area's remaining milk producers being mostly served by contractors. However, that's not the case at the Burridge family's Manor Farm at Fundenhall in Norfolk, where silage production remains an in-house operation.

Alongside their herd of 200 Holstein cows, the Burridges grow winter wheat, oilseed rape, maize and grass. The cows, milked by four DeLaval robots, produce 2.3mn litres of milk annually for Arla Foods.

For the past 15 years, silage for the dairy herd has been chopped by a modern classic Fiatagri Hesston 7735. At the time of its purchase in 2006, the Hesston, which had previously worked in France, was the Burridge family's first self-propelled forage harvester, replacing a trailed Claas Jaguar 75 after a lengthy search.

"We had previously run a Kidd double-chop harvester behind an MF 2680, which was a lovely tractor," recalls Jonny Burridge. "The original Kidd was replaced by another late example, which with a trailer attached really did take some pulling."

"We latterly used the second Kidd behind an MF 3655, and then swapped it for a JF, which was replaced in turn by a Claas Jaguar 51 flywheel machine. We then ran the Jaguar 75 on an MF 6485, which went well, until metal fatigue caused it to eat its chopping cylinder."

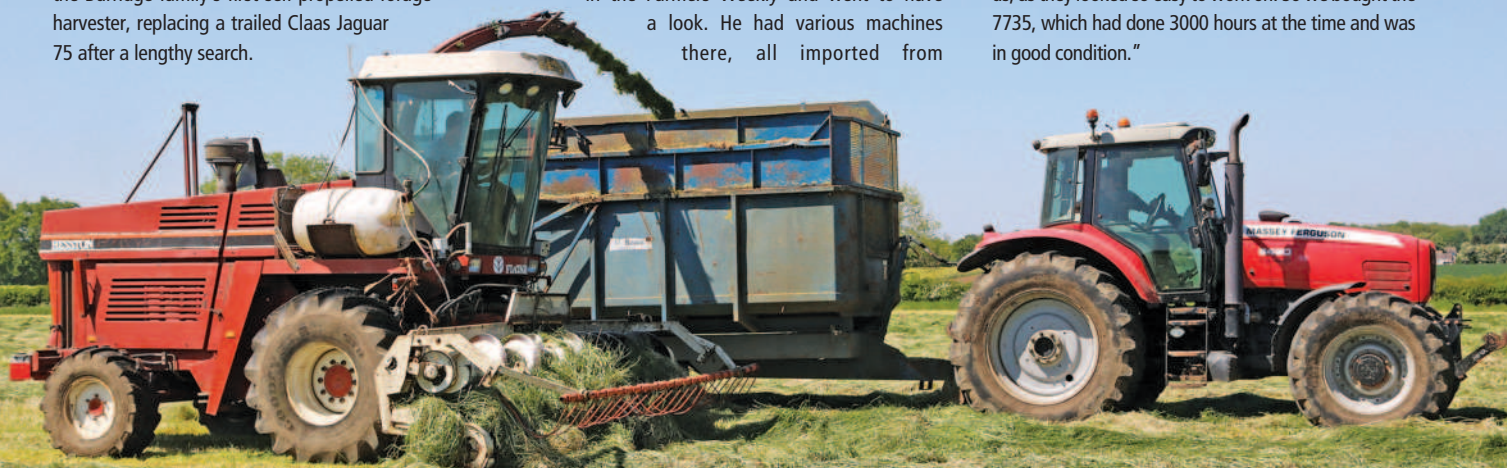
"We looked at self-propelled harvesters – a Claas Jaguar 682 and a 695, as well as a John Deere 6710 – and I thought they all looked hideous to work on," explains Jonny. "I saw Patrick Fisk's advert for Hesston foragers in the *Farmers Weekly* and went to have a look. He had various machines there, all imported from

Top: Norfolk farmer Jonny Burridge has improved the performance of his Fiatagri Hesston 7735 forage harvester by replacing the original Hesston chopping cylinder with a John Deere unit.

Above: This Hesston 7735 was originally sold new in France and was one of a number imported for resale by Patrick Fisk from Shropshire. It has chopped the silage for the Burridges' dairy herd since 2006.

Below: The Burridge family's 1993 Fiatagri Hesston 7735 forage harvester picking up first cut silage in central Norfolk in early June.

France, as well as spares and lots of headers. He said they were mechanic's machines and when we looked at them it was so obvious that one would suit us, as they looked so easy to work on. So we bought the 7735, which had done 3000 hours at the time and was in good condition."



Below: This Hesston harvester's 4.5m-wide Idass pick-up header can lift two swaths with every pass, doing away with the need to row-up the crop.

Inset: The Hesston 7735's feed rollers are driven hydraulically, allowing for an infinitely variable chop length. They are also opened hydraulically to allow access to the shearbar.



Hesston history

THE 7735 was the last new model of Hesston harvester to be introduced – and arguably the ultimate one – before production came to an end in 1993. To understand this machine's origins, a quick recap of Hesston history is needed.

The Hesston Manufacturing Company came into being in 1947 in the Kansas town of the same name, initially as a manufacturer of grain augers. The company went on to specialise in hay-making equipment, producing the first commercially available self-propelled windrower in 1955 and first large square baler in 1978.

Hesston's forage harvesters stemmed from its acquisition of fellow Kansas company, Field Queen, in 1973. In 1977, Fiat of Italy purchased a majority holding in Hesston, which continued making improved versions of the Field Queen designs until the mid-1980s.

It then introduced a totally new range of harvesters that abandoned the rear-wheel drive/front-wheel steering layout in favour of large front wheels and rear-wheel steering. The first model, the 7720, was joined by the 7715 in 1988, followed shortly after by the 7725 and, finally, the flagship 7735 in 1991.

The new machines were built at Coex in western France, where Hesston machinery had been made for the European market since 1969. Fiatagri transferred production of Braud grape harvesters to the facility in 1988, and these machines are still produced there today under the New Holland banner.

Following Fiat's acquisition of Ford New Holland in 1991, Hesston Corporation was sold to AGCO, which formed a joint venture with Case IH. This marked the end of the former 7000 Series self-propelled forage harvester line, which was replaced in the Fiatagri range by New Holland models in terracotta livery.

Power in the 7735 comes from a 13.8-litre Fiat-Iveco Aifo 8210 SRI turbocharged and intercooled engine with a rated output of 375hp. It drives the chopping cylinder via a shaft, the blower with a belt and the feed rollers hydraulically. The use of Poclain hydrostatic wheel motors allows for a particularly open throat and a rapidly detachable chopping mechanism.

Jonny uses two pick-up headers on his Hesston 7735. His 3.6m and 4.5m header units were both made for French company Idass by Mezogep Szolnok in Hungary, which had manufactured Hesston round balers under licence since the 1970s.

"In its day, the 7735 was way ahead of its time and its design is just so simple, with some very good ideas," says Jonny. "The feed rollers are driven hydraulically, so the chop length is infinitely variable. A major selling point is that it only takes a matter of seconds to drop the entire chopping box out to carry out maintenance and servicing.

"A catch is released and the machine is reversed away from the chopping box, which slides down on

rollers," he adds. "The PTO shaft to the chopping cylinder extends until it drops apart, and is simple to re-attach again, and the hydraulic pipes to the feed roller drive motor are long enough for it to be left in place. Although it can be unbolted quickly and the entire unit separated, that's all there is to it. There was nothing else on the used market which could do that, so it was just a no-brainer.

More flexibility

"Running our own forager gives us much more flexibility," notes Jonny. "We try to get four cuts of grass from our 130 acres of leys. The first is at the end of April or early May, followed by a second in early June, another in July, and hopefully a fourth in September, depending on the weather. The last one can be a really light cut, and having our own forager keeps costs down and makes it viable.

"The flexibility is good for blackgrass control too,

Below: The Burridge family's Hesston 7735 harvester was joined for the afternoon by local contractor Dick Barnes and his restored Ford 7810 Generation III and Claas Jaguar 75 trailed forager. Dick usually runs a self-propelled Claas Jaguar 970.





as we aim to mow before it sets seed and take it all off, which can be when it's surprisingly short. After the first cut we usually pull up 30 acres of grass and drill maize. We think of it as a bonus, although it is a little risky in a dry year, but having the Hesston just makes it easier to do things like this. We also cut around 75 acres of meadows, which we would probably have to bale if we didn't have the forager.

"I know there are disadvantages, such as the cost, staff availability and the need for tractors for carting," he concedes, "but people tend to be available at the time of year we're doing our grass, and we have the tractors anyway for our arable enterprise, so it fits with us.

"We used to harvest our own maize as well, but it falls during a peak in our workload when we should be drilling wheat," continues Jonny. "Harvesting maize is also hard on a forager, especially on the transmission in wet conditions, and I don't want to shorten its life. With a five-row

header, we were leaving more wheelings compared to a 12-row machine, plus the Hesston doesn't have a corn cracker and didn't really like hard grains, so we had to cut earlier than we would have liked. The risks to the forage quality and to our forager more than justified having a contractor in to do it with a modern machine, which can do 70 acres a day rather than the 30-40 acres that we were achieving."

The Burridges' Hesston 7735 forage harvester has now done almost 5000 hours but remains very reliable.

"It has been really good to us," concludes Jonny. "We had to change a front wheel motor a few years ago, but the engine hasn't been touched. We've got three chopping boxes, so we've effectively got two back-up foragers, as most of the parts that are going to go wrong

Above left: The 7735 was the final new model of self-propelled forage harvester to be introduced by Hesston and also its most powerful. It was produced at Coex in Western France between 1991 and 1993.

Above: Dick Barnes' Ford 7810 and Jaguar 75 cylinder-type forager were making a guest appearance. The Ford coped well with the Claas in the heavy first-cut crop of silage.

in a hurry are in there. We replaced the accelerator fan paddles last year with some new ones we had made and we have also changed the wear plates in that unit too. The main belts and bearings can be sourced from our local bearing supply outlets, while most other parts can be made by a fabricator if necessary."



Below: The 13.8-litre Fiat-Iveco Aifo 8210 SRI turbo and intercooled engine in the Hesston 7735 develops 375hp.



Swapping the chopping cylinder



HESSTON

The whole chopping box can be quickly removed, allowing unhindered access for servicing. This box is fitted with its original Hesston chopping cylinder with full-width curved blades.



JOHN DEERE

Jonny has just fitted one of his three chopping boxes with this second-hand cylinder from a younger John Deere 6950 self-propelled forage harvester. Its segmented blades are less prone to breakage.

FOR THE PAST 15 YEARS, this Hesston has been used with its original chopping cylinder with full width curved blades. Prior to this season, Jonny replaced it with a John Deere unit with segmented straight blades. Both cylinders share the same width (66cm) and diameter (61cm).

"I had seen an article about someone doing this swap in Ireland," he explains. "The Hesston cylinder was the weakest part of the machine. In a heavy crop of grass, the spider castings would move, so you couldn't set the blades too close to the shear bar, and the blades would break if they hit a stone.

"I had plenty of experience of the John Deere cylinder when working for local contractor, Robert Self. We would do 100 acres per day and, about once a week, a tedder tine would go through, despite the metal detector catching it, and it would just push a blade back a bit rather than break it.

"I managed to find a cylinder from a dead John Deere 6950, and we set about converting it last autumn," he recalls. "We pushed the Hesston spiders off the shaft, and Peter Williams Engineering at Wymondham made new discs to go in the ends of the John Deere cylinder. We sent it away to be balanced by McConnel, who were really helpful, and fitted it into the chopping box.

"I wished we had done this in 2006," he muses. "We have done 200 acres of first cut with the John Deere cylinder and not looked back. It runs so smoothly and the crop flow is improved; it doesn't gulp the grass through like it would before. The blades are much easier to change and you can set them much closer to the shear bar. So far we've been using a half set of blades, like we did with the Hesston cylinder, and now it's proven successful we're going to try a full set to see if there is any advantage."



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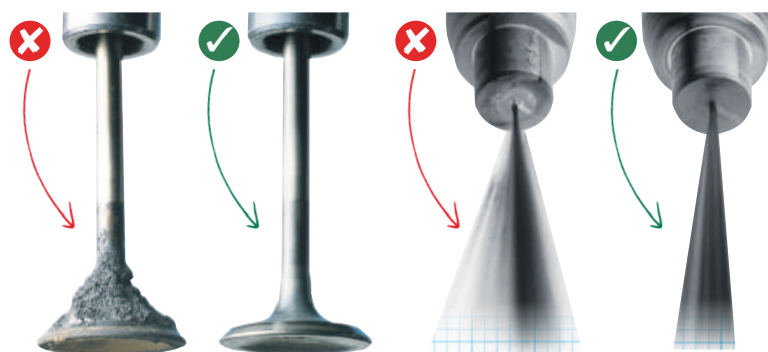
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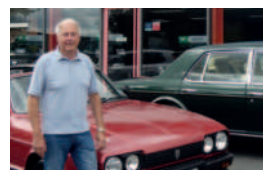
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LAST OF THE LEYLANDS

802 & 804

It is 40 years since Leyland announced that it was selling its tractor operation to Marshall. The news was a shock to many, especially as it came just a year after Leyland had launched a substantially improved range with a striking new Golden Harvest, black and white livery. Rory Day looks back at the development and production life of the last of the Leylands, receiving help from former Leyland employee Tony Thomas and archive images and documents saved by one of his colleagues, the late Ron Kettle.

WORK ON what would be Leyland's last-ever range of new tractors began in 1978, when product planner Tony Thomas and marketing manager Les Gumsley sat down and began compiling a report on the proposed product improvement and specification changes that they and their colleagues felt were necessary to ensure the company's mid-range tractors up to 82hp retained their competitive edge.

"Some of our rivals were enjoying success with more sophisticated specifications, in some cases at the expense of sales of our beloved Bathgate-built tractors," recalls Tony. "Les and I produced a multi-page report for the directors and senior management. The report identified a number of courses of action: at the most pessimistic end was the steady decline in worldwide sales if no product action was taken at

all. At the other end of the spectrum were forecasts of increased sales if the company implemented a package of specification and design changes which Les and I considered to be the minimum requirement necessary.

"What Les and I wanted to see was the timely introduction of four major design changes, together with a lengthy catalogue of detail improvement," he continues.

"Our report did meet with some pretty strong and aggressive opposition, most of it from within the design and engineering departments, and in particular from the department director, Bob Beresford. Anyway, at top board level our product proposals were well-received and accepted. Everything that was identified in the report was implemented and in record time, too. The result was the biggest single package of design changes ever implemented by Nuffield or Leyland."



502



704

The improvements centred on the introduction of a multi-speed PTO, an advanced form of fully live hydraulics, a much improved and strengthened three-point linkage, oil-immersed wet disc brakes, and a new luxury cab option. The frame of the new Explorer cab, as it was to be called, was designed and made in Denmark by Sekura, but much of the internal detail was drawn up in Bathgate.

With such a wide-ranging package of product changes, Leyland was keen to create a modern new image and identity for its new tractors. The model designations were changed, but as before they continued to give an indication of the horsepower, identified by the first two digits of the model number, and the number of driven wheels, either two or four.

Much more significant, however, was the decision to dispense with the familiar two-tone blue paintwork

Far left: The frame of the Explorer cab was designed by Sekura in Denmark and built at its Barnsley factory in the UK. The Sekura designation for the cab was S80. The Leyland team at Bathgate was responsible for the interior of the cab.

Left: The Leyland 502 was the only model in the Golden Harvest range to be powered by a Perkins engine, in this case the three-cylinder AD3.152 with a rating of 47hp.

Right: The 62hp Leyland 602 and 604 models were available with a choice of cabs, either the economy QM, seen here, or the optional Sekura-built Explorer.

that had been introduced when the Leyland tractor brand was introduced in 1969. In its place came yellow, or Golden Harvest as it was called, matt black for the chassis and Leyland white for the wheels.

The late 1970s and early 80s was a time of great change and reorganisation within the massive conglomerate that was British Leyland. The Truck

Left: A Leyland 704 equipped with the Explorer cab option. Power in this model came from a four-cylinder naturally aspirated Leyland 4/98 NT engine with a rating of 72hp.

Far left: The Leyland 802, left, and 804, were the most powerful models in the Golden Harvest range launched in late 1980. Both were powered by 82hp Leyland 4/98 TT four-cylinder turbocharged engines and came as standard with the Explorer cab.

& Bus division, of which Leyland's tractor division was a part, was included in this restructuring process. As part of the reorganisation, the Truck & Bus division's entire sales, service and marketing departments moved from Bathgate into a multi-storey office block, known as the Guild Centre, at Preston in Lancashire.

Tony Thomas continued to work alongside Les Gumsley and between them the two men saw the product development package through to the final stages of production. Not long after, Les left Leyland and joined Fiat Agriculture, this being after a member of the truck team had been appointed general marketing manager of the tractor division.

Internally within Leyland, the development of the range was codenamed Project Task Force. One of the lead engineers on the project was the late Mike Brogden, who joined the company from David Brown in the late 1970s. In an interview with **CLASSIC TRACTOR** in 2005, Mike said: "The programme had an absolute budget and a clear deadline for engineering and manufacturing what would become the Golden Harvest range.

"We had clear objectives, which were to improve the appeal and competitiveness of the existing product and to have one tractor at every dealer come the day of the launch to maximise the impact of the introduction.

"We pulled together a team from all disciplines – product planning, manufacturing, engineering, marketing," he added. "But what a lot of people didn't know at the time was that we were improving the range to prepare for the sale of the business,



604

Six-cylinder project

THE GOLDEN HARVEST RANGE peaked at 82hp. Leyland's previous range toppers, the six-cylinder 285/485 (85hp) and 2100/4100 (100hp), had been quietly discontinued in 1979, their previous poor reliability, mostly caused by an inherent design weakness that allowed the engine to move out of alignment with the clutch and gearbox, having convinced the company that they had no place in its future plans.

However, Leyland still had ambitions in the medium-to-higher horsepower sector of the market, and during the late 1970s its engineers had been working on the development of a 100hp six-cylinder tractor with unequal-wheel four-wheel drive. The specification of

this tractor included a heavier-duty Carraro front axle, a Sekura Explorer cab and a new side rail arrangement to eliminate the previous engine movement.

A prototype was partially completed in the tractor engineering workshop at Bathgate. After Leyland sold its tractor division to Marshall in late 1981, the incomplete six-cylinder prototype, still to receive its prop shaft, fuel tank and all of its wiring, was shipped down to Gainsborough. After languishing at the back of the factory, it was acquired by one of Marshall's area managers, Julian Bown, who turned it into a usable machine. It was later acquired by a farmer from Bristol in 1990 and is believed to be still going strong.



502, 704 & 802

Above: Export sales were a very important part of Leyland's business. A separate photo shoot for the platform versions of the Golden Harvest tractors took place overseas. Among the models taking part in that shoot were, from left, a 502, 704 and 802.

Below: The Leyland 302, powered by a 1.8-litre four-cylinder engine producing 30hp, was the smallest model in the Golden Harvest range. Made by a Turkish licensee, it was an evolution of the earlier Leyland 154.

302



not just tractors. Jim McKnight, who was the programmes manager at Leyland, had been quite open with me about this before I joined."

Leyland's well-respected tractor supremo Bob Turner had left the business in 1978. He was replaced by a new chief, Steve Herrick, who was previously overseas marketing director for Leyland Vehicles. Keir Wyatt, an established member of the service team, was appointed to the position of UK sales and service director in mid-1980. Tony Thomas, meanwhile, was given the sales responsibility for the north of England, Scotland and Northern Ireland.

The distributor, dealer and press launch of the new Leyland range took place in early November 1980, and this was followed shortly after by the first public outing for the new tractors at the 1980 Royal Smithfield Show. Interestingly, the new range never had a name, although it has been commonly referred to as the Golden Harvest (which we are using here) or Harvest Gold range by owners and enthusiasts for many years.

The initial line-up comprised the 502, available only in two-wheel drive and powered by a 47hp Perkins 2.5-litre three-cylinder engine; the 602 (2WD) and 604 (4WD), with a 62hp Leyland 4/98 DT 3.77-litre four-cylinder engine; the 702 (2WD) and 704 (4WD) with a 72hp Leyland 4/98 NT four-cylinder engine; and the 802 (2WD) and 804 (4WD), with an 82hp Leyland 4/98 TT turbocharged four-cylinder engine. All seven of these models used the Leyland Synchro transmission with nine forward speeds and three reverse. The 502 was only available with the QM cab made by Airflow Streamline (previously Victor); the 602, 604, 702 and 704, came as standard with the QM, but could be specified with the luxury

Explorer as an option; the Explorer was standard on the 802 and 804 models.

In the past, the launch of a Leyland model or tractor range, especially one with significant new features, had traditionally been followed up by a flurry of promotional activity and some very successful demonstration programmes. The most recent of these programmes, taking place in early 1980, had been the 'Synchro goes Turbo' demo campaign to promote the new 282 and 482 four-cylinder turbo models.

On this occasion, to the disappointment of some members of Leyland's sales team, there were no plans for a repeat of previous programmes with the new range, just a series of dealer open days and evenings. The new management team at Leyland Tractors, which now included several new faces with little experience of tractors, seemingly failed to capitalise on the opportunities that were being offered by the wide-ranging package of design and specification updates.

"We had what was possibly the best cab in the business, a new multi-speed PTO and fully live hydraulics with the selectable flow rates up to a maximum of 12.1gal/min for external services," says Tony. "This combination was more than a match for any of the competition at the time. Importantly for existing Leyland owners, we had come abreast of the competition with the introduction of multi-disc oil-immersed brakes, something that Leyland users around the world had been requesting for a long time."

Right: In terms of visibility and comfort the new Explorer cab was in a different league to the QM. The console borrowed technology and components from Leyland's truck division, including the steering column stalks from the C40 truck cab.



Above: A Leyland 704 working on location during the overseas photo shoot for the less-cab platform versions of the Golden Harvest models.

Above right and inset: Apart from receiving an updated black plastic fascia, inset, the interior of the QM cab remained largely unchanged. The QM cab, made by Airflow Streamline, was standard equipment on the 502, 602, 604, 702 and 704 models.

The lower end of the Golden Harvest range was bolstered by the introduction of the 302 at the 1981 Royal Show. This model, powered by a 1.8-litre indirect diesel engine rated at 30hp, was a development of the 235, which had evolved from the popular 154. In 1979, Leyland had transferred production of the 154 from Bathgate to a licensee based at Izmir in Turkey.

The Leyland 302 had a redesigned bonnet, which gave it a strong family resemblance to the new Golden Harvest mid-range models, a stronger front axle, increased rear hydraulic lift capacity and

a larger fuel tank and hydraulic oil reservoir.

The 302 models came into the UK in semi-kit form and underwent final assembly at a Leyland facility just to the north of London. OECD-approved Q cabs were also installed at this site.

In mid-1981, just over six months after the launch of the Golden Harvest range, members of Leyland's sales team based on the 6th floor of the Guild Centre in Preston, Lancs, began to notice that more and more meetings were being held behind closed doors. These meetings were being attended by people from outside the company. The names of Track Marshall, Charles Nickerson and Gainsborough began to be mentioned with increasing frequency. Mr Nickerson had acquired the Track Marshall business from British Leyland's Special Products Division a few years earlier, and he doubtless still had good contacts within the company. Rumours began to circulate that Leyland's tractor division was going to be sold.

"To most of us, it seemed inconceivable that

Production and sales

LEYLAND could not have known it, but the introduction of its Golden Harvest range could not have come at a worst time. Starting in early 1980, many world economies entered a severe economic recession that would last for another three years. The manufacturing sector was hit particularly hard by the combination of rising inflation, high interest rates and falling demand.

Farmers found themselves facing considerably higher input prices, whilst crop prices remained low. With the world economy in turmoil and farm incomes under great pressure, many farmers put their machinery purchases on hold. Demand for farm equipment, which had been riding high in the mid-to-late 1970s, suddenly slumped, sending shockwaves through the industry.

In the UK, sales of new tractors fell by over 25% in 1980, the 20,902 units that were retailed during the year being some 7236 fewer than 1979, and 40% less than the annual sales that had been achieved just a few years earlier. Sales remained at the same depressed level of around 20,500-21,000 units in 1981.

Leyland was one of many manufacturers to suffer from the sales slump. Tractor production at its Bathgate plant in Scotland, which had consistently been at levels of between 10,700 and 18,700 units per year (including sales of skid units to JCB and others) throughout the 1970s, fell to an all-time low of just 5522 tractors in 1980.

The company's own records indicate that export shipments for the first six months of 1980 were 44% lower than the same period for 1979. Sales of new Leyland tractors in Ireland fell from 222 units in Jan-Jun 1979 to just 35 during the same period in 1980. There was a similar gloomy picture in many other markets.

There was a further fall in 1981, the first full year of Golden Harvest production, when just 3821 tractors were shipped from the Scottish factory. Of these, 1398 tractors were sold in the UK, while 2425 were exported.

It is not known if these figures for 1981 include any of the 600 or so Golden Harvest tractors that were shipped down from Bathgate to Marshall of Gainsborough. What is known is that 353 of these buffer stock Leyland tractors were sold by Marshall between March and October 1982.



The 1982 Royal Show was to be the last major UK event where 'new' Leyland tractors were displayed. New owner Marshall had yet to commence production at Gainsborough, so the tractors on its Royal Show stand were from the buffer stock of 600-700 complete units that came down from Bathgate.



602 HIGHWAY

Industrial/municipal versions of all eight Leyland Golden Harvest models were available. Each of these on-off highway tractors conformed to the Road Traffic Act & Construction & Use regulations, which meant they had dual braking systems, foot and hand throttles, a speedometer, rear view mirror and comprehensive lighting. This Leyland 602 highway model is equipped with a Grays GF30 loader.



502 HIGHWAY

Below: A bright yellow Leyland 502 highway model pulling a Leyland 302 equipped with grass tyres for groundcare work. Both of these machines appeared in the original brochure for the On-Off Highway range of Leyland Golden Harvest tractors.

Leyland's Truck & Bus division would wish to divest itself or, to put it crudely, get rid of the Leyland tractor range," recalls Tony. "After all, at the time, the new and vastly improved Golden Harvest tractors were less than 12 months old.

Leyland announced its plans at a huge internal conference held sometime in the late summer of

1981. Virtually all the sales, marketing and service personnel from Truck & Bus division heard the company's senior directors reveal some of their plans for the immediate and longer-term future of the division.

"As far as we in tractors were concerned it was confirmed that our division was to be disposed of and, yes, the purchaser would be Charles Nickerson, a Lincolnshire farmer and the owner of the Track Marshall company in Gainsborough," says Tony.

The sale of Leyland's tractor operation to Marshall was approved on 15 December 1981. A month later, on 15 January 1982, the Bathgate factory made its final tractor, reputedly a 704 model with the serial number of 253584. Almost as soon as it had begun, the short-lived era of the Leyland Golden Harvest range was over.



The Golden Harvest range

Model	302	502	602/604	702/704	802/804
Engine	Leyland	Perkins	Leyland	Leyland	Leyland
Cylinders	4	3	4	4	4 turbo
Horsepower	30hp	47	62	72	82
Cab	QD	QM	QM/Explorer	QM/Explorer	Explorer
Transmission	9F/3R	9F/3R	9F/3R	9F/3R	9F/3R

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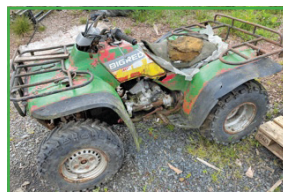
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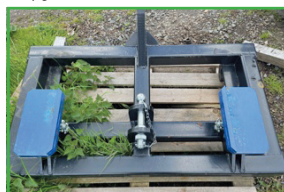
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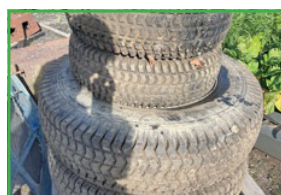
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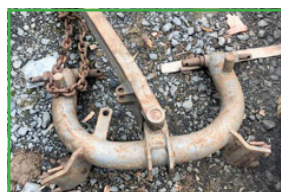
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PRECISION PIONEER

It is exactly 30 years since Massey Ferguson launched its GPS yield-mapping combine technology, triggering a new trend in high-tech farming. CLASSIC TRACTOR assistant editor Sandy Cox, who was involved in publicising MF's new precision farming technology at the time, looks back to the introduction of information technology to the harvest field.

IT CAN BE RATHER EXCITING to be involved in the introduction of completely new farming technology, something that happens quite rarely, despite all the advances we see in machinery and equipment.

For one generation, it was tractors replacing horses and steam power, then came combine harvesters to take over the work previously done by binders and threshing machines. Another innovation was the introduction of Ferguson System hydraulics. The widespread adoption of silage making instead of relying on hay for winter forage was another turning point.

In August 1991, agricultural journalists, including myself, were invited to northern England by Massey Ferguson to see the dawn of a new era of farm mechanisation. This one differed fundamentally from most that had gone before because it wasn't simply a piece of equipment that the farmer could take out into the field and immediately see the results – it was a data-based, rather than mechanical, innovation.

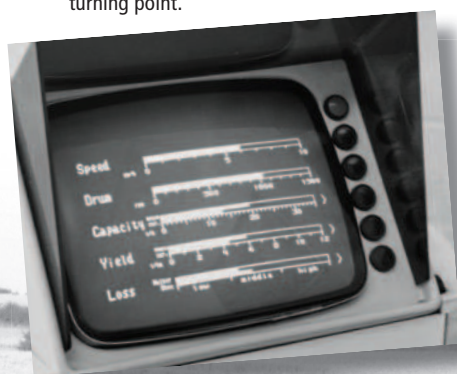
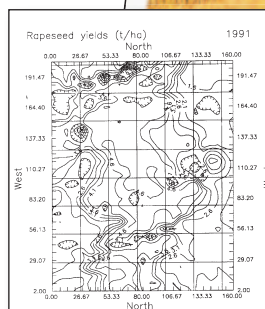
I know that many CLASSIC TRACTOR readers are not fans of electronics in farm equipment, but I hope you'll bear with me. After all, most of us are users of sophisticated electronic information-technology systems, with the smartphone that we carry with us everywhere. It's an everyday item now, equipped with satellite-linked GPS, just as Massey Ferguson's new combine yield mapping system was when announced in 1991. The difference is that our

GPS smartphones are lightweight, hand-held items smaller than the size of a postcard, while the GPS system used in the MF combines 30 years ago was the size of a suitcase.

It seems strange that yield mapping and precision farming are now classic, or at least modern classic, technologies, indicating how quickly things move forward. But while the MF press release with the heading 'Cereal yield mapping by satellite' was dated 29 August 1991, the idea was formed some years earlier.

Yield monitoring

MF had introduced continuous yield monitoring by combine when it launched its MF 38 for the 1988 harvest. The MF 38 was billed as the largest conventional combine ever manufactured in Europe or North America and it was certainly seemed a leviathan



Above: In the cab of the MF 38 was the Datavision performance monitoring system with a 'TV' screen replacing dials and warning lights. The 9in monitor displayed a number of functions, including crop yield measured by the combine's yield meter.



This 1987 photograph shows one of the two evaluation MF 38 combines working in the 1987 UK harvest prior to launch. The MF 38 was claimed to be the biggest conventional combine ever manufactured in Europe or North America.

Left and inset: In September 1991, MF announced its GPS-equipped yield mapping combine, with the cover photo of the firm's *Modern Farming* magazine taken in an oilseed rape crop on Malcolm Forbes' farm in Co. Durham. The yield map of that field, inset, shows yield variation from 1.5-4.6t/ha.

Right: In 1988, Yokefleet Farm's Limited was one of the first to purchase an MF 38 combine with a yield meter. It is pictured here working in Humberside during the 1990 harvest.



back then, weighing in at 12.5t, with a 220hp engine, 7700-litre grain tank and 20ft-wide cutting table. Today, it is dwarfed by many modern machines, including MF's flagship Ideal 9 with its 647hp power punch, 17,100-litre grain tank and 40ft header table.

Apart from being one of the biggest combines of its era, the thing that was novel about the MF 38 was the 9in monitor screen in the cab, which replaced the plethora of warning lights and monitoring dials with what was billed as "the world's most advanced harvest performance monitoring system." It was called Datavision.

Back then, a monitor screen built into a piece of farm machinery was something entirely new, and linked to the optional yield meter it could display crop yield live as it was being harvested, and provide a printout for the weight and area harvested. Previously, the only way of obtaining an accurate figure for the harvest was to run every trailer over a weighbridge.

"While the combine is harvesting, the operator can check on the yield being obtained in any part of the field," said MF. "From this information, a clear picture can be built up of the 'good' and 'bad' areas of the farm's fields. Subsequent cultivation, planting, fertilising and spraying programmes can then be planned accordingly to achieve the most cost-effective output possible from each field as a whole."

Of course, it wasn't quite that simple. To achieve that you would have to be busy with notebook and pencil as you were operating the combine, noting down yield figures and where they occurred in the field. But it was a precursor of what was to come.

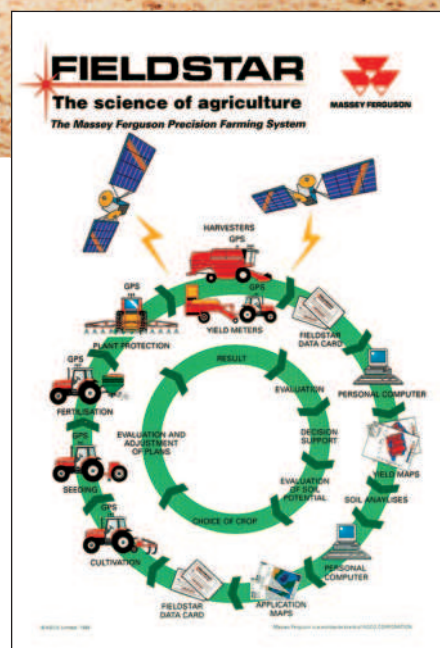
Yokefleet Farms Ltd, which had a 1000-acre

Right: This MF 3060, equipped with GPS, is pictured operating at Shuttleworth Farms with Silsoe Research Institute's prototype patch sprayer. The crop was the first commercial one in the UK sown with variable seed rate and receiving variable fertiliser and spray rates applied automatically according to application maps.

Right: In 1996, MF announced its Fieldstar precision farming system, linking-up yield mapping with GPS-controlled variable seed, fertiliser and spray applications.

arable holding on silt land to the north of the River Ouse in what was then Humberside, was one of the first buyers of an MF 38 combine with a yield meter. Farm manager John Fenton put the information gathered during the 1988 harvest to good use, comparing yields between varieties. He intended to use it further the following season to compare differences in fertiliser applications, use of growth regulators and seed rates.

By 1990, the yield information gathered by the combine had been used to make considerable changes, including reducing the number of varieties of wheat grown, changing fertiliser application methods, introducing a trace element spray, reducing nitrogen application rates, adopting different cultivation methods and dropping the use of ear-wash fungicides. John was probably also the first commercial farmer to produce a yield map using a system that involved pressing a button at regular intervals to record yields as he went up and down a field.



Arrival of GPS

In 1991, he was one of two UK farmers – the other was Malcolm Forbes in Co. Durham – who were the first to evaluate yield mapping using GPS-equipped MF 38 combines. Back then, GPS wasn't a commonly-used term – it was regarded as satellite navigation. The evaluation combines looked like any others, apart



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from a stubby white aerial sticking up from the engine bay. Lifting one of the combine's side panels revealed an electronic black box with numerous connecting wires. The Shipmate GPS decal on it showed its maritime satellite navigation origin.

The GPS linked into the Datavision system and to a second black box which allowed the yield and position information to be recorded on a credit-card-sized memory card for transfer to the farm office PC. That was the theory at the time of the launch, and Newcastle University researchers were still working with MF and Dronningborg, which built the combine, to fine tune PC software to produce yield maps.

It has to be remembered that in 1991 there was no such thing as 'plug and play'. Microsoft Windows, although introduced in 1985, had not yet taken off. Installing software on a computer involved transferring the program from a bundle of floppy discs, and then putting the yield map data into the programme required another memory card reader plugged into the PC.

To get started with yield mapping, farmers needed to be keen on technology, and there were enough of those people around to purchase the handful of yield mapping combines available for 1992. Numbers gradually increased each year and by 1994 there were 30 yield mapping combines operating in the UK harvest.

At that time, I was editor of Massey Ferguson's UK customer magazine, *Modern Farming*, and in the second half of the 1990s I was also editor of its *Cutting Edge* publication for combine users. As a result, I had the opportunity to visit many of the innovative farmers who were the pioneers of precision farming, and I also had access to MF specialists.

Yield mapping

The yield mapping idea was fairly straightforward. A yield map could be produced by simultaneously recording the yield meter reading and combine position every few seconds as the field was harvested. MF's yield meter was certainly accurate to within one per cent although GPS accuracy was restricted at that time by the US military to around 5m, compared to today's 2cm accuracy.

However, it was good enough to give an idea of how crop yield varied within a field, providing an opportunity to take remedial measures or reduce inputs where they were not producing results.

Back in 1991, there were concerns about grain mountains and MF was keen to stress that the aim of yield mapping wasn't necessarily to increase yields. I wrote then that "its purpose is to enable farmers to reduce their applications of fertilisers and agrochemicals by using more appropriate

Inset: The Datavision II terminal had an integrated memory card slot for downloading yield map data from the combine and uploading application maps for seed, fertilisers and sprays. The latest version of Datavision uses much smaller SD cards or telemetry to transfer data.



Gloucestershire cereals grower Peter Lippiat's first yield-mapping harvest in 1993 confirmed what he had long suspected, that round-and-round field operations were reducing yields in the areas of the fields where all machinery operations turned. He used set-aside to re-establish headlands so that up-and-down working machinery did not turn on cropped areas.



Impact assessment

TODAY, 30 YEARS AFTER MF's pioneering steps, the vast majority of larger combines sold in the UK are equipped with GPS for guidance and yield mapping, although Mark Moore, now an ACGO agricultural development manager, says it is difficult to assess how much use is made of the yield information to make a positive impact.

"There is now general acceptance that the technology has value and the challenge remains to use the data to make decisions on the farm for making money and sustainability," he says. "However, today there is help available to farmers that didn't exist 30 years ago. Agronomic support companies are using the data gathered by the farmer for decisions on crop inputs.

"In 1991, yield mapping was probably before its time," he continues. "There was nothing wrong with the technology, but there was a lack of knowledge of what to do with the data. However, with the agronomic assistance available now and the need for traceability in the farming and food supply chain, precision farming will play a continually developing role."

This 1996 MF publicity photograph was taken to demonstrate the portability of the Datavision II terminal, which could be swapped from the combine to an MF 6100 or 8100 Series tractor. Users also fitted them to ATVs to use the GPS for soil sampling.



Early adopters

STUART SCARFF



Suffolk cereals seed grower Stuart Scarff, pictured in 1995, was an early adopter of yield mapping. He went on to use MF Fieldstar equipment mounted on ATVs to provide potato cyst nematode mapping services throughout East Anglia.

JOHN POTTER

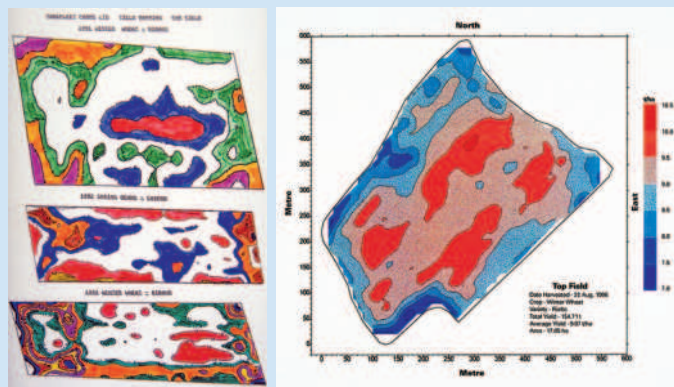


John Potter, combine and sprayer operator for Rotherfield Park Estate in Hampshire, kept a file of field maps in the cab of the Estate's MF 40RS to record crop and weed information.

JOHN FENTON



Yorkfleet Farm's manager John Fenton at the wheel of the company's MF 38 combine in 1990. He used the yield meter information to improve efficiency and profitability.



Left: Early yield maps, like the trio from Yokefleet Farms, were often coloured in by hand for easier interpretation. MF's later yield mapping system, inset, produced coloured maps of the yield variations.

rates and placing the inputs only where they are required, the need for which is being driven by both environmental and economic considerations."

The first yield maps were simple black contour lines on a grid square and the first colour ones were hand coloured. Thirty years ago, office colour printers were prohibitively expensive.

The aim was to use the yield data to produce application maps to use variable seed, fertiliser and spray applications across the field, but the technology to do so wasn't actually available.

Despite this, growers like John Fenton, Philip Chamberlain in Oxfordshire, Stuart Scarff in Suffolk and Douglas Niven in the Scottish Borders were not perturbed. They were soon putting the data to uses such as moving set-aside onto the lower-yielding areas of their farms, identifying areas of soil compaction or poor drainage, or adjusting lime applications to correct pH.

By 1994, parts of the precision farming system were starting to get linked up. For the first time, automatically controlled variable rate fertiliser applications were being made at Shuttleworth Farms in Bedfordshire, using a GPS-equipped MF 3120 tractor. The crop had been drilled the previous autumn, again using GPS, and varying the seed rate on the move. Herbicide was applied using Silsoe Research Institute's prototype patch sprayer to apply the different herbicides and application rates required in different areas of the field.

At the time, MF's product development manager for precision farming systems, Mark Moore, said: "We've

come a long way in four years and that's because we've brought together a range of people who have contributed to making precision farming a reality."

A problem for early adopters was that MF didn't manufacture variable rate application seed drills, fertiliser spreaders or sprayers, but eventually manufacturers agreed to a common standard so that their different systems could talk to each other. Then, in 1996, five years after yield mapping was introduced, MF announced its Fieldstar precision farming system. This included the new combine Datavision II terminal, replacing the big 'TV screen' monitor of MF's early Datavision combines with a slim, touch-screen unit with a data card slot incorporated for recording the yield and position information. There was Windows compatible software for producing yield maps, gross margin maps and application maps to control sprayers, spreaders and seed drills. A major step forward was that the Datavision II terminal could be easily removed from the combine and used in the cab of an MF 6100 or 8100 Series tractor to control sprayers and spreaders capable of automatic variation of application rates. The Amazone ZA-M Max fertiliser spreader was one of the first to use the common standard. The terminal could also be used on an ATV when soil sampling.

By the late 1990s, other manufacturers had followed MF's lead, introducing their own yield mapping systems. Precision farming specialists were springing up to offer a wide range of agronomy services too.



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HIGH LEVEL COMPETITION

Top ploughmen and women from England, Scotland and Wales gathered for the first time in two years to compete in the 70th British National Ploughing Championships, held in picturesque surroundings at Mindrum Mill in Northumberland on 9-10 October. It was, as Sandy Cox reports, a great place to see classic and modern classic machines being used to complete a very high standard of work.



CONVENTIONAL CHAMPION

Ashley Boyles, who was pipped at the post at the 2019 British Championship, triumphed at Mindrum with his MF 4215 and Kverneland plough to win the British Conventional title, as well as being crowned Supreme Champion of Great Britain.



REVERSIBLE CHAMPION

After being placed fourth in the One-Way Ploughing class on the first day of competition, Scotland's Brian Baxter went on to win the plough-off on the second day to become British National Reversible Champion.

AFTER A FIRST DAY of dull and cloudy weather with some rain, competitors in the 70th British National Ploughing Championships were greeted with bright sunshine at the start of the second day of competitions. Although the ground at D. Harvey & Son's host farm at Mindrum Mill, Northumberland, might be described by some as 'boys' land', there were some hazards waiting to trap the unwary.

The 10 ploughmen who went forward to the plough-off for the Reversible World style title found themselves working downhill directly into the sun when making their opening split, making their sighting poles harder to see. In other areas, there were sizeable stones, and while some competitors only came across two or three at most on their plots, others collected quite a pile.

One ploughman in the Classic Reversible class, concentrating forwards on maintaining a straight line, failed to hear the scrape of metal on stone. He travelled half the length of his plot with a rock wedged between his plough's rear furrow disc and the body, a mistake that undoubtedly resulted in points deducted.

Ashley Boyles from Lincolnshire, who as the leading Englishman in the Conventional

class at the 2019 British National Ploughing Championships would have represented England at the 2021 World Championships had they taken place, secured his ticket to Russia in 2022 by winning his fifth British National Conventional Champion title, along with the title of Supreme Champion of Great Britain. Competing with his Massey Ferguson 4215 and Kverneland plough, he had been placed eighth on the first day, but recovered in Sunday's plough off to tie on points with Stuart Vickers from Cheshire (Ford 5030 and Kverneland plough), who took second place. Welsh champion Evan Watkin from Powys came third using his Case-IH 885 and Kverneland plough. The top three in the plough-off had all been in the lower half of the previous day's top ten scores.

In the Reversible World Style class it was all change at the top with none of the top three from the 2019 contest faring as well this time around. Scotland's Brian Baxter from Forfar, who took fourth place on the first day with his MF 6120 and Kverneland plough outfit, overtook Tyne & Wear's Peter Alderslade in the plough-off to claim the British National title. Peter had led the first day with his Valtra A95 and Kverneland plough, and his second place in the plough-off means he will represent England at next year's World Ploughing Championships. Third-placed Alan Critchlow from Derbyshire will be England's representative at the





Despite having to contend with numerous stones on his plot, John Tait from East Lothian managed to achieve a creditable third place in the Classic Reversible class with his Ford 4600 and Ransomes TS91 two-furrow plough.



Neil Ramsay's impeccable IH 674 was one of the best presented competitor's tractors. Equipped with a Ransomes TS81, he used it to win the Classic Reversible class, just beating last year's winner, Graham Sutton, who tied with him on points.



William Tupper's butts work with his 1993 John Deere 6200 and Kverneland plough looked neat, but it didn't manage to get him into the top three in the Reversible plough-off.



Bill Tonkin's four-wheel drive Ford 4600 is unusual in having a centre-drive Kramer front axle. The Devon ploughman was competing in the plough-off in the Conventional class.



The oldest tractor in the Reversible World Style plough-off was Jonathan Hopkins' MF 699. The C-registration four-wheel drive MF 699 showed evidence of repairs to the cab door rust problems that plagued this series.



The Tonkin family from Cheriton Fitzpaine, Devon, was well represented in the conventional plough-off. Donald Tonkin is pictured here working with his IH 685 while his father, Bill, was competing against him in the same class just two plots away.

Below: This was the view at Mindrum Mill looking across the Classic Reversible class plots towards the Vintage Trailing, Hydraulic and Classic classes.



Results

Position	Competitor	Points
Reversible Final Plough-Off		
1st	Brian Baxter, Forfar, Angus	310
2nd	Peter Alderslade, East Bolden, Tyne & Wear	302
3rd	Alan Critchlow, Scropton, Derbyshire	277
Conventional Final Plough-Off		
1st	Ashley Boyles, Market Rasen, Lincolnshire	258
2nd	Stuart Vickers, Sarn, Malpas, Cheshire	258
3rd	Evan Watkin, Newtown, Powys	246
Vintage Trailing Final Plough-Off		
1st	John Crowder, Sturton by Stow, Lincolnshire	251
2nd	John Milnes, Sheffield, South Yorkshire	241
3rd	Trevor Johnstone, Wigton, Cumbria	231
Vintage Hydraulic Final Plough-Off		
1st	Charlie Nicklin, Congleton, Cheshire	258
2nd	Richard Ingram, Atherstone, Warwickshire	255
3rd	John Sivewright, Blairgowrie, Perthshire	238
Vintage Classic Final Plough-Off		
1st	David Thomlinson, Escrick, North Yorkshire	248
2nd	Mac Simpson, Garstang, Preston, Lancashire	244
3rd	David Hankey, Wrexham, Flintshire	236
Classic Reversible Ploughing		
1st	Neil Ramsay, Earlston, Berwickshire	246
2nd	Graham Sutton, Nuneaton, Warwickshire	246
3rd	John Tait, Gullane, East Lothian	244

2022 European Reversible Ploughing Championship, together with Shropshire's Clive Roberts who was the next highest placed competitor from England.

Five of the 15 competitors in the Classic Reversible class were from just over the border in Scotland, and it was Neil Ramsay from Berwickshire who secured victory with his very smart IH 674 and Ransomes TS81. It was the second time this class for pre-1976 semi-digger reversible ploughs had been held at the British Championship and the previous winner, Graham Sutton from Warwickshire, took second place this time, using his MF 65 and Ransomes TS82. Third place went to John Tait of East Lothian with his Ford 4600 and Ransomes TS81.

The National Vintage Ploughing Championship's Classic class was again dominated by Yorkshire's David Thomlinson on both days with his Ford 3000 and Ransomes TS86. Second and third placed Mac Simpson from Lancashire and David Hankey from Wrexham also used TS86 ploughs hitched to David Brown 880 and 780 tractors respectively. The Vintage Hydraulic class winner was Charles Nicklin from Cheshire, while John Crowder headed the Vintage Trailing class plough-off.



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END RESULT OF PROJECT

One glance at this 1989 Ford 7610 Force II tells you a lot about its owner and his approach to machinery maintenance. Clearly, this very smart-looking classic belongs to someone who takes great care of their farm equipment. That person is Bob Skipp, a farmer and contractor from Avenbury, near Bromyard, in Herefordshire.

New Hollands provide all the frontline power in Bob's sizable contracting business, which specialises in silage making, cereal harvesting, spraying and general arable work. There's enough work to occupy a quartet of modern classic New Holland TM Series models, four newer T7 Series machines and a New Holland CX8070 combine. He can also call on a Ford 8100, this 7610, a 7600 and a County 1174 for jobs that don't require as much power or technology.

Bob's Ford 7610, registration number F357 KCJ, has always been a local Herefordshire tractor. It was supplied new by the then local Ford dealer Harris of Hereford to J. H. Parker & Sons of Stoke Lacy, near Bromyard, in 1989. F357 KCJ got on fine when carrying out arable work, which was its initial task, but it wasn't so well-suited to working among fruit trees, which frequently became caught in the Super Q cab's roof-mounted work lights. The broken lights have since been replaced by Bob Skipp.

Eventually, after many years of service, J. H. Parker & Sons' Ford 7610 developed a porous engine and a rear linkage fault. A local agricultural engineer inspected the Ford, but came to the conclusion that the cost of the repairs was going to exceed the tractor's

value. At this point Mr Parker decided to replace the 7610 with a New Holland T6030.

The ailing Ford was then bought by Bob Skipp as a refurbishment project for his son Edward. The porous problem was cured by the fitment of a new Vapormatic short motor, sourced from Carpenter & Goodwin of Leominster for £1800. This firm and the local depot of T. H. White were useful sources of spare parts, notes Bob. The clutch was replaced, the cylinder head was skimmed and the valves were replaced. The fuel injection pump was sent away to be serviced and the radiator was reconditioned. A new power steering pump was also fitted. Judging by the non-original black colour of the front grille and headlights, these parts have also been replaced at some point.

Although Bob and his family have access to a fleet of modern blue tractors, older classics, such as their Ford 7610, still have a role to play undertaking smaller jobs that require less power. Because there's less on these machines to go wrong, they are also cheaper and easier to maintain than their modern replacements.

Bob uses his four-wheel drive Ford 7610 for grassland tasks such as chain harrowing and rolling on his own farm, as well as some Rotavating. His son Edward is now taking an interest in tractor work and is enthusiastic about refurbishing and using the family's classics. He's a lucky young man, as following its recent overhaul, this is a particularly good-looking example of this popular Ford pocket rocket.



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Above: As this Ford 7610 is a working classic, only a few areas, those that were rusty, were repainted during its overhaul.

Below: Edward Skipp using his family's overhauled 1989 Ford 7610 Force II to roll grassland at Bromyard in Herefordshire.



COUNTY IN FORESTRY

Phil Harris is the owner of what he believes is the only County 1164 fitted with a Browns GB900 loader. The unusual tractor loader combination was purchased by Phil and his father, forestry contractors from Salisbury in Wiltshire, a couple of years ago. However, it was already well-known to them as it previously belonged to another forestryman who has worked with Mr Harris Senior for the past 30 years.

"My Dad's colleague drove the County from 1987 up until two years ago, by which time it was in need of some TLC," says Phil. "Carrying out that TLC ended up taking me longer than expected, about 4-5 months. Initially, I was just going to do the core plugs behind the flywheel, but when I took the sump off to clean it, I found shards of metal from the skirt of number 6 piston laying in the bottom.

"I decided to bite the bullet and got the engine reconditioned by Timik Engineering at Southampton," he continues. "They fitted new pistons, rods, camshaft and valves, and polished the crank, and I had the fuel injection pump and injectors reconditioned by a specialist. Whilst the engine was out, I did various repairs and mods, got the flywheel skimmed, fitted a new clutch, and upgraded the release bearing hose to a proper long term solution."

In addition to the engine work, Phil replaced the gearbox shift rods, seals and bearings, and rebuilt the front axle using new hub pin blocks that he machined-up and welded on. The centre pin was machined out and a new one was fitted.

The County's Hara cab was not in particularly good shape, as to be expected after decades of working among trees. "I completely rebuilt the cab," explains Phil. "I cut out the rust and re-made many of the panels, including the footplates, using my own CNC plasma table.

"This Christmas, the 10t Boughton winch and jib will be temporarily removed so I can gain access to the trumpets, which need to come off to allow me to service the brakes."

One of the most unusual features of this forestry machine, its Browns GB900 front loader, was fitted by A. T. Osborne of Hampshire in the 1990s. Several years later, the loader was strengthened by a company from South Wales, who also fitted the 10t Boughton and jib. A few years ago, Phil purchased another GB900 loader that he found online. This second loader, again suitably strengthened, this time by Phil using steel plate cut in his



The Hardaker family's impressive 2005 Valtra T120 has done 23,500 hours.

Hard working Valtra

James Hardaker believes his 05-plate Valtra T120 deserves some well-earned praise in 'Farm Favourites' for the outstanding service it has given him and his family over the past 13-14 years.

The Finnish-built mid-ranger was 2-3 years old and had only done 2000 hours when the Hardakers, who farm at Pulverbatch, near Shrewsbury, in Shropshire, bought it from their local Valtra dealer, Edwards & Farmer. It has certainly earned its keep, clocking up a further 21,500 hours during its time with its current owners.

The hard working Valtra currently drives the 27cu. m. RS-Agri mixer wagon that the Hardakers use to feed their 500 milk cows, 80 dry cows and 200 youngstock.

It has hardly ever put a foot wrong, notes James. Repairs have been confined to the replacement of the clutch pack, a PTO clutch, a radiator and a recent fuel injection pump.

"Although it may look shabby, we try to maintain it as best as we can," he explains. "It has an oil change every 250 hours and a full service every 500, which we carry out ourselves."

workshop, has now replaced the original loader, which had gradually become twisted under the strain of the work.

"I'm currently in the middle of making a quick-hitch plate so I can fit some of our existing skid-steer attachments to the loader, such as a bucket, land rake, pallet forks, auger and log grab," notes Phil.

Following the competition of its recent overhaul, the loader-equipped County has been keeping itself very busy, often working for nine hours a day, five days a week. "The previous owner still drives it and he says it feels like new again," says Phil.

Right: As well as loading timber, this County also works as a skidder, moving trunks with its 10t Boughton winch and jib.

Below: Forestry contractor Phil Harris believes his County 1164 and Browns GB900 front loader may be a unique combination.





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.



1990 Massey Ferguson 362, 4wd, 3 gear sticks, 6,700 hrs.



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.



1986 Ford 7610, 2wd, Super Q cab, 8,500 hrs, very nice tractor.



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.

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Charlie McCrick farms 614 acres in partnership with his brother at Whitmuirhaugh near Kelso in the Scottish Borders. Wheat is one of the main crops and there is an 80-cow suckler herd. The business also carries out contracting work and share farms 700 acres with a neighbour.

Update on all the classics

Harvest has been completed. It was a straightforward job, with none of the flat stuff and some pleasing yields and prices. Now we turn around and start the whole process all over again.

Drilling is going well and at the time of writing (27 September) we are ahead of schedule. The land is seriously dry, so it has been a case of plough, cultivate, drill and then roll straight afterwards to conserve moisture. Now I've said that, we'll get a deluge!

I have a confession to make: a John Deere is working here at Whitmuirhaugh! I have been threatening to paint it blue overnight, but have so far resisted as it was chosen by the tractorman on the farm we share machinery with. If the operator is happy then he will do a good job, and fair play to him as the John Deere and Väderstad drill are performing well.

Our local MF, Fendt and Valtra dealerships have had a swap round. In my opinion, this is a complete nonsense, especially as all it will do is annoy and upset customers and dealer staff. And for what? Just because somebody in an

office thought it would be a good idea? Get stuffed! We shall be sticking with New Holland, which seems relatively stable at the moment.

The Roadless 95 and its four-furrow Ransomes are handy for smaller areas where the six-furrow is a bit big.

Our latest purchases, a New Holland T6.155 and trailed Landquip sprayer, are going really well. The increase in output going from 20m booms to 28m is amazing, but I miss my old Sprayranger's full airbag suspension, hence now travelling at 10kph, instead of 12-16kph. I am slowly mastering the technological wizardry, with great help from David at Landquip.

As this magazine is called 'Classic Tractor', I thought I would update you on our older machines. Our classics are no longer part of the frontline working fleet, but they do perform occasional tasks, when required.

My Roadless 115 turns a bonny furrow with a six-furrow Ransomes, and makes me smile as I do my bit to pollute the atmosphere. The Roadless

95 and its four-furrow Ransomes are handy for smaller areas where the six-furrow is a bit big. As for the Roadless Power Major and its Cooke winch, just call me when you are stuck! I've never been beaten yet! The six-cylinder Super Major is good for haulage and rallies, while the Super Major drives a log splitter and saw bench.

Our MF 135 beds the cattle during the winter, while my Willys Jeep will back on the road soon. That just leaves the Ferguson TE-20 with its Perkins P3 and Ransomes Robin with RLSD boards. This was the tractor that started the 'disease' in 1982, but because my legs are now buggered, I won't be using it for match ploughing again.

The farm is also home to my mate Colin Wilson's tractors. These consist of a show-stopping Roadless 78 and four-furrow Ransomes combination; an MF 698T that's a great match for a Ransomes TSR300P, as well as doing some raking and tending; an MF 575 that keeps the place tidy with a topper, does some match ploughing, and drills our smallest field with a 3m MF 3m drill; and an MF 135 on big tyres that harrows the aforementioned wee field. What fun we can thankfully still have with these classics!



Pete Smith is an independent lime-spreading contractor from Kenilworth, Warwickshire. Married with three young children, Pete used to work for his family's farming and contracting business, but now operates on his own account within a 25-mile radius of home.

Spreader off to good start

Mother Nature is a miserable old witch at times. I'm sure she just doesn't understand the lime spreading business. We need to get a good go at the job from mid-July, fly through August

with no hold-ups, have a bit of breathing space, ideally with some showering on the August Bank Holiday to put all the oilseed rape growers in a good mood, and then glide through September and October with ease. Surely that's not too much to ask?

We didn't get any proper rain in August, but we did get drizzle, fog and light showers, which turned harvest into a real stop-start affair, with lots of faffing around. As a result, our spread tonnage is down and we are now having to cram our work into shorter, late-season days. It leaves me worrying if we've done enough to get through the winter.

Add to that the national haulage chaos and a shortage of ex-quarry lime, and it all adds up to a stressful experience for a lime spreading contractor. I have at least been very lucky with my hauliers, R. Adams &

Sons and C. & W. Knights, who move just about everything for me and provide a very good service. I'm sure they could be earning more on the monumental waste of cash that is HS2, so I'm grateful for their good service and ever-helpful drivers.

The Zetros is certainly much better than the unreliable and expensive lump that was the Claas Xerion.

Looking over the multiple fence lines at HS2, I would most likely be far better off working on their side of the fence. The rows of gleaming kit seem to move at a snail's pace, while banksmen clad in top-to-toe fluorescent, high-vis clothing wave tiny dumpers under the buckets of large diggers. It all looks very power hungry and inefficient to me. If a farming business was so over-powered it would soon go bust. I suppose it's easy when you're spending somebody else's money – ours!

Talking of machinery, I am so far very pleased with my choice of new spreader.

My recently-acquired Mercedes Zetros is going well and has had no problems to date. It has power to spare, rides well, travels well on cultivated ground and is a dream on the road. It still needs a couple of tweaks to get it just right, but I very much like what I've seen so far.

The Zetros is certainly much better than the unreliable and expensive lump that was the Claas Xerion. The best thing about that machine was the fact that the service teams at Claas Western's Evesham and Cirencester depots were faultless and extremely helpful. During the countless times they were called out, I don't think they let me down once, so thank you for that great service. We live and learn.

I've already got plenty of workshop jobs lined up for this winter, unless Mother Nature sends lots of frost our way, in which case I'll be out spreading. My John Deere 3350 has a couple of leaks that need sorting out, and it also requires a new water pump and some general TLC. This may yet be the year when I decide to repaint the wheels and fit a new cab cladding kit. That's the plan, but as with everything, it's subject to change.



Andrew Collier has been employed by New Holland dealer T. H. White since 1988. He is now the service manager of the firm's largest depot at Marlborough, covering Wiltshire and parts of the surrounding counties. Andrew owns a Ford TW-15 Force II.

Summer was challenging

Let's just say that it has been an interesting and particularly challenging summer for those of us serving the farming industry here at T. H. White Agriculture. Many outside

factors have had an impact on our daily working lives. Covid, Brexit, stuck cargo ships, a shortage of labour or just the modern way of life – all of these caused some form of disruption to us during the summer of 2021.

In agriculture, we don't have the luxury of saying, "Sorry we don't have anybody who can come out to you," or "We don't have that part to fix your combine or baler." All dealers and manufacturers have suffered from the worldwide supply chain issues caused by the Covid-19 pandemic, but despite this, those of us here at T. H. White and also New Holland did our very best not to let anybody down in our area.

There have been many changes in the dealer networks recently, affecting many different colours. In my previous 'Farm View' column I mentioned that we had taken over neighbouring New Holland dealer Murley

Agricultural Supplies in Warwick and Stourport-on-Severn, and welcomed them into our family- and staff-owned company. The changes don't look like stopping any time soon. In the southern part of Britain, recent changes among our competitors have really changed the dynamics of the area and resulted in some personnel changes. I'm pleased to say that my team at Marlborough has remained unchanged and at full strength, with the same old faces still here. I even broke out my own spanners a few times this harvest, to help out the team.

I just hope I can remember how to get the best from my Ford TW-15 and Dowdeswell DP55 six-furrow.

This year's harvest was totally different from 2020 and we actually had some straw to bale this time. The conditions were difficult to say the least, especially at the start of the season, and many customers were keen to try out the Macdon FD2 draper headers that we sell. New Holland's CR rotary combines, well-proven for us in all weather conditions and all

crops, once again performed well this season.

One of the machines we had to play with on demo was a New Holland 1290HD big baler. It is a real beast in the field and takes up all the road as well, as I discovered for myself when I drove our demo machine back to the depot using a New Holland T7.315HD.

Talking of the New Holland T7 HD Series, the latest T7 HD PLM Intelligence version made its UK public debut at the Tillage Live working demo, held this year in our area (Gloucestershire). Externally, the new models don't look that different, but there have been some big changes inside the cab. The feedback to these tractors and their new features has so far been very positive.

It is great to see agricultural shows and ploughing matches making a welcome return. Writing this column during the first weekend of October, I'm really looking forward to the forthcoming Avebury Ploughing Match. The event was postponed due to heavy rain in 2019 and then due to Covid-19 last year, so it's great to have it back. The hotly contested Trade class will be my biggest sporting event in 2021, so I just hope I can remember how to get the best from my Ford TW-15 and Dowdeswell DP55 six-furrow.



Andrew Hurst and his wife Jo farm 5500 acres in the hills of South Canterbury in New Zealand. They run 3000 ewes and 300 Angus/Hereford cows plus followers and grow 100 acres of winter brassicas. The Hursts operate a fleet of predominantly blue working tractors and Andrew also has a small collection of classics.

Faith in blues is justified

It is spring here in New Zealand, which means wind, rain, snow and some warm days. Every inch of the farm has an animal on it at present, so feed is very tight. It is looking like a slow spring.

I'm currently going round our breeding ewes picking up cast sheep that only have to roll slightly the wrong way for them to get stuck with a big load of lambs on board. I haven't done this job for two years due to my accident, so it's good to be back to normality!

I use a two-wheel motorbike for checking the sheep. Having written off my previous ride when I had my accident, I've just taken delivery of its replacement, a new 2021 Honda CRF250F. I'm very pleased with my new bike and particularly like its fuel injected engine, which is very quiet and provides a very smooth power delivery.

We are something of a Honda family: both of my boys have got a two-wheeler each, and we also use Honda 500 and 520 quad bikes for stock work, along with a Honda generator and a Honda on our spray

rig. How about that for brand loyalty?

Our faith in New Holland tractors was once again justified during the recent winter feeding season. We run a New Holland TM155 on a silage wagon, a TS115 with a loader and a T6070 with a two-bale feeder. This winter they moved 1000t of silage, 700 bales of baleage and 50 bales of hay, all without a single breakdown. Our silage feeder did need a new hydraulic motor in the middle of a Covid lockdown, but apart from that, everything else has been good.

We run a New Holland TM155 on a silage wagon, a TS115 with a loader and a T6070 with a two-bale feeder.

I was emptying our rubbish bins with the T6070 on Sunday when the gas strut mount broke off the tubular handle on the left-hand door. We have put 1700 hours on the T6070 since buying it new, and this was its first problem.

Our local engineer soon had the mount welded back on. The way I dismount the cab

since my accident has tested its strength, so I'm not surprised it gave way.

Our Volvo FH12 eight-wheeler is back on the road with a new certificate of fitness, after waiting for some paperwork for eight months (truck technicians are in short supply in this country). During lockdown, we went on a family trip with the Volvo, delivering a load of hay to help a friend in need of some feed. Everyone enjoyed getting away from the farm for a couple of hours, and it was nice to have a bit of normality among a world of Covid dramas.

At the start of our last lockdown, we had just started shearing the sheep. I was quite worried about finding four shearers and four shed hands, but full credit to our contractor and staff for a job well done. We are lucky that we can still get essential farming work done.

My Ford 7810 is still in the workshop awaiting its rebuilt engine. I'm currently looking for a panel beater to repair a small section of rust below the window in each door. This seems to be a Super-Q problem, but I can't complain as the cab is otherwise in a pretty good shape.

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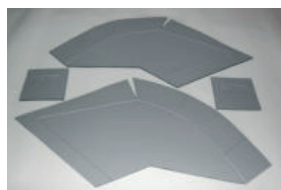
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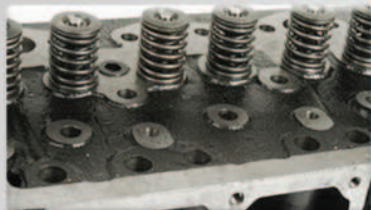
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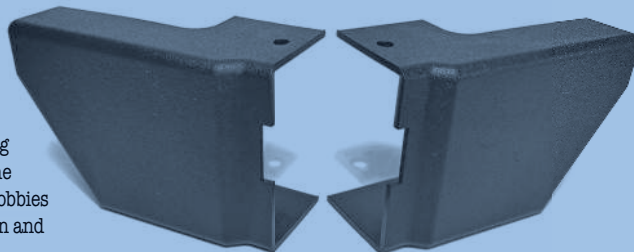
Our experts respond to readers' technical queries.

NEW PRODUCT

FORD CAB HANDLE COVERS

WHEN MARK PHELAN

wanted a new internal door handle cover for the Super-Q cab of his Ford 7610, he couldn't find any available anywhere, not even from the big suppliers of parts. So he took the opportunity to merge his two hobbies of classic tractors and 3D design and produced his own covers.



After posting a picture on social media, Mark found other people who wanted them, so he's now producing the door handle covers himself and offering them for sale.

Mark, based in Co. Meath, Ireland, is selling the plastic covers in pairs. They fit all Fords with Super-Q cabs from the 5610 up to the larger models such as the TW-35. The price is €80/pair plus shipping (Mark can post worldwide). They are also listed on eBay, although the price is higher to cover fees. For further information, e-mail: markphelan305@outlook.com



Listening for noises

Locating the source of the tapping noise from the engine or the hissing from the hydraulic system, never mind that knocking from the transmission, can be a difficult and time-consuming task. However, with a mechanic's stethoscope the task becomes much easier.

Simply move the probe around the suspect area and the precise source of the noise can be located. That engine misfire can be pinpointed to the exact faulty cylinder, that hydraulic system noise to the exact component, etc.

Mechanic's stethoscopes are reasonably priced and are an invaluable help in fault diagnosis. They are available from most tool stores. The stethoscope shown is available from Sealey (www.sealey.co.uk). It comes with plastic ear pieces and a 300mm probe with a sound amplifying chamber. It costs just £25.74 plus VAT and is model number AK871.

TIP OF THE MONTH



Excessive oil usage

Excessive oil consumption is generally a sign that a tractor engine is in need of a major engine overhaul, notes technical expert Alan Kellett, but when can engine oil consumption be considered excessive?

The first factor to take into account is the fuel:oil usage ratio. With a classic tractor engine in good condition, maximum oil consumption would be expected to be around 1 litre of oil to 200 litres of fuel over an 100-hour oil change period. This is a ratio of 0.5% oil to fuel usage. A major engine overhaul for perceived excess oil consumption is not recommended until the ratio rises to 1.25 litres oil to 200 litres fuel, or 0.63% over 100 hours.

After a major overhaul, i.e. rebore, replacement liners, etc, always use a reputable running-in oil for the run-in period specified by the engine manufacturer, and avoid extended idling and low-load operation when possible, to prevent glazed bore syndrome.

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New SS fire rings 1690 & 1694 turbos



Front grille section



Inner mudguard corner trims



Latch covers – 90 & 94 Series



Rear window catchers



Light pocket box for rear lights



Stabiliser bars – 1294 & 1494



Dash board - 94 Series



Mudguards – 90 Series



Heat shield – 94 Series



Gas strut covers – 94 Series



Grille mesh – 14/15/1690 & 94



Mudguards – DB 1212 securer



Nose guard – 14/15/1690 & 94



Headlight mounting kit – 94 Series



Fuel tank (RHS) 12/1394

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PRACTICAL Hydra-Shift Conversion



Above: Jeremy Fearn's Hydra-Shift kit allows the control lever to be relocated to a much more convenient position to the right of the seat. He has just installed this kit on local customer Andrew Bettney's Case IH 1594 Commemorative Edition, below right.

Right: Derbyshire-based engineer Jeremy Fearn specialises in the development and production of parts for David Brown 90 Series and Case/Case-IH 94 Series tractors.

Hydra-Shift kit installed

A kit to relocate the dashboard-mounted transmission lever on late-model David Brown 90 Series and all Case/Case-IH 94 Series Hydra-Shift models to a much more convenient position beside the operator's seat has been developed by Derbyshire-based engineer Jeremy Fearn. He guides David Laley through the installation procedure.

JEREMY FEARN has been manufacturing replacement parts for David Brown, Case and Case-IH 90 and 94 Series tractors since March 2019. One of his latest products, introduced in January this year, has been designed to make Hydra-Shift equipped late-model David Brown 90 Series and Case and Case-IH 94 Series tractors more user-friendly to operate.

The Hydra-Shift transmission provides four clutchless powershift changes in three forward and one reverse range. The transmission won several design awards and changed very little between 1971 and 1988. However, one area that could have been better, especially on 90 and 94 Series tractors,

was the location of the Hydra-Shift control lever. On these machines, it is sited on the right-hand side of the dashboard, and pushing the lever forward through each of the four shifts can be quite a stretch.

It was this inconvenience that prompted Jeremy to develop a kit that allows the Hydra-Shift lever on late-model 90 Series and all 94 Series tractors to be relocated to a position alongside the main quadrant gear lever, in front of the main control console, making it much easier to use.

Jeremy is quick to point out that his idea is nothing revolutionary or new. Many European dealers carried out Hydra-Shift control lever conversions on new 94 Series tractors using the existing lever and parts

About the maker



JEREMY FEARN MOTOR ENGINEERS LTD has an ever-growing portfolio of products for David Brown, Case and Case IH tractors, including grille guards, weight frames, trim corner plates, battery clamps, pick-up hitch covers and heater shields. Other notable products manufactured include exhaust manifolds, adjustable stabilisers and number plate mounting brackets. A range of original parts is also sourced from other manufacturers, including genuine Cobo and Hella lights and Sekura door seals, as well as top link hooks, window and door levers, and heater valves.

Jeremy is also well-known among classic tractor enthusiasts for his expertise at turbocharging and intercooling, and he offers turbocharging kits, including the manifold, exhaust elbow outlet and exhaust for 94 Series tractors.



available at the time. Jeremy's new kit differs as it uses custom-designed and manufactured components, including a completely new Hydra-Shift lever to replace the original.

"The kit is compatible with all 94 Series tractors fitted with the Hydra-Shift transmission and late-model 90 Series Hydra-Shift models equipped with the updated right-hand quadrant console," he says.

Jeremy gave us a demonstration on how to install the kit on a Case-IH 1594 Commemorative Edition owned by local customer Andrew Bettney.

For further information on Jeremy's Hydra-Shift lever relocation kit, which costs £275, contact 07899 908006 or e-mail: jeremy@jeremyfearn.co.uk



Parts of the conversion kit

1 Jeremy Fearn's Hydra-Shift relocation kit comprises the following items: a bespoke Hydra-Shift lever cover, a new Hydra-Shift lever and gear knob, the main lever mounting bracket, and the cable location bracket and cable clevis joint complete with their associated nuts, bolts and washers in place.



Removal of the gear lever

4 The last item to remove from the cab was the 1594's gear lever, sited in front of the console. It was then necessary to line-up the new mounting bracket on the console so a 22mm hole could be drilled in the cab floor next to the gear lever quadrant for routing the repositioned cable from below the cab.



Fit cable to mounting plate

7 The original horseshoe clip over the cable was screwed to the new secondary mounting plate using the two 5mm Allen screws. The cable was fed through the hole in the cab, which can be above or below the gearbox casing arm, and attached to the lower cable support bracket with two 6mm Allen screws.



Gaining access for the job

2 With Andrew Bettney's 1594 in Jeremy's workshop, the first task was to begin removing any ancillary items in order to fit the Hydra-Shift kit successfully. The first item to be removed was the right-hand cab steps, followed by the original Hydra-Shift lever on the right-hand side of the dashboard.



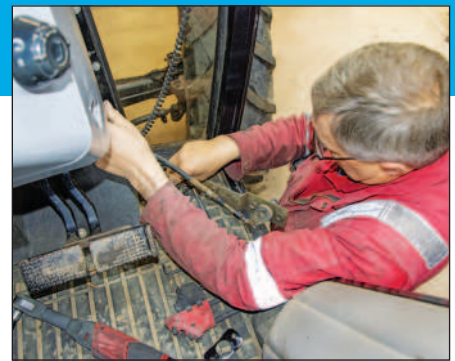
Raising the cab for access

5 The next task was to remove the right-hand cab mounting bolts at the front and rear of the tractor to allow the cab to be jacked up, disconnecting the pick-up hitch rods and the brake pipes where necessary. A Porta-Power jack was used for this task. The cab should be chocked securely before working below it.



Cab lowered back in place

8 Once the cable was attached securely below the right-hand side of the cab using the mounting plates provided in the kit, the chocks were removed and the cab was safely lowered down. The pick-up hitch rods and brake pipes could then be reconnected and repositioned before tightening up the cab's mounting bolts.



Time to disconnect cable

3 The next task was to disconnect the Hydra-Shift cable from behind the dashboard. It then needed to be fed back through into the cab so the linkage and brackets that mount to the dashboard could be removed to allow it to pass through a hole drilled in the cab floor. This is completed in the next step.



Disconnecting the bracket

6 Having created space by safely raising the cab, the outer cable support bracket could be disconnected from the clutch housing. This was accomplished by undoing the split pin for the Hydra-Shift lever and the fuel tank mounting bolt so the lower Hydra-Shift cable support bracket could then be slid in.



Measuring up for the holes

9 The forward-facing area of the console was masked off and the positions of the holes to be drilled for the Hydra-Shift lever mounting bracket were measured carefully. A correct set of measurements is provided with the kit to ensure the cable and Hydra-Shift lever run in sync together when fitted.



Drilling out bracket holes

10 With the measurements marked on the masking tape, pilot holes were drilled in the fascia of the console. A stepped cone-cut drill bit was used to enlarge the holes to the correct diameter in readiness for installing a pair of RivNuts to mount the main bracket, although a standard drill bit could be used.



How the RivNuts are fitted

11 The RivNuts were inserted in the holes in the console using a specialist RivNut tool, but this job can be done without one. A flat metal bar is used, with a hole in it to take a bolt with a RivNut screwed on. Use the bar to hold the RivNut in the correct position then use an airgun on the bolt to screw it in.



Cable and bracket fitment

12 The main lever mounting bracket and cable location bracket could now be slotted over the top of the cable that had been passed through the hole drilled alongside the main gear lever position. Next, the main lever bracket was bolted to the console and the clevis joint screwed to the top of the cable.



Hydra-Shift lever installed

13 Copper slip was applied to lubricate the inside of the pivoting point of the new Hydra-Shift lever in preparation for attaching it to the main lever mounting bracket. Then the Hydra-Shift cable could be attached to the forward mounting point of the Hydra-Shift lever using the just-fitted clevis joint.



Lever secured and tested

14 The main Hydra-Shift lever was secured in place with the retaining washer and bolt provided in the kit. With this task completed, the knob was placed on the top of the lever which was then pushed forward through each of the four Hydra-Shift gears to check the cable was aligned correctly and the shifts were smooth.



Preparing to fit the cover

15 With the main operational parts installed, any further adjustments can be made by altering the position of the clevis joint on the end of the cable, to ensure each of the four shifts are smooth. Then the new cover was test fitted in order to mark exactly where the holes for the screws need to be drilled.



Main gear lever is refitted

16 Any shards of metal and debris from installing the Hydra-Shift lever re-location kit were vacuumed from the cab. Then it was time to reinstall the tractor's gear lever before fitting the new Hydra-Shift cover. A spray grease lubricant was used around the mounting holes of the gear lever prior to refitting.



New cover finishes the job

17 With the main gear lever now reinstalled, the tools removed and all the debris cleaned up, the final remaining task before reversing out of the workshop was to fit the new Hydra-Shift cover. The cover comes with a stylish period-style plastic top with clear graphics showing the 1-4 gear shift pattern.



Finishing with a road test

18 By following these steps in order, Jeremy says that one person can complete the installation of his kit in approximately two-and-a-half hours. When completed, it's time to enjoy the comfort of using the repositioned lever out on the road without having to reach forward to change gear ever again.



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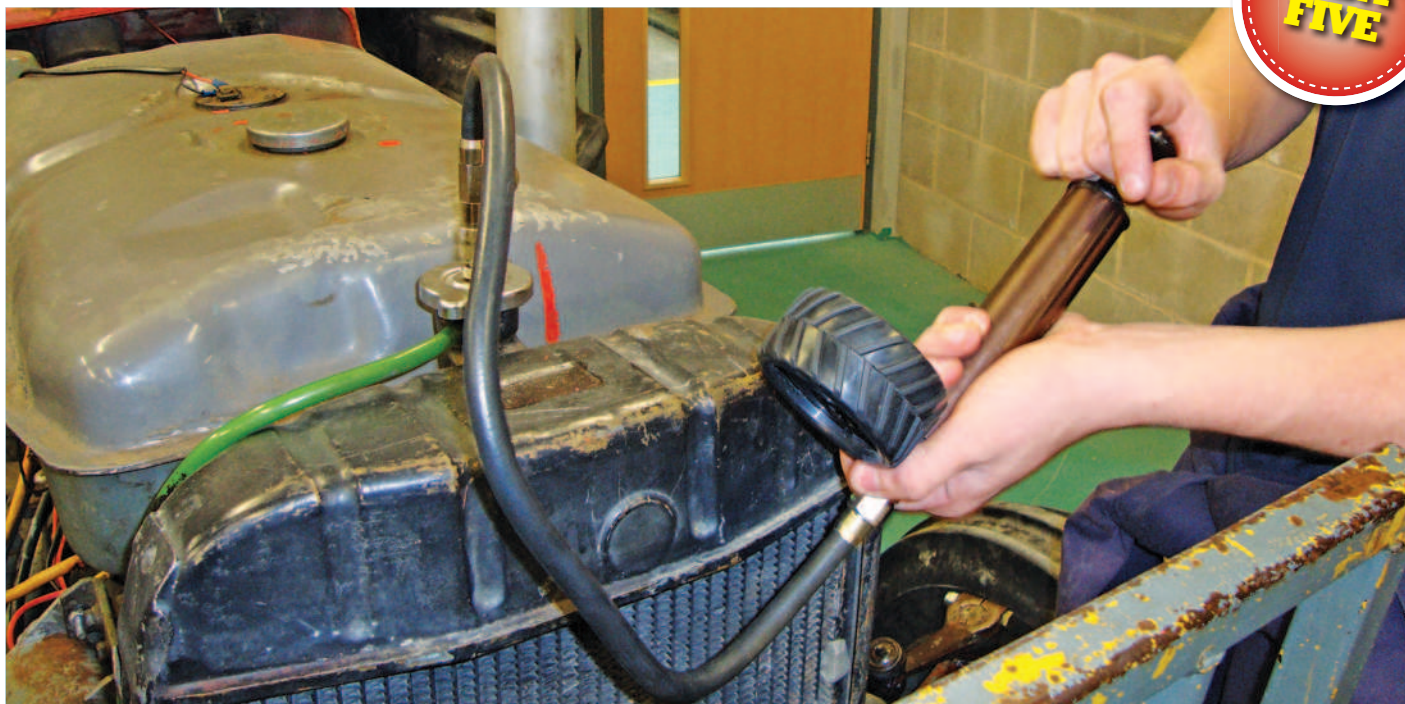
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Overheating investigated

The arrival of a Massey Ferguson 135 with an overheating problem in the workshop of agricultural engineer, Phil Allot, could not have been better timed for our series on tractor cooling systems. Technical expert Lance Butters firstly explains how the MF 135's overheating issue was diagnosed and overcome, then concludes his series with a look at how cooling systems have evolved in recent years.

IN THE PREVIOUS INSTALLMENT OF THIS series on tractor cooling systems, agricultural engineer Phil Allot and his apprentices demonstrated tractor cooling system test procedures. They were working on a Massey Ferguson 135 that had come into the workshop with a suspected overheating problem.

Normally, when a tractor engine overheats, the coolant boils and overflows from the radiator cap, in some cases rupturing the top hose. However, this is not always the case, as was illustrated by this particular MF 135, where the cause of the problem was traced to a broken thermostat which was preventing coolant circulating. Other causes might be a blockage or broken water pump.

Engine overheating without the radiator boiling over is noticeable by a reduction in engine power as the pistons tighten in the cylinder bore. Continuing to work the tractor may lead to eventual engine seizure as the oil temperature passes beyond its critical lubrication point. The cost of replacement parts for cooling system maintenance on classic tractors tends to be modest, and that's especially true of the MF 135.

MF 135 cooling system parts*

Radiator cap	£4.50	Water pump	£35.00
Radiator	£153.00	Water pump repair kit	£18.00
Thermostat	£5.00	Cylinder head gasket kit	£16.00
Radiator hose kit	£17.50	Fan belt	£5.00
Thermostat housing gasket	£2.50		

*Non-genuine parts. Costs, which exclude VAT, may vary between suppliers.

Overheating investigation gets underway



Cap is missing its washer

1 The investigation of the MF 135's overheating issue began by checking the coolant level. For starters, the filler cap sealing washer was missing; this would prevent the system pressurising, lowering the boiling point. Under load, the coolant would boil over, giving the impression that the engine was overheating.



Filler neck checks out fine

2 Further investigation was needed as the coolant had not been overflowing. The filler neck was in good clean condition and free from any oily deposits which would have indicated the cylinder head gasket had been leaking. During the suspected overheating, the top of the radiator had remained cold to touch.



Cooling system is drained

3 The next stage was to drain the system. On releasing the block tap, a sludgy, rusty-coloured liquid drained out. The coolant from the radiator looked clean, indicating a lack of circulation throughout the system. Something was preventing the coolant from flowing, possibly a blockage or a failed water pump.



Good news inside housing

6 The inside of the thermostat housing was free from any sediment or corrosion. This was a good sign as overheating can cause the cylinder head gasket to fail, which would result in a visible oily deposit. A failing cylinder head gasket will not show up in a pressure test until there is a significant leak.



Fitment of new thermostat

9 Fitting a new thermostat was straightforward. It is important to check the opening temperature corresponds with the original tractor manufacturer's specification. The opening temperature is stamped on the body of the thermostat; a genuine tractor manufacturer's replacement is not always necessary.



Cause of problem is found

4 On removing the thermostat housing, the cause of the problem immediately became apparent. The top bracket of the thermostat had come away from the unit's body. Although the thermostat would have been operating partly correctly, instead of the expansion pin opening the valve, it was deflecting the bracket.



Flushing out debris in tank

7 Having got this far, back-flushing the radiator was carried out to clear accumulated debris from the bottom tank. Using a hose pipe, water is forced through the bottom hose and out of the top hose connections, opposite to the normal direction of flow. At the same time the engine block got the same treatment.



Checking system for leaks

10 After putting the cooling system back together it was checked again for leaks. On older tractors, the hoses and joints may be deteriorating and a thorough flush-out may often reveal new leaks. The system was filled with water (no antifreeze at this stage) and the pressure tester was connected to the filler cap.



Old thermostat is removed

5 Using a pair of pliers, the thermostat was easily pulled free from the housing. The broken part had some sludgy deposit around the valve while the underside looked clean. The bracket could be brazed back into position, but as a new thermostat only costs around £5, it was not worth considering a repair.



Pressure washing the core

8 Older tractors accumulate dirt and debris at the base of the radiator core. Any oil or fuel leakages in this area make the problem worse, and are often the cause of overheating. Pressure washing, using a detergent additive, is the answer. Full pressure should not be used as this can distort the fragile core tubes.



Checking it under pressure

11 The cooling system operates at 7psi (0.5bar), so it was pressurised to 12psi (0.8bar) for 20 minutes, during which time the hoses were squeezed and pulled. No leaks were found. Cranking the engine with the stop out led to no rise in pressure. The water was drained and refilled with antifreeze solution.

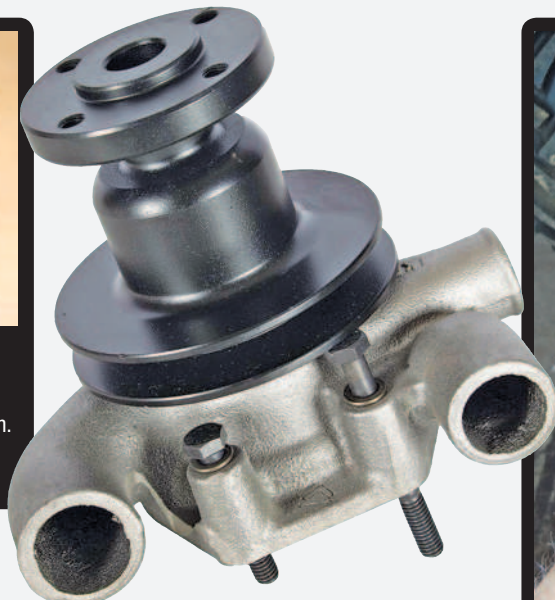
How to avoid overheating

To avoid overheating and other cooling system problems, it is advisable to check the cooling system and related components during routine servicing as a simple failure can result in an expensive repair and downtime. The following checks can be made.



Pressure cap condition

- The pressure valve seal should be intact.
- The return valve seal must be in good condition.
- The cap retaining system must lock cap in place.



Water pump

- Check for visible signs of coolant leakage.
- If possible, check for any wear in the bearings.
- If bearing wear is suspected, slacken the fan belt and spin the pump pulley by hand. It should rotate smoothly; any grittiness indicates bearing failure is imminent. Replace the bearing.



Pressure test

- If test equipment is available, pressure test the cooling system. While it may be annoying to find a fault, don't forget that rectifying a problem out of season is much easier and could prevent downtime at a critical busier time.

Fan belt

The fan belt often drives both the alternator and the water pump. Changing a drive belt can be a major job, especially on modern tractors with the hydraulic pump driven from the engine crankshaft. The fan belt needs to be in good condition because in addition to the water pump, the alternator and fan can consume several horsepower. Check the following:

- Correct tension; you should be able to twist the belt 90 degrees on longest run.
- The fan belt must be free from any cracks on the inside face.
- The fan belt must be free from any visible fraying.
- The base of a V-belt pulley should not be in contact with the fan belt.



Start and run-up engine to its operating temperature

- The cylinder head and block should heat up first.
- The bypass hose should become hot to touch.
- As the temperature reaches normal (90 degrees C) the top hose should become hot to touch.
- The top of the radiator should become hot next.
- The bottom tank should remain cool if the fan, pump and radiator core are functioning correctly.



Coolant and heater hoses

- Check for any signs of leakage.
- Examine hoses for visible surface cracking.
- Check all hose connections, but do not over tighten them.



Antifreeze concentration

- Check the operator's manual for recommended concentration and type.
- If information is unavailable, use a minimum of 30% and maximum 50% antifreeze concentration for older tractors.
- If the previous type of antifreeze is not known, don't just top up; thoroughly flush the system as different types can react.
- Change the coolant according to the manufacturer's recommended intervals.

Cooling system evolution

ENGINE COOLING SYSTEMS have undergone significant development over the years due to improvements in engine design and, in more recent years, exhaust emission controls.

The pressurised cooling system was a great step forward, reducing coolant quantity and allowing engines run hotter and more efficiently, but it did create a few problems.

After topping-up the cooling system, upon reaching the operating temperature the volume of coolant expands and overflows through purpose-built tubing onto the ground. Upon cooling, the coolant decreases in volume and sucks air back into the radiator. After the excess coolant has overflowed, the coolant finds its own level, but expansion and contraction occurs with every heating and cooling cycle.

The new air drawn in on each cycle results in oxygen being absorbed back into the coolant during circulation, creating air bubbles. The oxygen reacts with the iron compounds of the engine to form iron oxide (rust) leading to corrosion. This is the reason why older systems have rusty coolant. The flow of oxygenated coolant slowly causes metal to corrode, exacerbated by the direction of flow, and the corrosion causes the thin walls of wet cylinder liners to become porous.

To counteract this problem, cooling systems have been developed with an external expansion tank which always contains a minimum level of coolant and is linked to the radiator by the overflow tube. When the coolant heats up around the engine, it expands and overflows into the expansion tank, raising the level. Upon cooling, the coolant contracts, sucking the overflowed coolant back into the system. The coolant overspill is static and not circulating, so re-oxygenation between the surface of the overspill and atmospheric air will be virtually zero.



Above: The cooling pack on a modern John Deere 6R Series tractor, circa 2011. Modern cooling systems incorporate separate radiators/coolers for the engine, intercooler, hydraulic and transmission oil and air conditioning (condenser).



Overflow tube on filler cap

A Over the years, cooling systems have been developed to become more efficient. These more-modern cooling systems are maintained at 100% full. The overflow outlet tube from the filler cap neck goes to a secondary container, usually manufactured from a clear plastic compound, so that the level is visible.



Purpose of expansion tank

B As the coolant heats up and expands, it flows into the secondary expansion tank, which already contains coolant to the lower level mark. The level of coolant rises but should not overflow. Upon cooling, the coolant flows back into the radiator. The pressure cap may be on the radiator or the overflow container.



Different bottle has no cap

C On this tractor, the expansion tank is at the base of the radiator and the pressure cap is on the radiator.

As the coolant expands and overflows into the expansion bottle, it raises the fluid level, replacing some of the air in the container, which escapes through the top. Upon cooling, the process reverses.

Scientific facts

- When liquid water is cooled, it contracts until it reaches a temperature of approximately 4 degrees C. After that, it expands slightly until it reaches freezing point. When it freezes it expands by approximately 9%.
- When heated to boiling point, water expands by about 4%.
- In a tractor with a coolant capacity of 22 litres, around 0.9 litres will overflow into the expansion tank when the operating temperature is reached. This returns into the radiator upon cooling.

Combining modern electronics & cooling

- The cooling systems on newer tractors, soon to become modern classics, use electronic control modules to manage power and torque output in conjunction with exhaust emission control, so they are much more complicated than those on older machines. The cooling system has become a component in thermal engine management.
- Thermal management electronically controls and regulates the flow of coolant and other fluids around the engine, collecting temperature data from sources including the radiator, cylinder head, engine block, inlet manifold, exhaust manifold and engine oil. In addition, data from engine load and speed, and exhaust gas recirculation is added to the equation. This provides several benefits, including the ability to control the flow of coolant around the engine for an extended period, greatly reducing its warm-up time, increasing cooling capacity under heavy load, preventing over cooling during light load or engine over-run.
- Data collected by the sensors is fed into a data logger, which distributes it to the appropriate control module.
- Compared to older tractors, diagnosing and rectifying cooling system faults now requires additional technical skills. A fault can still occur due to a mechanical malfunction, but it can also be the result of an electronic component failing to send the correct message to a control unit or an electronic failure. Any serious problem is usually detected prior to failure and the operator is alerted by a fault code illuminated on the dashboard. Telemetry packages are available which link the tractor to the dealership, enabling a potential problem to be highlighted at dealership level before the operator on the seat is aware anything is wrong.
- The future restorer and collector will need fundamental knowledge of tractor design and operation, plus the additional skills of an electronics engineer!

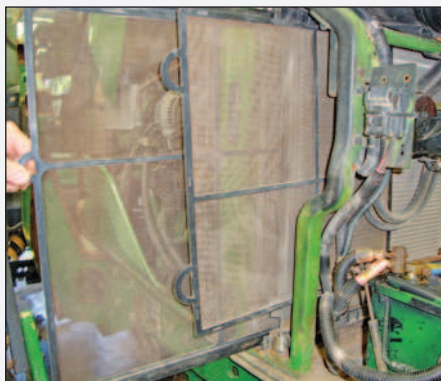
Focus on modern radiator fans

The fan is an important part of the cooling system. Because tractors are slow moving vehicles, all the cooling air has to be pulled through the radiator.

Modern classic tractors can have up to five cooling devices which require an air flow. Under heavy load, a lot of heat needs to be removed, while under light load, less heat needs removing, but without over-cooling. To achieve the desired level of cooling, tractors are often fitted with a viscous fan.

The viscous fan has a fluid coupling, comprising of two discs, between which there is liquid, usually silicone oil. One disc is driven by the engine and the other is connected to the fan blades. If cooling is required, a bimetallic spring expands, causing the two discs to lock together and drive as one unit. When cold, the fan pulley drives the fan through the coupling and the fan does not reach the speed of the driving pulley until the temperature rises sufficiently to enable the coupling to lock-up. It is a similar principle to the torque converter in an automatic gearbox.

The more modern version of the fan is an electronically-controlled fan coupling. This is similar in construction, but the less precise regulation of the bimetallic spring is replaced by the fine regulation of a motor control unit. As a result, the fan speed is controlled more accurately, enabling more precise temperature and engine control.

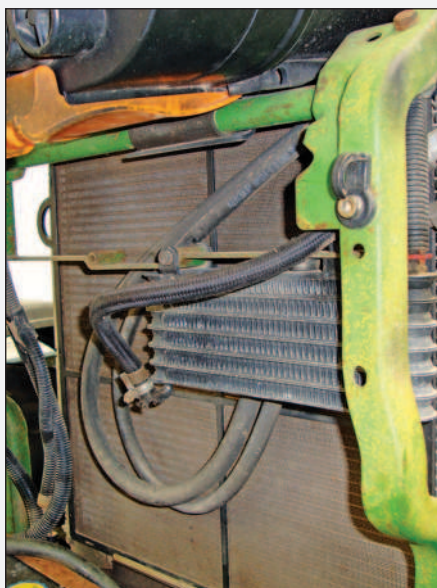


Always keep the core clear

3

Correct coolant temperature is critical in engine emission control.

Any restriction in cooling air flow will raise engine temperature. Radiator core blockage due to debris is a major issue. This John Deere 6520 has two radiator filter screens, so the external core fins should never become contaminated.



Additional cooling devices

1

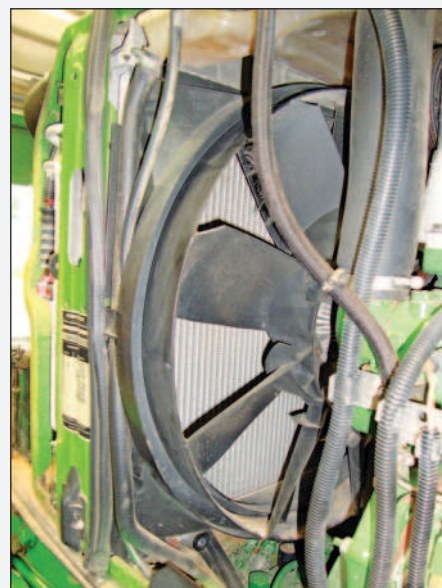
The cooling system on a modern tractor does the same job as it does on a classic. However, in addition to the coolant radiator, the modern tractor may also have up to four additional cooling devices, comprising an air conditioning condenser, intercooler, engine oil cooler, and hydraulic and transmission oil cooler.



Modern way of driving fan

4

To meet stringent exhaust emission regulations and ensure engine efficiency, the engine must reach operating temperature as quickly as possible. The fan is driven through a fluid or viscous coupling which, in turn, is connected to the drive pulley. The fan can consume several horsepower at maximum speed.



Importance of the fan belt

2

The modern tractor fan works hard to provide effective cooling. The drive belt must be in good condition and at the correct tension. Fan belt failure can result in costly repairs, plus downtime. Drive belt replacement is not a five minute job, especially if the hydraulic pump is driven from the engine crankshaft.



Coupling plays a key role

5

Upon start-up with a cold engine, the fluid/viscous coupling will only deliver a limited amount of torque, so the speed of the fan and the power required to drive it will both be low. When the engine operating temperature is reached, the coupling is designed to lock-up and operate the fan at its full speed.

Acknowledgements

OUR THANKS TO agricultural engineer, Phil Allott, and his apprentices, Jude Cowan, Callum Stopforth, Robert Mills and Rory Ryan, who used the final part of this series to get to grips with the operation, maintenance and repair of tractor cooling systems, gaining some real hands-on learning in the process.



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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.

MARSHALL 302



Q I am contacting you about a steering issue I am having with my Marshall 302. After it had developed a little play in the steering, I decided to dismantle the steering box to see if I could identify the source of the play. It was just a matter of removing some shims. My problem is putting it all back together! Specifically, I would like to know the proper way of putting the ball bearings back in the worm.

■ **Tom David, Co. Tipperary, Ireland.**

A Unfortunately, there is no easy way to feed the balls back into the worm. Firstly, when carrying out this task, it is essential to make sure everything is spotlessly clean. Check the recirculation tube for any damage and carefully inspect the worm, balls and steering nut for any rust or other damage. Any suspect parts need to be replaced along with new seals and gaskets. If new seals are not fitted you will suffer from oil leaks.

You will need a tin of heavy-duty grease. Fill both the top and bottom outer ball races with grease and place as many balls as possible into each race. There will be a gap that won't accept another ball – this is normal. All the rest of the balls go into the steering nut. It has to be assumed that no balls were lost during the strip down.

Now move on to the worm and nut. Pack the nut and recirculation tube with grease. Fill the recirculation tube with balls, then place the rest of the balls into the grooves in the nut. There may appear to be space for more balls, but provided none have been lost, this gap is normal. Now very carefully feed the worm into the nut until it is fully through the nut. Place the assembly back into the steering box complete with the right-hand rocker arm, and then fit the steering column.

If necessary, adjust the shims to eliminate any end float. Finally, refit the left-hand steering rocker arm, gasket and retaining plate. Ensure there is minimal end float in the rocker arms using the adjusters.

DAVID BROWN 1390



Q The PTO on my two-wheel drive David Brown 1390 keeps jumping out of gear under load. What could be wrong and how can I fix it?

■ **Percy Hughes, Newtown, Powys.**

A It could be that the selector ball or the detent groove on the selector rod is worn or perhaps the selector spring is broken. If these check out OK, then the problem will be worn gears. To check all the gears you will need to drain the transmission oil and remove the top link housing. Once this has been removed you will be able to check the condition of the gears.

Look for worn teeth; these will allow the PTO to jump out under load. The gears on the top shaft and bottom shaft are single units so if only one is worn both will need replacing. If they look good the problem will lie in the selector mechanism.

If the gears are worn then the PTO housing will have to be removed and the rear cover that the PTO shaft goes through will also have to come off. The housing is heavy, so a crane should ideally be used during the removal process. Once the housing has been lifted off, the selector shaft can be removed (if you have not already done so) to inspect the ball and detent grooves.

The top shaft is removed by gently tapping it rearwards with a copper hammer; the rear bearing hole is just big enough to allow the gear through. The bottom shaft can be driven out from the rear of the housing with a suitable drift. It will pass through the bottom gear cluster and out; the cluster can then be lifted out of the housing. If the bearings show signs of wear they should be replaced. If they are replaced, the end float on both shafts is 0.002-0.004ins and the end float is set with shims. It is a good idea to replace the seal in the rear cover whilst it is off.

Re-assembly is the reverse of the dismantling process. A useful tip for when you re-assemble the selector detent ball and spring is to put a short length of 12mm diameter rod in the selector jaw. The ball, spring and grub screw can then be fitted. The selector jaw can then be held in position in the housing and the selector

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rod pushed through, as the selector rod displaces the 12mm rod, so the selector mechanism is located.

The PTO housing can now be re-fitted. Note that you may find it easier to re-fit the housing if you pull the cardan shaft out and fit it onto the PTO top shaft. The cardan shaft then helps align the housing onto the axle. The PTO shaft should be turned to locate the cardan shaft splines into the PTO clutch plate.

JOHN DEERE



Q Could you please give me and my staff some guidance on what models of John Deere tractors we can safely tow start and what we can't? We run an eclectic mix of Mannheim- and Waterloo-built machines here, none of which are getting any younger, so it would be helpful to know.

■ **Jim Harrison, Weymouth, Dorset.**

A John Deere tractors made at Waterloo from the 30 Series range of the 1970s up to the present day must NOT be tow started. Serious transmission damage will ensue if towing is performed.

The situation is not quite so clear cut for tractors from the Mannheim factory. The John Deere 20 and 30 Series models of the 1960s and 70s can be safely towed, but only providing they do NOT have the Hi-Lo transmission. Examples with Hi-Lo cannot be tow-started and serious transmission damage will result if towing is performed.

The 40 and 50 Series tractors from Mannheim can all be safely towed, irrespective of whether they have Hi-Lo transmissions or not. The 6000 Series models of the early 1990s through until the present day 6R Series models cannot be towed. Again, if these machines are towed it will cause serious damage to the transmission.

JOHN DEERE 2040S



Q I am currently rebuilding the four-cylinder engine on my John Deere 2040S, following a crank seizure. I have reached the stage where I now require a complete set of big end con rod cap screws. My local ex-John Deere dealer has some new 'old stock' black cap screws, numbered R71494, and some plain steel ones, numbered T20009, in its stores. My question therefore is, which type of cap screw do I use and what is the respective torque setting for each one? Thank you in advance.

■ **Henry Jackson**, Keighley, West Yorkshire.

A The black phosphate coated screws (R71494) were used on John Deere engines manufactured in America and Spain. The plain steel screws (T20009) were used on John Deere engines manufactured at Saran in France. The T20009 screws should be torqued to 60-70lbs ft and the R71494 ones to 50-55 lbs ft.

Both types are suitable for the engine in your 2040S, provided only one type is used on the same conrod.

DAVID BROWN 1412



Q I am currently refurbishing a recently-purchased and well-worn David Brown 1412. Currently, my tractor is fitted with a non-standard starter motor of East European origin, which rather spoils its look. I therefore plan to obtain and fit a genuine Lucas starter. I have located a possible source, but the supplier wants to know if the genuine unit was a Lucas M45 or an M50. I do not know what these numbers signify and would therefore be grateful if you could enlighten me.

■ **Freddie Price**, Exeter, Devon.

A The last two digits of the Lucas starter motor stood for the diameter of the armature/pole shoes housing in inches, measured from the front. The David Brown 885 through to the 1212 models were originally fitted with the Lucas M45, which measured 4.5in across the said housing.

The larger David Brown 1410 and 1412 models were fitted with the Lucas M50 which measured 5in across the housing. Therefore, you require an M50 starter for your DB 1412.

FENDT F255GT



Orbitrol replacement options

There has been a very good response to Lincolnshire farmer Sam Tyrrell's request for help sourcing a new steering orbitrol unit for his currently out-of-action 1979 Fendt F255 GT Toolcarrier (CLASSIC TRACTOR November 2021). Unusually, our experts drew a blank and were unable to assist Sam with his enquiry, but a number of readers have since come forward with helpful suggestions, several of which we publish here.

AHS Hydro GmbH, a specialist supplier of hydraulic system components from Radevormald in Germany, says the old generation of ZF orbitrol steering units are unfortunately no longer available in this connection form. However, it can offer an alternative to the genuine unit. The new unit can be seen to the left of an original one on the above right picture.

The new unit is not identical to the original and the connection ports for the tank, pump, left and right are arranged differently, notes the company. The orbitrol unit supplied by AHS Hydro costs €549 including VAT, but plus shipping. The delivery time is 2-3 days after receipt of payment. AHS Hydro's website is: www.ahs-hydro.de/en/ and its e-mail is: ahs-hydro@t-online.de

According to Thomas Bracht of Landmaschinen-Fachwerkstatt, a Fendt and MWM specialist from Stötten in Germany, no used or new parts are currently available for this type of ZF orbitrol unit. "It would only be conceivable to repair

the customer part via a very good ZF branch located here in Bavaria," he says. "Depending on the damage to the part, repair costs in the range of approximately €900,00 (+/- €200) are realistic."

Closer to home, Lancashire farmer and keen Ford enthusiast Andrew Atkinson has recommended B&N Hydraulics Limited of Coventry, Warwickshire. This company specialises in supplying parts and service for hydraulic systems, and it has repaired and resealed many orbitrol steering units for Ford tractors and other brands, says Andrew. B&N Hydraulics can be contacted on 024 7666 7654.

These suggestions have been passed on to Sam, who says: "I will get in touch with AHS Hydro and see where it takes us. Many thanks to you and your readers for the help you've given me. When our Fendt is up and running, CLASSIC TRACTOR is welcome to come have a look."



IH 574



Q I am hoping you can help me out with a persistent problem with my 1976 IH 574. The question to your experts is: how can I keep the two big front bolts on both sides of the axle tight? No matter how much I tighten them, they always seem to come loose. Also, how do I go about taking up some of the play on the axle? The front wheels wobble an awful lot whilst driving at any sort of speed.

■ Alan Harvey, Bexhill, East Sussex.

A This is quite a common problem. Keeping the two bolts tight on the axles of these IH 74 Series models, once they have started to come loose, is almost an impossible task. IH itself came up with the answer on later 74 Series machines (or at least it was an option) when it began fitting a heavy-duty front axle with three bolts in each side. This worked extremely well and cured the problem. You can, if you wish, add additional bolts to your own axle, turning them from two-bolt to three-bolt on each side. To do this job correctly is obviously going to take a bit of time, effort and a bit of cost, depending on how good you are with spanners. You will firstly need the front axle out of the bolster (the big casting that the radiator sits on). Usually, you have to take the bolster off the tractor to get the pivot

pin out, but remember it is a job worth doing.

Also, once the bolster has been removed, it makes life so much easier to replace all the other wearing bushes. Once you have the bolster off, it's a case of removing the bolts on either side and pulling out the extending axles.

Drive out the pivot pin, and once that's done you can then measure up and drill out an extra hole to take a third bolt on each side. It may be better to get this work done by a good machine shop,

unless you feel competent yourself.

Once this job has been done, replacing all the bushes is pretty straightforward. There is one bush in each of the plates that hold the steering ram, and two bushes where the pin on the bottom plate of the steering ram goes up into the axle.

Where the ram clevis fits onto the axle, there is a pin, and the hole this goes through is prone to wear. This hole can be drilled out and a heavy bush can be knocked in (assuming this job hasn't already been done in the past). Once all the bushes have been replaced, it's just a simple matter of reassembly.

Fit three new bolts in each side of the axle extensions, tighten them up and that's the job sorted, unless you need to replace any of the track rod ends. You are now very unlikely to have further problems keeping the front axles bolts tight.

Whilst doing a job like this on the front axle, you may as well check the kingpins and wheel bearings. Make sure the kingpins move freely and the thrust bearing at the base of each kingpin is in good condition. If the wheel bearings feel smooth you won't need to change them, but it is always worth pulling them off, giving them a clean and packing them with fresh grease. Finally, if you need to set the tracking, it should have a 1/4in (6mm) toe-in.

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

To check for the source of the problem, the oil level in the transmission should be drained level with the bottom bolt in the right-hand side cover, and then that cover should be removed. Inspect the security of the control valve lever and operate the quadrant levers. If no movement is observed then it is likely that the problem is within the hydraulic cover. Should the control valve lever be disconnected, then the problem will be quite apparent.

It would be advisable to remove the hydraulic cover so that a new stud (part number 1861 510M1) and clip (part number 1861 511M1) can be fitted, and also to verify that the lower end of the control valve lever is correctly attached via its pin and rollers to the control valve spindle. Refer to a workshop manual for the correct hydraulic cover removal and refitment procedure.

BULLETIN BOARD

Using service bulletins of the past, we pinpoint when product changes took place.



STEP UP FOR SG2 ACCESS

In July 1992, John Deere announced that its six-cylinder 50 Series SG2 models, manufactured in Mannheim, were to benefit from improved cab access. The original press release sent out by John Deere stated that the improvements applied to the 3050, 3350 and 3650, but this was not strictly correct as the introduction of the updated models coincided with the phasing out of the 3050 in mid-1992.

The route to the SG2 cab's single nearside door, previously quite convoluted, was now easier and more direct thanks to the fitment of redesigned steps and a large handrail. Additional improvements included a relocated nearside toolbox, now nearer to the steps, and the replacement of two separate battery boxes, one either side of the engine, with one larger offside box.

At the same time, John Deere announced that it was changing the refrigerant gas used in all its air-conditioning systems to the ozone-friendly R134A type.

MASSEY FERGUSON 135



Q I borrowed my neighbour's MF 135 last weekend to take part in a tractor road run. When we stopped halfway round, I noticed that the hydraulic arms were in the lowered position. Most other tractors had their arms up. Thinking it would look better when we restarted, I moved the control lever and the arms came up. The tractor then started 'knocking' in the back end. I tried lowering the control levers, but nothing happened and the knocking noise continued. I drove back home as slowly as I could. I'm worried that I might have done some damage somehow and feel guilty about it. What can I do to rectify the problem?

■ D. Andrews, Tenbury Wells, Worcestershire.

A In the event of an internal linkage fault, the control valve in the pump may move into the Constant Pumping position and cause the relief valve to blow continually. If this occurs, the oil can overheat and in a severe case can cause the relief valve to seize. If the oil has overheated, it will have a 'burnt' smell and may be a darker colour.

With the linkage locked-up and the relief valve blowing continually, there is potential to break the hydraulic cover or lift cylinder. Because the quadrant control lever(s) has lost communication with the pump control valve it sounds like this has probably occurred. This can be due to a number of things, such as a sticking control valve, normally due to rust from water in the oil, a breakage or bending of the linkage frames in the hydraulic cover, loss of the knurled adjusting screw and occasionally the disconnection of the pump control valve lever from the backplate of the pump. In the latter case, early MF 100 Series tractors had a simple metal 'popper' button to hold the lever in place.

Later tractors were fitted with a stud and clip arrangement which has proved to be far more secure. If this tractor is fitted with the 'popper' button then over time it can become loose and fall out. If the control valve lever is in the incorrect position, it will allow the control valve to remain in 'Constant Pumping'.

EXCELLENT XL

After spending its life on a farm in East Anglia, where judging by its lovely appearance it was well-looked after, this 1992 Case-IH 856XL is now up for sale. Words by Sandy Cox; pictures Doubleday Group.



Right: The lower trim is very good, so too the near-pristine roof lining. The original seat has recently been reupholstered.

Below right: The superb condition of the bodywork and the vibrancy of the original paintwork add greatly to the value and appeal.

FACTSHEET

- **TRACTOR:** 1992 Case IH 856XL
- **ENGINE:** Case IH 3.9-litre four-cylinder turbo
- **POWER:** 85hp
- **HOURS:** 4727
- **LIST PRICE (1992):** £29,050
- **PRICE NOW:** £19,750 + VAT



A S REGULAR READERS WILL KNOW from some of my articles that have appeared in **CLASSIC TRACTOR** over the years, I'm a big fan of IH and Case-IH XL tractors. So when I discovered this mint 1992 Case-IH 856XL listed for sale by the Doubleday Group at Holbeach, Lincolnshire (Tel: 01406 540261), it immediately attracted my attention.

My enthusiasm for the XL-cabbed tractors goes back to their original launch in 1981. For a number of years around that period I made an annual visit to Paris, to tour the cavernous exhibition halls of the Salon International de l'Agriculture, more commonly known as the Paris Show or SIMA, to seek out and report on the new machinery exhibited there. Like other agricultural journalists from all over Europe, I received an invitation that year to visit the International Harvester stand.

IH had something new and exciting to show us in the form of its Porsche-designed XL cab. While it wasn't as sleek as a Porsche sports car, when I climbed the steps into the cab and sat in the seat it certainly felt luxurious. The XL appeared to be setting a new standard for operator comfort at the time.

There was a front windscreen with the glass extending from floor to roof, while at the rear, the curved glass panes wrapped around to give an excellent rear three-quarter view, unimpeded by conventional corner pillars. The heating and ventilation system (air conditioning was optional) had nine outlets, two of

which were low down in the door pillars so that the operator could have warmth directed at his or her feet as well as their head. What perhaps impressed me the most was the comfort of the seat and the cab's interior cladding, the latter consisting of an attractive tan leatherette on the fenders and door panels, and beige sound-absorbing moquette on the B-pillars and roof.

“ This 856 has the red and black colour scheme of Case-IH and the new front end styling introduced in 1987 **”**

In addition, the flat floor really was a flat floor and there wasn't anything to trip you up or catch your coat on as you climbed in and out of the cab. Something else that was impressive about the XL was IH's eye-watering multi-million pound cost of getting the cab to the production stage.

The XL cab had been in production for 11 years when this Case-IH 856XL was built at Doncaster in

1992. While some things are much the same, others are quite different. This 856 has the red and black colour scheme of Case-IH and the new front end styling that was introduced in 1987. The XL cab was still more or less the same, albeit now with black paintwork and a more sombre grey trim. The 856XL is equipped with a 3.9-litre Case-IH four-cylinder turbo engine with a rating of 85hp.

This machine has clocked just 4727 hours during its 29-year life. It came from a farm in Norfolk and was one of four tractors purchased by the Doubleday Group, following the owner's decision to retire. A Case-IH 1056XL has joined the Doubleday collection, a 5130 has already been sold and a 2008 Landini is still for sale.

The one-owner 856XL was previously used for some ploughing and cultivations. It retains its original ex-factory Goodyear front tyres, although the rears have been replaced with a pair of Pirellis. Its paintwork is completely original and only the seat, which had started to fray at the edges, has been refurbished with some new upholstery. Apart from a missing steering wheel centre cap, everything in the cab is present and in working order. The roof lining, like the rest of the cab trim, is in excellent condition, with no evidence of the roof hatch leaks that plagued earlier XL cabs.

The price of £19,750 reflects the excellent original condition of this great little tractor. Where else could you find one as good?

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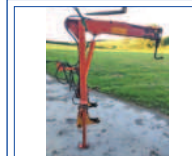
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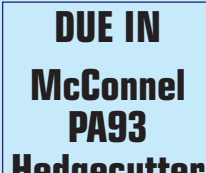
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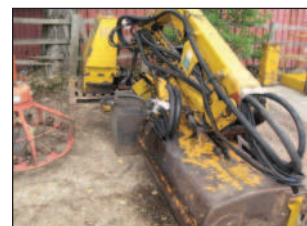
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BEING USEFUL

There have been some good moments for this low-hour Valmet 505 during its first 20 months on a busy farm in Cornwall, as well as a few reminders that it's getting on a bit. Words and pictures by Peter James.



Above right: This Kverneland four-furrow auto-reset plough, a recent purchase, is period-correct for the age of the tractor.
Right: A set of taller 38in rear wheels, aimed at reducing the generous tyre-to-mudguard gap, are on this owner's wish list.

FACTSHEET

- **TRACTOR:** 1985 Valmet 505
- **HOURS:** 1670
- **OWNER:** Peter James
- **LOCATION:** Penzance, Cornwall
- **OCCUPATION:** Arable and livestock farmer
- **PURCHASED:** February 2020



BUYING A VERY LOW-HOUR, immaculate classic of any brand means having to make a tough decision about what to do with it next! Do you wrap it in cotton wool to maintain its originality and prevent its hours rising? Or do you treat it as a working machine, one that looks decidedly affordable, as well as being relatively simple and cheap to maintain?

This was the decision we faced after buying a low-hour Valmet 505, and so far we've gone for the middle ground approach. The tractor hasn't been parked in a sealed shed since its arrival in early 2020, but neither has it been worked to death. This tractor and others like it are a combination of business and pleasure rolled into one.

With its two-wheel drive format and 72hp engine, our Valmet 505 is never going to do heavy work as a lot of kit is too large for it now. On the other hand, this tight-turning two-wheel drive is really well-suited to grass harrowing. With the Valmet engine sitting over the front axle, it also has excellent weight distribution and balance, without the need for any extra front ballast.

As many modern implements require electrical power, a standard three-pin socket has been fitted in the cab. The wires have all been routed inside the panels and under the floor matting and a dedicated fuse has been installed for safety and peace of mind. The new socket was needed to power the control switch for our twin-rotor McHale grass rake. It was envisaged that

raking silage in the summer sunshine would be the perfect job for the Valmet 505, and I must admit I was looking forward to the combination of silage, sunshine and an original classic.

“ *The Valmet hasn't been parked in a sealed shed since its arrival in early 2020, but neither has it been worked to death* **”**

However, this did not work out as planned. The main hydraulic hose to the spool block had perished and the rubber had dried out. Consequently, after raking no more than four acres, the pipe blew out from its fixing and very promptly the pump managed to empty nearly all the hydraulic oil over the Valmet's rear end, the rake and the silage field. The pipe was cheap and easy to replace, but the hydraulic oil was rather more expensive.

Our Valmet has made a couple of road trips hauling a same-age 8t Marston trailer loaded with grain. The

three-cylinder engine proved to be a great lugger with plenty of torque, while the electric gear splitter was useful on our narrow and hilly lanes. These road trips highlighted the advances that have been made in tractor technology since our Valmet was new. It only does 25kph and there's no air suspension seat, which you miss on the road.

The grain hauling trip sadly resulted in a bonnet side panel becoming detached. Judging by the number of second-hand examples that have no panels, this would appear to be a weak point. The panel is held on by a plastic ball and socket, but when this perishes or cracks it fails to hold the panel tightly. Both side panels have now been removed as a precaution.

The little Valmet has been a useful runabout for checking livestock, and it was a real joy using it on sunny summer evenings. Unfortunately, a period of being parked in the shed last winter resulted in a seized clutch which simply would not release. Our local Valmet expert, Jonathan Philp, had to split the tractor. As you would expect on a 1600-hour machine, the components were in exceptional condition, so the clutch was freed and cleaned before being put back together.

Our Valmet has proven to be useful, but not without its moments of frustrations. The experience has proven to us that some light work for this classic is better for it than doing nothing.



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BEST OF BRITAINS

It is 100 years since Britains entered the farm toy market with its Home Farm range. To celebrate this milestone, we asked a panel of six Britains enthusiasts to compile a top ten of the toy maker's greatest tractors. After much discussion, this is what they came up with.



THROUGHOUT THE COURSE OF THIS YEAR, **CLASSIC TRACTOR** has been marking the 100th anniversary of toy maker Britains' entry into the farming market by looking back at its past classics.

One of the challenges we set ourselves during this very special year for Britains was to select a top ten of the toy company's greatest tractors. This was not an easy task. Britains released its first toy tractor, a Fordson Major, in 1948, and since then it has worked closely with over 25 OEMs to produce over 120 different tractors (excluding production and colour variations).

A hand-picked panel of six farm toy experts and collectors, all with a shared passion for Britains, was formed. Everyone has their own childhood favourites, but when selecting their top ten, the members of the panel were asked to put aside their personal preferences and base their decisions on accuracy, build quality and working features.

Toys and models that were originally conceived by Ertl, such as the recent John Deere, IH and Ford articulated tractors, and later marketed by Britains were excluded.

The panel initially came up with a shortlist of nearly 30 different tractors. This list was then discussed at a meeting and trimmed down to a final ten. Some old favourites, such as the battery-powered PowerFarm Ford TW-35 (which was unreliable) and the MF 595 (which had the dimensions of an MF 590) came close to making it into the panel's top ten, but did not survive the final cut.

Listed in the order they were originally released, here is **CLASSIC TRACTOR'S** top ten Britains tractors of all time.

About the panel

PETER JAMES Cornish farmer Peter James has been fascinated by Britains farm toys all his life. Since about the age of five, there hasn't been a single year when he hasn't bought a Britains toy, initially for carpet farming and later as a collector. His extensive collection of farm toys and models contains hundreds of Britains items, from farm animals to the latest harvesting machines.

RORY DAY One of Rory's earliest toys was a Britains Ford 5000. He still has this tractor, along with many of the other Britains farm toys he was given as a child in the 1970s and early 80s. He began collecting farm models, mostly John Deeres, in 1990, and now has a sizable collection. He has been the editor of **CLASSIC TRACTOR** since December 2000. During the late 2000s and early 2010s he assisted Britains with a number of 'heritage' tractor projects.

DAVID PULLEN David's interest in Britains farm toys began as a child when he spent many hours playing with them on a toy farm he created from scratch. These toys are now part of the collection he began putting together in the 1980s. Reading David Bate's early book on Britains tractors inspired David to write several books of his own on Britains farm toys. He also regularly writes articles on Britains and other farm models for **CLASSIC TRACTOR** and other magazines.

DAVID LUXTON If it's got the Britains name on it and its farm-related, then David Luxton, a dairy farmer from Devon, wants it for his collection. After playing with Britains farm toys as a child, David began collecting the company's toys and models in 2007. His interest has since snowballed, to the point where he now owns one of the largest collections of Britains farm toys in the country.

IAN HOPPER The Ford 6600 and MF 135 that Ian Hopper received as a child in the 1970s were the first of many Britains farm toys. He kept many of his childhood Britains items and began adding to them, this time as a collector, in 1990. His collection of 700-800 pieces includes most of the tractors and implements produced by Britains between 1948 and the late 1990s.

CLIVE DRAKES Lincolnshire-based farm worker Clive Drakes' connection with Britains began at the age of three when he was given a then-new Ford 5000 Super Major and plough. From this grew a model farm layout and an ever-growing fleet of Britains farm toys. The additions would continue into adulthood. Clive began to take a more serious approach to his hobby in the late 1980s and he has since built up a comprehensive collection of mostly Britains items.

Fordson E27N Major



BRITAINS was not the first toy company to introduce a tractor and it was actually slow to respond to the real-life tractor boom. Its Fordson E27N Major, released in 1948, was worth the wait and set new standards that no other toy tractors of the time could match.

Although Britains began experimenting with making diecast models after the Second World War, it did not use this technique for the Fordson Major. Instead, it used the hollow cast process that William Britain Junior had developed in the 19th century to make toy soldiers. The Fordson Major was the only Britains toy tractor to be made this way.

The Fordson E27N Major was available with either rubber tyres or steel wheels. Britains made only one minor change to the tractor during its ten-year production run, and this was when the original hollow cast lead steering column was replaced with a stronger steel column, presumably to prevent breakages.

The Fordson E27N Major does not have the working features associated with later Britains tractors, but for a toy that was made 70 years ago, it does not look out of place on a shelf alongside today's collectors' models. No top ten of Britains' greatest tractors would be complete without the Fordson E27N Major.



Fordson New/Power Major

IT COULD BE ARGUED that the Britains Fordson Power Major, released in 1959, was not the most accurate toy, as it was actually based on the real-life New Major. However, there are many good reasons for including this influential tractor in our top ten. It was the first diecast tractor to be produced by Britains, the first where the front axle was steered using the steering wheel, and the first to be fitted with a fully functioning two-point linkage. This linkage design was subsequently adopted with varying degrees of success by other toy companies over the years and it continues to be used on today's Britains tractors.

The Fordson Power Major was also the first toy tractor to incorporate attachment points for front-mounted equipment. The first front-mounted Britains implement, a Muledozer, was introduced at the same time as the Fordson Power Major in 1959.

The front mounting system remained a feature of certain Britains tractors into the early 2000s, but it wasn't as successful as the rear linkage and wasn't adopted by any other toy companies.

In 1960, following developments in the world of real-life tractors, Britains replaced its Fordson Power Major with an updated Super Major.



1959-1960

Massey Ferguson 135

BRITAINS' INTRODUCED its first toy MF tractor, a 135, in 1968, four years after the real-life machine had made its debut. It was an inspired choice (the real Massey Ferguson 135 was a best seller) and marked the start of a long working relationship with the OEM.

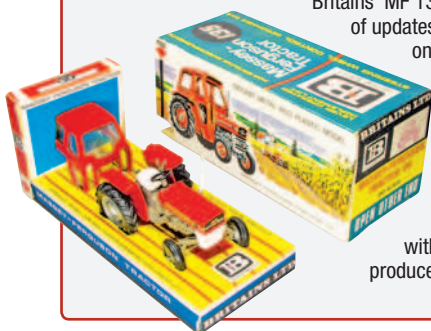
The MF 135 was Britains' first agricultural tractor with a detachable cab (the Duple All-Weather type that MF offered as an option). With its working two-point linkage, clevis drawbar with a plastic pin, and spacer for fitting front-mounted equipment, the MF 135 could be used with all the implements in the Britains range.

The MF 135 was marketed in a very attractive sleeve-and-plinth box. Early versions of the toy had a fully glazed cab and Dunlop branded tyres, with Britains reportedly paying Dunlop one old penny for each tyre it sold with their branding.

Britains' MF 135 would later be subject to a number of updates. Only the windscreen was glazed

on later versions; a driver was provided, and the method of steering was altered. A less-cab version of the MF 135 was produced from 1976 to 1979.

A yellow highway version of the MF 135 fitted with a front loader was also produced by Britains.



1968-1979

Ford Super Major 5000

MIRRORING DEVELOPMENTS BY FORD, Britains released several different versions of the 5000 between 1965 and 1975. All were good toys, but it's the Super Major or pre-Force 5000, the base for all the later versions that followed, that makes it into **CLASSIC TRACTOR'S** top ten.

Ford provided Britains with photographs and drawings of the real tractor well before its launch in December 1964, allowing the toy to be released the following year. The well-built, largely diecast toy tractor offered great play value. In common with the New Performance Super Major it replaced, the toy Ford 5000 had a steerable front axle, mounting points for attaching front mounted equipment, a two-point rear linkage and clevis drawbar.

Britains also added more detailing in the form of a white plastic radiator grill with jewelled headlights, white plastic louvers on the bonnet side, a detachable exhaust and removable air cleaner.

Production numbers for Britains tractors are not known, but the 5000 must have been a big seller. In a 1965 issue of Ford's in-house magazine, it reported that Britains was making 7500 Ford 5000 tractors a week in the run-up to Christmas. According to Britains' works manager, they could have sold twice that number if they had the capacity to make them.



1965-1968

Mercedes MB-trac 1500

THE MERCEDES BENZ MB-TRAC 1500 was not Britains first toy M-B tractor, nor the company's first toy of a European tractor (that was the Mercedes-Benz Unimog, launched in 1976), but it gains its place in **CLASSIC TRACTOR'S** top ten on account of being a well-proportioned and realistic toy of an influential systems tractor.

The launch of the Britains MB-trac 1500 in 1982 came two years after the real tractor. The miniature version was a very good, accurate toy with a diecast chassis, plastic body panels, unglazed plastic cab and tyres from Britains' MF 595 tractor.

Britains provided its MB-trac 1500 with a two-point linkage, operated by a lever discretely positioned under the cab, and a front axle with self-centering, spring-loaded steering. The toy MB-trac 1500 had a reversible operator's seat and steering column, just like the real machine, and some but not all versions had opening cab doors, which was a first for a Britains tractor.

The toy MB-trac 1500 remained in production for ten years. In 1984, Britains made a special gold edition for Mercedes-Benz UK, following the MB-trac's success in the R. A. S. E. machinery awards scheme. Britains also released a white and red MB-trac fitted with a tipping rear hopper.



1982-1992

Massey Ferguson 2680

THE MASSEY FERGUSON 2680 may have been a little late in appearing (it was released in 1984, four years after the real tractor), but it was certainly worth the wait. This well-proportioned toy MF tractor just looked 'right' in all areas.

The MF 2680, which was produced using completely new tooling, was the first Britains tractor to be fitted with front mudguards and Goodyear-branded tyres. Like the earlier MF 135, the steering link on the MF 2680 was incorporated inside the casting. One of the most notable developments was the introduction of an engine noise feature. This was actuated by a new lever on the rear of the tractor which, when engaged, created an engine noise as the toy was being pushed along.

As well as the standard tractor, Britains also released a version with dual wheels. Several different boxed sets were available, one of which contained an MF 2680 fitted with an Evrad rear sprayer and front-mounted spray tank.

The MF 2680 underwent several changes during its production run. The glazing was dropped on some versions, the Goodyear tyres were replaced with unbranded ones and the colour of the wheel rims and cab was changed from grey to an unrealistic white.



1984-1990

Renault 145-14 TX

THE 145-14 TX was the first and best toy Renault tractor produced by Britains. This good-looking toy has a durable metal chassis and plastic body panels and glazed cab. Even now, almost 40 years after it was released, Britains' original Renault 145-14 TX can still hold its own alongside modern-day collector models produced by other manufacturers.

The toy Renault 145-14 TX incorporated front mounting points for implements, a two-point rear linkage, an engine noise lever and a detachable cab with driver. It could be steered either by turning the steering wheel or via the bonnet-mounted air pre-cleaner, the latter feature overcoming the need to remove the cab to steer the front wheels. This method of secondary steering was not an entirely new concept for Britains, which had earlier employed it on its MF 760 combine (1978).

Early versions of the Renault had a smooth air pre-cleaner, but later this was changed to a ribbed version to make it easier to steer the front axle. The following year (1986), Britains used the same idea on the Volvo BM Valmet 805, the front wheels of which were steered by turning the exhaust. However, this feature was soon dropped on both tractors.



1985-1991

John Deere 3350

THE SALE OF BRITAINS to US toy maker Ertl in 1997 paved the way for the former company to start producing toys of John Deere machines. Initially, Britains simply marketed toys and models that had been developed by Ertl in the USA.

This started to change in the early 2000s. In 2011, the Britains' team in the UK got the green light to work on a series of John Deere 50 Series 'heritage' tractors. The John Deere 3050, 3350 and 3650 tractors that were released in 2013 were sturdy, well-proportioned toys/models with near-precision levels of detail. The largely diecast models had realistic-looking tyres and decals, steerable front wheels and a glazed SG2 cab.

The cab could not be removed, but the detailing inside it was absolutely excellent, especially for the price. All the main control levels have yellow- or orange-topped handles, as per the real machines, and there's even a John Deere logo on the steering wheel cap. The only slight let-down from a collector perspective was that the two-point linkage looked rather chunky and basic. Any one of the three John Deere 50 Series tractors could have made it into this top ten, but the panel opted for the popular 3350.



2013-2015

JCB 4220 Fastrac (25th Anniversary Edition)

A LARGE NUMBER OF JCB machines have received the Britains treatment over the years, the first of these being the JCB 5C 360-degree tracked excavator back in the 1970s. Britains' first JCB Fastrac foray came with the launch of the 1135 model in 1997. Since then it has produced toys and models of a number of different Fastracs.

The JCB 4220 Fastrac that makes it into **CLASSIC TRACTOR'S** top ten of greatest Britains tractors is not the standard yellow version that first came out in 2016, but the limited edition tractor it produced in 2020 (albeit very belatedly) to mark the 25th anniversary of the introduction of the Fastrac in 1991. Just 25 of the real machines were finished in a metallic silver livery by JCB, but Britains produced a run of 5000 models.

Like the standard 'shelf' model, Britains' special edition JCB Fastrac 4220 has a movable front linkage, work lights, warning beacons, driving mirrors, a working two-point rear linkage and a well-detailed cab interior. It is a very accurate replica of the real machine.

One of the undoubted highlights of this special edition Britains Fastrac is its striking livery and very realistic bonnet and cab graphics. That's what make it easily the best special edition tractor ever produced by Britains and that's why it's here.



2020

Claas Xerion 5000 VC

LAST YEAR SAW THE LONG-AWAITED RETURN of a Claas toy/model to the Britains range. The Claas Xerion 5000 Trac VC has not been on the market for very long, but it's in **CLASSIC TRACTOR'S** top ten because it incorporates everything we expect to find in a Britains tractor – and more.

For a start, this toy/model just looks right. It is accurate, realistic and very good value compared to the latest (and expensive) collector models. Britains has provided its Claas Xerion 5000 Trac VC with a detailed front linkage and realistic tyres, work lights, warning beacons and driving mirrors. Grey plastic is used throughout the cab interior, which cannot be accessed. The 'Claas' logo on the seat and a realistic graphic on the CEBIS touchscreen display terminal are nice touches.

One of the stand-out features of this well-built diecast/plastic tractor is its all-wheel steering, which allows it to be displayed or used in four different steering modes. Because this is a Trac VC version of the Xerion, the cab can be rotated through 180 degrees, the ability to do this being one of this toy's most impressive features. Britains' latest

Claas Xerion 5000 Trac VC is a worthy successor to the first Fordson Major it produced all those years ago.



2020-

Ford 7600 7A1 Launch Edition 1:16 Scale



At the 1975 Smithfield Show Ford launched the 7A range. At first glance the 7A looked almost identical to the outgoing 6Y range, however under the skin many changes were made. The engine benefited from an output of 97 hp, very impressive in the day. In addition a revised silencer system helped with lower noise level, an eight-speed transmission, Dual Power and an improved electrical system completed the package.

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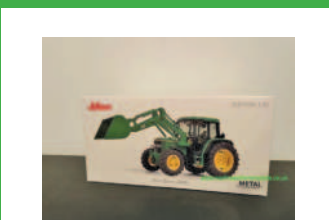
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Above: All of Britains' new Fordson Majors come in a centenary box. Only 10 silver tractors have been made and we have four to give away.

Below: Production of Britains' commemorative gold Fordson Major is limited to 100 pieces. You can win one in our competition.

MAJOR MILESTONE

BRITAINS IS CELEBRATING 100 YEARS as a farm toy maker by giving **CLASSIC TRACTOR** readers the chance to win one of five very special commemorative Fordson Majors. The Major has a special place in Britains' history.

Following the company's entry into the farm toy market in 1921, it went on to launch its first-ever tractor, a 1/32-scale replica of the Fordson Major, in 1948. The miniature Major was a huge success and remained in the Britains range until 1958.

This year, as part of its celebrations to commemorate its 100th anniversary as a farm toy manufacturer, Britains has produced a limited edition run of 7500 Fordson Majors in a traditional blue livery. These authentic replicas, packaged in an attractive centenary box, have an RRP of £24.99 each.

In addition, Britains has also commissioned 100 Fordson Majors with gold paintwork and just 10 tractors with a striking silver livery. The gold Fordsons are hard to find and the silver versions are not on general sale. Thanks to Britains, we have four of the ultra-rare silver Fordsons and one of the limited edition gold versions to give away in our 'Major Milestone' competition.

HOW TO ENTER

All you need to do to enter the draw to win one of these special edition Britains commemorative tractors is fill in your details and answer a simple question on the coupon below, cut it out (or copy it) and then pop it in the post. The closing date for entries is 31 December 2021.



ENTRY FORM ✂

Send to: Major Milestone competition, **CLASSIC TRACTOR**, Sundial House, 17 Wickham Road, Beckenham, Kent, BR3 5JS.

What year did Britains introduce its first toy farm tractor?

(Please tick box): ☐ 1921 ☐ 1948 ☐ 1958

Name Address

Postcode Telephone E-mail

Do you subscribe to **CLASSIC TRACTOR** magazine? Yes ☐ No ☐

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TRACTORFILE

Classic items of interest from the archives of editor Rory Day and our readers.



FIRST UK OUTING FOR GIANT FIAT

WHEN I FOUND OUT that one of my tractor enthusiast friends, Bill King, had just bought some medium format transparencies showing a very early Fiat 44-28 working in the UK, I asked him if I could share them in Tractorfile. He kindly agreed, so here they are.

When I first saw these pictures, I was certain this big Fiat was a very early import, this being on account of its unusual off white-coloured front grille surround and cab frame. On later machines, these areas were painted black, along with the top of the bonnet.

Having done some research and dug out a few old press clippings from my archives, I'm now confident this Fiat 44-28 was the very first unit to be shipped over to the UK. It underwent field trials and evaluation during the autumn of 1979, prior to its official launch at that year's Royal Smithfield Show. Earlier in 1979, Fiat and Versatile had reached a marketing agreement that led to the latter's high-horsepower tractors being

distributed in Fiat livery in world markets outside of North America, Mexico and Australia.

I'm sure the pictures that recently came into Bill's possession show the initial evaluation machine being used at a small demonstration of Fiat tractors held at Fred Gittus' Lodge Farm, Chevington, near Bury St. Edmunds, in Suffolk. It apparently had no trouble pulling a meaty 4.7m Haylock Triple-Task ripper/soil conditioner with 22 sweep tines set to 10cm deep and five subsoil legs at 40cm.

The question is, what happened to this particular Fiat 44-28 after the evaluation trials had been successfully completed? Did it remain in the UK and if so, was its colour scheme updated at a later date?

The first Fiat 44-28 to be sold in the UK was delivered to West Sussex farmer John Baird in August 1980, this unit having previously been exhibited at the Royal Show a short time earlier. The supplying dealer was Gray & Rowsell.



100 Series loss

THERE'S NOTHING LIKE some confidential internal correspondence to shed light on what goes on behind the closed doors of a tractor manufacturer. And that's what has just come to light from the time when Marshall was making wheeled tractors at Gainsborough, circa 1982-1985.

In one of the hand-written documents that has just materialised, dated 18/12/84, a member of the company's sales force stated his displeasure at the 'wholly unacceptable margins' for the new 100 Series tractors. "Whilst it was considered correct in my view to develop these tractors, little real control was paid to actual development and material costs," he wrote.

The two-wheel drive Marshall 100-2 had a net production cost of £16,000, but in order to give its UK dealers a 27% discount on the RRP of £20,050, the company was selling this model to them for £14,637, a loss of £1363. The loss wasn't quite so bad on the four-wheel drive 100-4 (net dealer price of £17,155), at £245 per unit, and there was a small profit margin of £350 on the four-wheel drive 115-4, pictured above, although Marshall only made 2-3 of the latter models before it went into receivership in September 1985.

LEYLAND 4WD VARIANTS

IT ISN'T EVERY DAY you get to learn about a couple of previously unknown models of Leyland tractor, but that's what happened to me recently when I found a brochure on the four-wheel drive 455 and 470.

From what I can gather, these four-wheel drive machines were sold in Australia and possibly New Zealand too. They were available from December 1977, so pre-dated the launch of the factory-built four-wheel drive Leyland 462 and 472 in mid-1978 by at least six months. Based on the Leyland 255 (55hp) and 270 (70hp), the 455 and 470 were equipped with Carraro four-wheel drive front axles. They are not to be confused with the four-wheel drive Leylands with the same designations that were very briefly offered by Four-Wheel Traction of London.

I have no idea how many Leyland 455 and 470 models were built, but one or two surviving examples come up in online searches. What I would like to know is exactly where these tractors were converted to four-wheel drive? Was it in the Bathgate factory, a sub-contractor's facility or at the headquarters of Leyland's Australian distributor?





Yard full of McCormicks

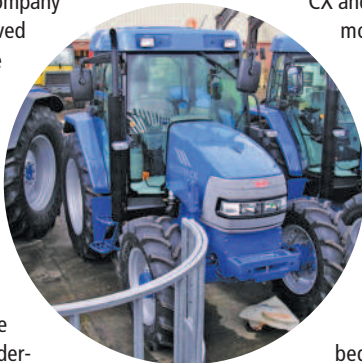
A REMINDER OF HOW QUICKLY things move on in the farm machinery world has been provided by reader Ian Ison. Back in 2003/2004, which doesn't seem so long ago, the company that Ian was working for moved into premises next to the former Burgess depot at Barton-under-Needwood in Staffordshire.

"This was lucky for me as I am interested in tractors and machinery," Ian explains. "I knew McCormick had reappeared on the scene and Burgess had taken on the agency. The yard at Barton-under-Needwood was full of new McCormick tractors and Laverda combines, amongst others. The back gate was normally open, so at lunch times I was able to have a closer look.

"All of a sudden blue McCormick tractors suddenly started to appear in Burgess' yard," he recalls. "Initially I thought they were for a local

customer, but they kept coming! I then learned they were for Balfour Beatty."

Ian's photos show a variety of McCormick CX and MTX (MTX120 and MTX135) models in the blue livery of



Balfour Beatty. This company, a specialist provider of infrastructure services to the utility industry, placed orders for dozens of new McCormicks in 2004 and 2005.

After several years of light usage, the Doncaster-built machines eventually began to be replaced by John Deeres, again in blue livery. A number of Balfour Beatty's low-hour McCormicks have since reached the open market, the most recent occasion being in 2016, when five MTX135 and three CX85 models, mostly with under 1000 hours clocked, went under the hammer at Euro Auctions' site at Leeds.

IMPORTING LAMBORGHINI

UNTIL RECENTLY, Lamborghini had been in the doldrums in the UK and Ireland for some years. Jeremy Clarkson's decision to buy a giant Lambo for his farming enterprise has done wonders for the brand's profile, while members of **CLASSIC TRACTOR'S** Suffolk Bunch have been doing their bit by buying some of the company's past classics.

Relatively little is known about the early origins of Lamborghini in the UK or the company, Maulden Engineering Co., of Flitwick in Bedfordshire, that handled its distribution between 1977 and 1983. Maulden

Engineering Co., owned by Elliot Maggs, had earlier been involved with importing Ursus tractors in the 1960s, followed by White in the mid-1970s.

The import agency for Lamborghini passed to



Linx Agriculture of South Cave, near Brough, in North Humberside in early 1983. The accompanying photo, dated 1985, shows new Lamborghini and Universal tractors inside Linx's then-new tractor storage and assembly

building at South Cave. More info needed on the operations of Maulden Engineering and Linx Agriculture, please.

READERSRESPOND



MF 4840 & LELY ROTERRA There has been a good response to my October 2021 issue request for information on the Massey Ferguson 4840 and 8m Lely Roterra power harrow that once worked together in the Boston area of Lincolnshire. Robert Collin tells me the MF 4840 and Lely Roterra were new to "W. M. Turner & Son of Dovecote Hall, Thornton le Fen, Lincolnshire.

"W.M. Turner purchased the 8m Lely from Chandlers of Horncastle following a successful demonstration," says Robert, "but they firstly had to let it go on show at the 1984 World the Ploughing Championship at Wispington, near Horncastle, as it was the first one of its kind in the country at the time.

"The Roterra had crumbler rollers on it which soon blocked when conditions were wet, and it took a lot of digging out," he continues. "W. M. Turner & Son part-exchanged the 8m Lely for a new 4m version a few years later. I last saw it parked in a farmyard near Horncastle."

As for W. M. Turner & Son's MF 4840, registration number HFE 379Y, Robert says it was acquired by John Turner in the 1990s and then later bought by machinery dealer George Stirling of Market Rasen, who displayed it at his wedding.

MF 4840 Thanks to Simon

Ranshaw, another respondent to the recent Tractorfile item on an MF 4840 and 8m Lely Roterra combination, we now know where this tractor ended up. He has confirmed that the MF 4840 we mentioned, registration number HFE 379Y, is in fact the very same machine that appeared on the front cover of the September 2014 issue of **CLASSIC TRACTOR**, in conjunction with a profile on a working fleet from the York area. It is still going strong in the same ownership.

"This 4840 has Opico-style dual wheels," points out Simon, "whereas most MF 4000 Series models had axle-mounted duals. But the most notable feature on this tractor are the rear-mounted scraper bars that keep clods out of the gap between the rear wheels. I once knew of seven of these tractors, but this is the only one that has these bars."

ARTICLE SUGGESTIONS It's always good to receive suggestions from readers. Martin Chester says he would like to see a series of articles on the entrepreneurial companies who introduced and distributed foreign equipment in the UK. Those that he can think of include Westmac, RECO, Watveare, Maulden Engineering, Bill Bennett Engineering, A. C. Bamlett, Lawrence Edwards, SKH, Colchester Tillage, Bamfords and Bonhill Engineering. If you worked for any of these companies in the past and you've got a story to tell, or you can add to the history of these importers, please drop me a line.



GET IN TOUCH

Contact us by e-mail:

tractorfile@classictractormagazine.co.uk



Share your photos, add to what you've seen in Tractorfile and raise queries on classic tractors



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TOYS
EST. 1994

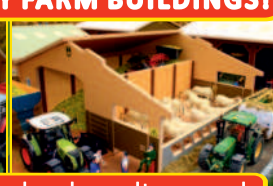
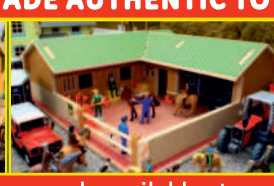


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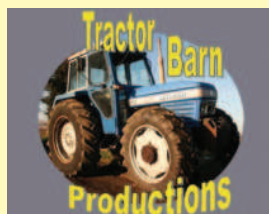
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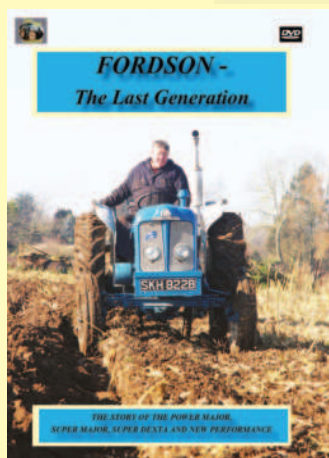
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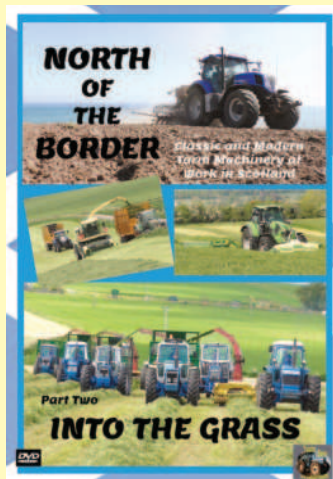
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NEW DVDS



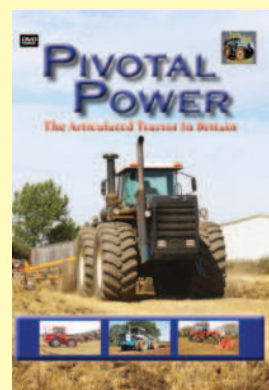
Using archive and specially filmed contemporary footage, plus conversations with owners, this DVD tells the story of Fordson tractors from 1958 to 1964. Beginning with the Power Major we then look at the Super Major, Super Dexta and the New Performance range in chronological order.

RUNNING TIME: 120mins APPROX £16.95



Filmed in the North East and west of Scotland this second installment takes us into the grass harvesting season and features round balers, trailed choppers and massive self-propelled foragers plus lots more! With loads of classic and modern tractor action a real highlight is the sight of County tractors working with trailed New Holland forage harvesters and a visit to Scotgrass 2019

RUNNING TIME: 126mins APPROX. £16.95



Join us as we tell the story of the articulated four wheel drive tractor in Britain, showcasing through archive and contemporary film the story of tractors from Steiger, Ford, Massey Ferguson, John Deere, Case IH and Versatile as well as the early pioneers: the Doe Triple-D and 130 and the Matbro Mastiff

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Another bonus is that I have more energy and am able to drive my diggers and loaders with much less discomfort. I'm recommending Bioflow to all my friends. The products even work on animals."

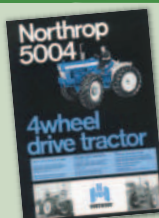


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NINETIES THEME

ON SALE
26 NOV

This harvest, a pair of John Deere tractors came together with period-correct John Deere balers and a John Deere 2256 combine to recreate a scene reminiscent of the late 1990s. This gathering of modern classic green machines, all in mint condition, gets full coverage in the next issue. Photo: David Laley.



SILVER METAL

New Holland dealer Russells concludes its centenary celebrations with a working display featuring a pair of Ford 7810 Silver Jubilees and its very own special edition New Holland T6.180.



MERC MUSEUM

You don't have to travel to Gaggenau in southern Germany to find out what's in the town's Unimog Museum. You can read all about this impressive Mercedes-Benz facility in our January issue.



DP1 OVERHAUL

A Suffolk farmer explains what was involved in returning a tired Dowdeswell DP1 six-furrow reversible plough to A1 condition, fit for frontline work behind his Track Marshall 135 crawler.

JANUARY ISSUE ON SALE 26 NOV

Acton, Suffolk

A mixed selection of vintage, classic and modern equipment from the late Peter Miller went under Lacy Scott & Knight and Peter Crichton's hammer at Acton, near Sudbury, Suffolk, on 31 July. Chris Lockwood reports.

Main results

1990s	Simba Double Press 3.8m cultivator press. Average.	£1200
1990s	Galucho TopTilth THR-350 cultivator. Average.	£2000
1990s	Vaderstad NZ-A 8m springtine cultivator. Average.	£2100
2000s	Kverneland LB85 5-furrow vari-width plough. VG.	£4700
2000s	Richard Western 14t tandem-axle grain trailer. Good.	£8000
2000s	Pottinger Terrasem 4000T trailed cultivator drill. Good.	£9000
2012	John Deere 732 3200-litre, 24m trailed sprayer. VG.	£15,500
1940s	Renault R3041 , Perkins P3, c/w 2-furrow plough. Tyres F30%/R95%. Good.	£2800
1940s	Caterpillar D7 crawler. Tracks 40%. Average.	£4700
1950s	Nuffield Universal Three , hours? Tyres F5%/R15%. Gd.	£3400
1960s	Fordson Super Major , hours? Tyres F/R10%. Average.	£2300
1985(B)	John Deere 2140 X-E 2WD, 3769hrs. Tyres F20%/R50%. Avg.	£5600
1996(P)	John Deere 6800 , 9483hrs. Tyres F15%/R90%. Average.	£15,200
1995(N)	JCB Fastrac 185-65 , 7100hrs. Tyres F5%/R15%. Good.	£15,750
2014(14)	John Deere 6140R , front linkage, 5493hrs. Tyres F/R70%. Gd.	£38,500
2013(13)	MF 7620 Dyna-6 , front linkage, 5403hrs. Tyres F/R80%. VG.	£35,000
1978(S)	Hymac Overlander 45 forklift. Tyres F70%/R30%. Good.	£2700
1992(K)	Matrot M31 six-row beet harvester, 3368hrs. Tyres F/R10%. Poor.	£2300
2001(Y)	Case-IH Axial-Flow 2388 combine, 18ft 1030 header, 2644hrs. Tyres F/R90%. Excellent.	£21,000
2002(51)	Matrot M41H six-row beet harvester, 3773hrs. Tyres F10%/R80%. Average.	£4,400

The youngest tractors at the dispersal of the late Peter Miller's equipment at Acton, Suffolk, were a 2013 MF 7620 (£35,000) and 2014 John Deere 6140R (£38,500).

THE LATE PETER MILLER had been the third generation of his family to farm at Cuckoo Tye Farm, Acton, since 1911. Following his passing, equipment from the 500-acre unit went under the joint hammers of Lacy Scott & Knight and Peter Crichton at an online and in-person dispersal sale.

One of the main highlights for classic enthusiasts was the farm's two-wheel drive 1985 John Deere 2140 X-E. Evidence of this tractor's time on a hedge trimmer could clearly be seen on its nearside, which was covered with hundreds of small, rusty paint chips. Despite these blemishes, it was otherwise a sound unit and right on the money at £5600.

A more recent 1996 John Deere 6800 with 10,000 hours under its belt and a straight appearance made a handy £15,200, while a 1995 JCB Fastrac 185-65, again in decent shape, also did well at £15,750.

Harvesting at Cuckoo Tye Farm had been looked after by a very clean 2001 Case-IH Axial-Flow 2388 combine with an 18ft header. This machine, well-presented and with modest hours in its favour (2500), made a well-deserved £21,000. At the modern end, a 2014 John Deere 6140R and a 2013 Massey Ferguson 7620 Dyna-6, both with around 5500 hours clocked, made £38,500 and £35,000 respectively.

TRADE VERDICT Genuine off-farm machines with sensible hours were the order of the day at Cuckoo Tye Farm. A Massey Ferguson 7620, possibly a little on the low side at £35,000, was the best buy of the day, but this minor disappointment was balanced out by other results, such as the better-than-expected £15,750 paid for a JCB Fastrac 185-65. The sale of a solid Nuffield Universal Three for £3400 and a rusty Fordson Super Major for £2300, both good prices, demonstrated how the values of vintage machines have risen in the past 18 months.



Model John Deere 2140 X-E Year 1985 Hours 3769



Model Case-IH Axial-Flow 2388 Year 2001 Hours 2644



Model John Deere 6800 Year 1996 Hours 9483

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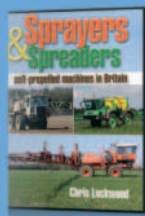
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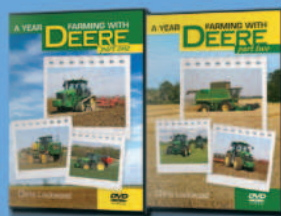
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Horningsea, Cambridgeshire

A fine fleet of recent John Deere and New Holland tractors achieved excellent prices at Cheffins' retirement sale for H. Gingell & Son of Horningsea, near Cambridge, on 16 September, reports Darren Tebbitt.



Highlights of H. Gingell & Son's retirement sale included a Claas Lexion 750TT (£138,500), New Holland TM155 (£24,800) and John Deere 7530 (£50,000).

Main results

2000	Reco Agrisem 325 cultivator. Average.	£7600
2007	Opico 5m folding grass harrow. Very good.	£1900
2007	Bomford Hawk 6P 1.2m hedge cutter. Good.	£7500
2009	Richard Western SF14 14t trailer. Very good.	£9800
2009	MF 2170 big square baler, 63,733 bales. Good.	£32,500
2012	Lely Stabilo 600 four-rotor haybob. Very good.	£4300
2014	Amazone ZA-M Profis twin-disc spreader. Good.	£3200
2014	Moore DP600A 6m Uni-Drill. Good.	£25,500
2018	Cousins Sidewinder 8.3m rolls. Excellent.	£8000
1969	Ford 5000 c/w F11 loader, 8239hrs. Tyres F15%/R80%. Gd.	£6000
2004	NH TM155 PC 40kph, 7310hrs. Tyres F80%/R60%. Average.	£24,800
2004	NH TS135A RC 40kph, 7150hrs. Tyres F80%/R70%. Good.	£27,000
2000	NH TM125 RC 40kph, 10,866hrs. Tyres F10%/R90%. Avg.	£19,000
2009	JD 7530 Premium , 5489hrs. Tyres F20%/R40%. Very Gd.	£50,000
2010	NH T6080 PC 50kph, 9370hrs. Tyres F60%/R80%. Good.	£25,800
2013	JD 6190R , 3940hrs. Tyres F70%/R20%. Very good.	£54,500
1990	JCB 3CX backhoe, recon engine/gearbox. Tyres F/R20%. Gd.	£8500
2002	JCB 520-55 Loadall , 10,065hrs. Tyres F10%/R10%. Good.	£16,600
2015	Claas Lexion 750TT , 728 drum hrs, 9.3m header. Excellent.	£138,500
2019	Isuzu D-Max 1.9 pick-up, 35,153m. Very good.	£12,200

MICHAEL GINGELL'S DECISION TO RETIRE released an excellent selection of well-maintained machines from his family's farming and forage operation at Riverside Farm, Horningsea. The effort that had done into the presentation of the lots in the sale field was indicative of Mr Gingell's approach to running his business.

The youngest of the seven tractors on offer, a 2009 John Deere 6190R with front and cab suspension, a 900kg weight block and 3940 hours to its name, achieved a substantial £54,500. A sought-after John Deere 7530 Premium, from the same year as the 6190R but with 1500 more hours under its belt, was another high flyer at £50,000.

A quartet of Noughties New Hollands proved popular. An 11-year old T6080 50kph Power Command, well-worked and with 9370 hours on the clock, made a useful £25,800. A TM155, six years older than the T6080, but with fewer hours recorded (7310), wasn't far behind at £24,800.

A tidy 2004 New Holland TS135A (7150hrs) achieved a strong £27,000, while a 2000 New Holland TM125 with some unsightly bonnet paint loss and sizable hours (10,866) pulled in a useful £19,000. The oldest tractor, a 1969 Ford 5000 with a Farmhand F11 loader, made a solid £6000.

Harvesting had been in the capable hands of a 2015 Claas Lexion 750TT combine with a 9.3m header. This machine, in pristine condition and with just 728 hours on its drum clock, was bought by a trade buyer for £138,500.

TRADE VERDICT One of the big surprises was the sale of a 2002 JCB 520-55 Loadall with worn tyres and 10,065 hours for a hefty £16,600. As one bystander put it, "That's a lot less than the £80,000 cost of a new one". It was just another example of how the rising prices of new machines are impacting on second-hand values.



Model New Holland TM155 Year 2004 Hours 7310



Model Ford 5000 Year 1969 Hours 8239



Model John Deere 7530 Year 2009 Hours 5489

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Conisborough, South Yorkshire

A fabulous Case-IH 956XL was one of many immaculate, low-hour gems in J. H. Pickup's sale for W. H. Collins & Sons at Conisborough, South Yorkshire, on 22 September. Report by David Laley.



Main results

1970s	IH 440 conventional square baler. Excellent.	£2800
1980s	Fraser 6t single-axle trailer. Good.	£1550
1988	AS Marston 6t single-axle trailer. Good.	£2100
1997	Kverneland LD85 four-furrow reversible plough. Very good.	£1900
1998	McHale 991LB bale wrapper. Very good.	£1350
2001	Vicon 300 haybob. Very good.	£900
2004	Reco Sulky 3m combi drill c/w 2003 Reco Maschio power harrow. Excellent.	£7800
2007	Reco Sulky DPX 24m twin-disc fertiliser spreader. Very good.	£400
2008	Hardi Navigator 3000-litre 24m trailed sprayer. Very good.	£10,000
2011	Kverneland Taarup 2624 2.4m disc mower. Very good.	£3500
2012	Lely Lotus 600 Stabilo tedder. Very good.	£4500
2013	John Deere 960 round baler, 12,500 bales. Excellent.	£17,000
1972	IH 444 c/w front loader, 4558hrs. Tyres F30%/R60%. Good.	£2600
1988	Case-IH 956XL Turbo , 7632hrs. Tyres F50%/R70%. Exc.	£15,800
1997	Case-IH 4230 Pro LP & Quicke loader, 6986hrs. Tyres F/R60%. VG.	£14,700
2003	Case IH Maxxum MXM140 , 5444hrs. Tyres F30%/R40%. VG.	£24,500
2011	New Holland T6050 Plus , 3975hrs. Tyres F50%/R60%. Exc.	£35,500
2020	Case IH Maxxum 150 , 852hrs. Tyres F/R80%. Excellent.	£62,000
2007	Manitou MLT741-120 LSU Turbo, hours? Tyres F/R50%. VG.	£25,000
2012	New Holland TC5070 c/w 15ft header & trolley, hours 901/730. Excellent.	£73,000

W. H. Collins & Sons' fleet of Case-IH and New Holland machines, all in fabulous condition and with the benefit of low hours, achieved tremendous prices.

MOST OF THE PRISTINE TRACTORS and implements offered by auctioneer J. H. Pickup at its dispersal sale for W. H. Collins & Sons were genuine one-owner machines that had seen relatively light usage on a mixed farm.

Bargains were few and far between, although a maiden bid of just £400 bagged a very clean 2007 Reco Sulky twin-disc fertiliser spreader. The rest of the implements made excellent prices, with a 2013 John Deere 960 round baler leading the way at £17,000, followed by a 2008 Hardi Navigator 3000-litre trailed sprayer with two sets of wheels (£10,000) and a 2004 Reco Sulky 3m combi-drill (£7800).

The tractors got off to a slightly underwhelming start with the sale of a 1972 IH 444 with a manual-trip front loader for a sensible £2600. Considerably more enthusiasm was shown for the next tractor, a fabulous 1988 Case-IH 956XL Turbo on 7632 hours, which was sold to a dealer for North Yorkshire for a hefty £15,800.

The remaining four tractors, again all with the benefit of very smart appearances and low hours, achieved equally strong results. A 1997 Case-IH 4230 Pro with a Quicke 2300 loader and LP cab sold for a resounding £14,700; a sweet sounding 5444-hour Case IH Maxxum MXM140 made an excellent £24,500; a 2011 New Holland T6050 Plus on 3975 hours achieved a hefty £35,500; and a 2020 Case IH Maxxum 150 with just 852 hours under its belt made £62,000.

TRADE VERDICT W. H. Collins & Sons' auction was a tremendous success. With the exception of a 1972 IH 444, which looked fair value at £2600, the rest of the tractors made top money. The sale of the farm's nine-year old New Holland TC5070 combine for a whopping £73,000 was a reflection not only of its immaculate condition and low hours, but also the increasing rarity of smaller modern machines.



Model IH 444 Year 1972 Hours 4558



Model NH TC5070 Year 2012 Hours 901/730



Model Case IH 956XL Year 1988 Hours 7632

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TRACTORS FOR SALE

CASE



Case CS94, on 16.9 x 34, 3-spd PTO, 1 owner with just 5,600 hrs. Tel: 07718 367212. A. Mills, N. Ireland. [LAW135]



Case MX150, in very good order for age, left hand forward/reverse shuttle, creeper box, 3 spool valves, pick-up hitch, air con, front suspension, 9,200 hours, tyres a bit down. Tel: 07790 685525. Warrington. [LAW200]



Case IH 3230, 4WD, both rear brakes done, engine rebuild, very tidy in and out, all sorts of new parts, everything works as it should, didn't want to sell but need of a bigger tractor. £POA. Tel: 07583 964684. Whitehaven. [KLW66R]



Case MX100C ex-arable, very good condition, 5,500 hrs. Tel: 07718 367 212. N. Ireland, A. Mills. [KLW79R]



Case MX120 with f/linkage, owner retired, 7,100 hrs. £19,750. Tel: 07710 372 273. N. Ireland, A. Mills. [KLW80R]

CATERPILLAR



Caterpillar D2, 1939, Donkey engine is a no go as has no spark, tow start ok, Catt oil tub and original instruction book. Tel: 07870 742417 for more information. £4,100. Tel: 07870 742417. Haverhill. [HT17W12R]

COUNTY



County 1474, Mathewson's Auctions Nov sale, VGC. Tel: 07770 922646. Crumlin, Co. Antrim. [LAW2]



County 1164, runs and drives as should, lovely engine, very original. £8,500. Tel: 07841 341101. Wetherby. [LAW344]

DAVID BROWN



David Brown Cropmaster, diesel, 1953, all in excellent working order, no cracking to the block or repairs, starts instantly, runs ok, hydraulics good steering, good original tinwork, original dynamo that charges on the dash, original lights with original reg no and current V5C logbook. Tel: 07555 294367. Huddersfield. [LAW108]



David Brown 1410, c/w front weights, rear tyres 50%, fronts tyres 90%, all tin work good, engine runs but needs work to top end. £3,000 ono. Tel: 07759 983595. Moreton in Marsh. [LAW112]



David Brown 1490, engine starts and runs, needs TLC. Tel: 07956 167510. Lutterworth. [LAW69]



David Brown 990 Implematic, 1965, runs and drives, original V5, 2-speed PTO. £POA. Tel: 07748 879199. Marshfield/Chippenham. [KLW53R]

DEUTZ



Deutz-Fahr compact tractor, 39hp, in as new condition, 195 hrs on the clock, 4 wheel drive, diff lock, lawn tyres, roll bar, operator's manual, 1,200kg 3-point hitch. Tel: 01588 660670. Craven Arms. [LAW14]



Deutz-Fahr DX450, 1985, 3,958 hours, new front and rear tyres fitted, new lights and seat fitted, resprayed. £POA. Tel: 07768 980304. Picton, North Yorkshire. [LAW63]

FENDT



Fendt 828, 2014, 4,115hrs, excellent. £72,000. Tel: 07770 69289. Norwich. [KLW74R]

FORD

Ford digger, with front loader, back actor, new tyres, low hours, short engine. £1,250 + VAT. Tel: 07709 597395. Biggleswade. [LA]



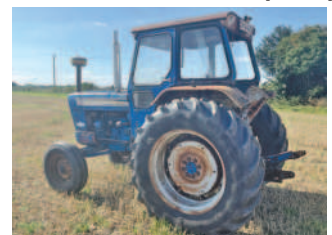
Ford 5110, 1986, V5 registered, good working order, VGC. £11,000 + VAT. Tel: 07432 013174. York. [LAW39]



Ford 334, with loader, power steering, pick up hitch, column gear change, 50% tyres, runs well £4,000. Tel: 07946 344323. Spalding. [LAW145]



Ford 4100, 4WD, genuine 3,700 hours, very straight panels, starts on button, runs, drives very well, good tyres, nice tractor work, play, restore. £9,295 + VAT. Tel: 07779 986072. Gloucester. [LAW80]



Ford 7000, starts runs and drives, has load monitor, great base for renovation, c/w V5. £19,250. Tel: 07841 341101. Wetherby. [LAW118]



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, 3,787hours, how is possible? We speak English based in the Netherlands. Tel: 00 31 227 604300. Wieringerwerf, Netherlands. [KLW43R]

Ford Force 4000, engine complete with 13 inch clutch, good condition, please call. Tel: 07831 190040. [LA]



Ford 550 digger, working order, needs TLC. Tel: 07956 167510. Lutterworth. [LAW67]



Ford 8730, Powershift, no rot, comes in immaculate condition, excellent tractor. £22,850 + VAT ono. Tel: 07432 013174. York. [LAW40]



Ford 6610, 1984, 2 double acting spool valves, pick up hitch, good running order, open to offers. Tel: 01406 540505 or 07909 910005. Holbeach. [LAW148]



Ford 3600, in good condition, please call for more items and parts. Tel: 01652 656572. Brigg. [KLP3R]

FORDSON



Fordson E27N, come with P6 engine, fully re conditioned, super condition, realistic offers. £POA. Tel: 02476 392750. Nuneaton. [LAP10]



Fordson Super Dexta, 1961, Serial No 717772, refurbished, fully working, stored under cover, incl. dust cover. £3,500 ono. Also available, harrow, cultivator and sub-soiler attachments. Tel: 07854 170538. Upminster. [LAW71]



Fordson Major, diesel live drive, starts and runs well, fitted with safety frame, reg docs. Tel: 07827 872887. Llanelli. [LAW121]



Fordson Major, diesel, c/w mill loader, very good mechanically, instant starter, good wheels and tyres, may need new batteries and paint, asking only £1,500. Tel: 07860 237598. Aberdeenshire. [LAP11]



Fordson Major, bought as 1957 model, running when stood up 10 years ago, stored undercover, looking for TLC or suitable for spares or repair offers. Tel: 07951 915056. Cheshire. [LAW68]



Fordson Major, 1960, in show condition good running order, best offer. Tel: 07885 146905. [LAW151]



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]



International B275, completely restored in 2018, new tyres, new mudguards, V5, taxed, in show condition, spent over £4,500, will accept £4,500 ono. Tel: 01485 579366. Norfolk. [LAP16]



International 434, runs well, good tyres all round V5 present. £3,600. Tel: 07789 990888. Lechlade, Oxon/Glos border. [LAW61]



International B450, 1969 with V5, lots of restoration work done, new pistons and liners recon head, good starter, hyd pump stopped working. Tel: 01565 733826 or 07831 652644. Knutsford. [LAW73]



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. [KLW10R]

JCB



JCB 542-70, 1,200 hours, Super Agri, 145hp, choice of headstock, as new condition. £POA. Tel: 07976 702858. Powys. [KLW3R]



JCB 526S, 1996, 8,500 hrs, 4x4, 4 wheel steer, joystick control. £POA. Tel: 07976 702858. Powys. [KLW70R]



JCB 410 turbo loader, c/w QH and 3rd service, low hrs, £8,400. Tel: 07718 367 212. N. Ireland. [KLW82R]



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John Deere 6930 Premium, 09 reg, 26-20" tyres, 4 spool valves, front linkage, 50k box, P seat, 14 W lights, 3-speed PTO, radio, 2 flashers, air seat, a/c, hydro litch top link, weight block and weights, 10,500 hours. £36,000. Tel: 07761 625195. [LAW411]



John Deere 4020, Powershift, original UK import been barn stored for many years, good running order, correct shell type fenders available if the cab was to be removed. £12,500. Tel: 07768 662419. Cramlington. [LAW104]



John Deere 1640, with 245 loader, 1986, with 8,200hrs, 16-speed Power Synchron, 540/1000 shiftable PTO, SG2 side levers, tyres good Quick attach bucket and muck fork, integrated joystick, new seat, paint and hydraulic hoses. £14,000 no VAT. Tel: 07964 296699. Lincs. [LAW79]



John Deere 6310 Premium, 1999, JD 631 loader, owned from new, 3,990 hrs, original tyres. £25,000 + VAT. Tel: 07775 676005. Co Armagh. [LAW124]



John Deere 4755, original UK tractor, high hours but mechanically 100% incl a dealership rebuilt transmission in the last 800 hours, ready for serious work without computer shutdowns or play. Tel: 07506 766360. Worcs. [LAW55]



John Deere 5010, now in and ready to go, nice running tractor. Tel: 07794 101386. Banbury. [LAW51]



John Deere 100 garden tractor, very clean and original condition, starts, runs and drives very well, sit it next to your full-size 30 Series tractor for a little and large comparison. Tel: 07506 766360. Worcestershire. [LAW57]



John Deere 4055, genuine tractor, on our farm for 5 years with no issues, is showing 6,178 hours. £16,000 + VAT. Tel: 07866 848242 to view near Market Harborough. Tel: 01858 432576. Market Harborough. [LAW75]



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. [KLW1R]



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. [KLW19R]



John Deere 2140, 1986, 4WD, very original tractor, with pick up hitch, power steering, 245M loader with forks, gearbox completely rebuilt, starts on button every time, and works exactly as should. Tel: 07879 410169. Portsoy, Aberdeenshire. [KLW8R]

KUBOTA



Kubota M4072, 143 hours worked, unique opportunity, 54kw (73PS) Cat 2, 3 point linkage, spool valves 3, fully dealer maintained and serviced, VGC, comes with front linkage and weight. £30,000. Tel: 07879 076076. Boston. [LAW31/32]

LAMBORGHINI



Lamborghini Turbo 775F 4wd 40K orchard spec, on 480 x 24. £9,900. Tel: 07710 372 273. A Mills, N. Ireland. [KLW81R]

LEYLAND / MARSHALL



Leyland 302, 2WD, 30hp, fully glazed cab, starts, runs, drives, spool valves, V5, nice road run. £4,995 + VAT. Tel: 07779 986072. Gloucester. [LAW81]

MANITOU



Manitou, 2015, 7m reach, air con, 40k, 4,100 hours, very nice condition. Tel: 07976 702858. Powys. [LAW139]

MASSEY FERGUSON



Massey Ferguson 550, 1981, engine re build and new clutch three years ago, original paint work and tyres rear in very good condition. £10,000. Tel: 07789 685451. Hawick. [LAP15]



Massey Ferguson 35X, show condition, all new tin work including wheel rims and centres, tyres etc, fully serviced and ready for fun, shows or work, V5. £POA no VAT. Tel: 07860 409588. Chepstow area. [LAW90]



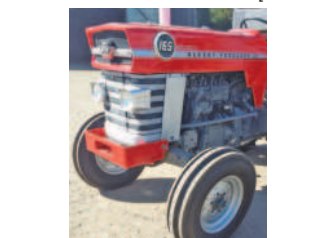
Massey Ferguson 135, March 1965, all original tin work including alloy headlights, 4 new tyres, new battery, everything works as it should, twin spool valves fully serviced, V5. £POA no VAT. Tel: 07860 409588 for more details. Chepstow area. [LAW91]



Massey Ferguson 35, 3 cylinder, 1961, 2 owners, very original, runs and starts very well. £3,850 no VAT. Tel: 07432 013174. York. [LAW49]



Massey Ferguson 165, standard gearbox, p/steering, 1976 P-reg, MF 35 loader, one of last, 8,000 hours, one farm owned from new. £7,200. Tel: 01334 828218 or 07754 782280. Fife. [LAW85]



Massey Ferguson 165, 212 engine new tyres and mudguards. £8,750 ono. Tel: 07583 874066. Penkridge, Staffordshire. [LAW97]



Massey Ferguson 590, only 3,500 hrs, Multipower, 2 spools, tidy. £8,500. Tel: 07774 112211. Glos. [LAW107]



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. [KLW45R]



Massey Ferguson 65, 1985, good condition, V5. £5,000. Tel: 07976 686843. Middlesbrough. [KLW56R]



Massey Ferguson 1200, perfect restoration project. £25,000 ono no VAT. Tel: 07849 157223. Gainsborough. [KLW50R]



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. [KLW21R]



Massey Ferguson 135, 1966, D reg, very tidy, drawbar, tipping pipe, alu head lights, hand grips on mudguards, new battery, 5,700 hours. £POA. Tel: 07729 562055. Cheshire. [KLW9R]

Massey Ferguson 595, runs ok, the cab is rusty and the interior is tatty, restoration project. £ 3,250 ono. Tel: 07961 538035. Aylesbury. [KL]

Massey Ferguson 35, 1958, 23C, 4-cylinder diesel, winter project, lots spent, much work completed, loads new parts, all tinwork and wheels blasted and 2 pack resprayed, ran well, engine stripped for inspection, full engine kit included. Tel: 07917 007905. Hastings. [LA]

MASSEY HARRIS



Massey Harris Pony, with cutter bar, 1955, good working order, original. £POA. Tel: 07768 980304. Picton, North Yorkshire. [LAW82]

MINNEAPOLIS MOLINE



Minneapolis Moline Model GTS, complete, good tin work and tyres. £Offers. Tel: 01733 351543. Peterborough. [LAW46]

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. [KLW60R]

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. [KLW54R]



Nuffield 10/60, 1966, good condition, V5, type BMC 38T diesel, maximum power 57.5hp, number of cylinders 4, cubic capacity 3.8l. £POA. Tel: 07976 686843. Middlesbrough. [KLW55R]



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. Reagon injectors. £POA. Tel: 07837 825474. Canterbury. [HT17W10R]

OLIVER



Oliver 90, self-starter fitted, original log book and registration. £Offers. Tel: 01733 241857. Peterborough. [LAW47]

RENAULT



Renault 70.34, 4wd low profile cab, very original. £8,400. Tel: 07718 367 212. N Ireland. [KLW78R]

SANDERSON



Sanderson Plantman 26 with 3 stage mast, 3rd service, low hrs, exceptional with optional tipping bucket. £6,500. Tel: 07710 372 273. A. Mills, N. Ireland. [LAW126]

OTHER BRANDS



BMB President, 1954, 4 new tyres, engine overhauled, has originally fitted mid-mounted mower, tin and paintwork in good order, original registration book, in good running order, no VAT. £POA. Tel: 07742 592441. Lisburn, N. Ireland. [KLW65R]



Grey Drumdrive tractor, has been fully restored, 1918, fitted with a Hercules engine in approx 1925. £POA. Tel: 01298 23224. Buxton, Derbyshire. [HT1713R]

TRACTORS WANTED

Ford 7000, wanted by small collector tractor, must be tidy, a big ask would like a Herefordshire reg plate on it. Tel: 07974 345088. Hereford. [KL]

Dong Feng DF 354, dead or alive, location no problem, please ring Keith. Tel: 01427 719088 or 07513 405332. Lincoln. [LA]

Ford County 1254 or 1454, dead or alive, any condition, call if you can help. Tel: 07774 041235. Inverness. [LA]



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]

Fordson Dexta, 1959, non-life drive, any condition considered, distance no object. Tel: 07827 872887. Llanelli. [LA]

International BTD 20 crawler, transport arranged, wanted dead or alive condition. Tel: 07850 303731. Loughborough. [LA]

Massey Ferguson 130 in Hampshire, Sussex or IOW areas, prefer complete running or not, fair price paid if good condition. Tel: 07794 786387. [KL]

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]

LOST & FOUND

Ford 6600, reg number DSR 757V, do you own it or know 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]

MOTORBIKES WANTED



Motorcycles pre 1990's wanted, do you want to clear out space, if you have any pre 1990 motorcycles free or cheap for my hobby, I would like rusty, blown, crashed, tatty, scrap, etc. I live in East Somerset area and will collect reasonable distance. Tel: 07474 128407. sprudence1900@googlemail.com [LAW24]

OTHER VEHICLES FOR SALE



Land Rover Defender 110, DCPU County 2007, 2.4 TDCi, MOT July 2022, 107,000 miles, in very good condition, services history available, drives well. £POA. Tel: 077734 80324. Kendal. [LAP12]



Dominator 85, with Perkins engine (can be seen running) breaking for spares. Tel: 07850 152240. North Yorkshire. [LAW105]



John Deere 330 combine, in very good working order, 8ft cut, probably the only one in the UK, they were never sold here, for more info call. Tel: 07768 662419. Cramlington. [LAW156]

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]



Class Matador, 1964, 10 feet cut in very good condition always dry stored used last year V5. £2,700 ono. Tel: 07967 876374. [LAW137]



Land Rover Discovery 3 TDV6S, registration YF54 VPV, MOT until February 2022, cam belt change at 98,928 miles on 4/4/17, last serviced on 23/7/19 at 100,869 miles, tyres good, bodywork good for age, sold as seen, Land Rover seat covers, 102,941 miles. £3,925. Tel: 07307 856941. Oldbury on Severn. [LAW142]



Barth K140 land drainage trencher, very good condition, all complete with cab, would go straight to work or play based on a County 1184 would also be a nice peace for a county collector, more info please call Chris. £POA. Tel: 07940 514115. Shropshire. [LAW70]



Dania Dronningborg D900 tanker combine, used in 2020 and 2021, barn stored, all complete, manual, has built in cleaner. £1,500. Tel: 07967 378721. Powys. [LAW88]



New Holland 1900, rare Caterpillar 6 cyl turbo engine, used this season to chop 100 acres, everything in working order, good original condition, 1,600 drum hours, blades and shear bar good ready to work or collect. Tel: 07903 824662. Clitheroe. [LAW83]



Massey Ferguson 788 combine harvester, on the button, starts drives stops, driver not included. £1,000 ono, call evenings only please. Tel: 07977 671173. Warwickshire. [LAW41]



Daihatsu Terios, 1999 V reg, automatic, petrol just over 50,000 miles on clock, parked under cover, excellent condition for age, 4 new tyres needs an MOT. £750 ono. Tel: 01497 851222. Builth Wells. [LAW53]



Mercedes 300TE, W124, 4MATIC, 1989, VGC, MOT to Aug 2022, serviced summer 2020, mileage states 88,179 but odometer hasn't worked for some time, relay recently replaced due to random stalling, featured in **Mercedes Enthusiast** Oct 2017 edition. £5,000. Tel: 07796 626537. Sittingbourne, Kent. [LAW30]



Iveco Eurocargo 180EL240, 2003, 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. [KLW58R]



Claas 970 combine, 2017, 40k, auto lube, V8 man engine fully serviced and ready for work. £POA. Tel: 07976 702858. Powys. [KLW2R]



New Holland Clayson 1520 combine, in good working order, fully maintained, 10ft header, has worked this season. £2,000 ono. Tel: 07709 223369. North Yorkshire. [KLW44R]



Dominator 85, with Perkins engine (can be seen running), breaking for spares. Tel: 07850 152240. North Yorkshire. [KLW52R]



Kubota KX61-3, 2006, three buckets, 4,303 hours, good condition, £9,000. Tel: 07760 177277. Hemel Hempstead. [KLW17R]



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. [KLW22R]

Land Rover Defender, 2008, 106k miles, 57 plate, high capacity, LWB, heavy duty, plated for 7t. combined towing and carrying weight, canvas top, very good condition, complete with steering guard, nudge bar and adjustable tow hitch. £15,500 ono. Tel: 07817 358738. Bridgend. [LA]



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. [KLW20R]

OTHER VEHICLES WANTED



JCB 520-50 Farm Special loader, 4x4x4, please email pictures and details info@jamesmurrell.co.uk or call James on 07770 692891. [JKW7]



Land Rover, Series 1, 2, 3 or Defender 90 110, anything considered, Nationwide, cash on collection. Tel: 07775 203208. Nationwide. [JKW3]



Old classic cars and tractors wanted, in all conditions, good prices paid and careful removal from your premises. Tel: 01548 521278. Totnes, Devon. [FGW126]



Car, van or motorbike, anything considered in any condition, pre 1990's, private buyer, cash payment. Tel: 07891 500116 or email harley1824@gmail.com. Northumberland. [IJW29]



Jeep in any condition, please get in touch, I will pay good prices and interested in all conditions, please call. Tel: 01548 521278. Devon. [IJW21]



Willys jeep, or similar, all conditions, good price paid, I am easy going with no pressure, call anytime. Tel: 01548 521278. Totnes, Devon. [ABW98]

JCB 3CX Sitemaster wheeled digger, email Info@jamesmurrell.co.uk or call James Tel: 01493 750999. Norwich. [AB]

Ford Model T, 1925, pick up, Tourer, anything considered, for 75 year old enthusiast to cherished. Tel: 07355 523559. Wirral. [LA]

Old scooters wanted, any make/condition. 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, any condition, spare or repair, private buyer, cash. Tel: 079211 88931. Penrith. [GH]

JCB 527-58 loadall or similar, mid 90s 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]

BALERS AND BALER SPARES



John Deere L1534H Big Baler, 2017, 32k bale count, mint. £47,000. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW33R]



Bamford baler, BX5 SUP, used on small holdings, is in working condition. £1,200 ono. Tel: 07787 358400. Sunbury on Thames. [KLP1R]

CULTIVATORS



Kilworth Sovema cultivator REC 2 200, needs 55-70 hp tractor, ideal for horticultural or landscape use, unused as new condition. £3,500. Tel: 07879 076076. Boston. [LAW9]

BUCKETS, LOADERS AND ATTACHMENTS



JCB 3C bucket, ideal earth bucket for a loadall. Tel: 07759 342125. Northallerton. [LAW6]



Cameron Gardner rear loader, for restoration. £50 ono + VAT. Tel: 01761 452357. Somerset. [LAW20]



Massey Ferguson front loader, good condition, all moving parts work. £750. Tel: 07903 193289. Kent. [LAW106]



Excavator buckets, good condition, 3' for 9t excavator, 18" teeth, 2' teeth, 3' teeth, ditcher for 13 ton excavator. £2,950. Tel: 07860 656126. Preston. [LAW123]



Foster round bale nippers, strongly built, currently on Matbro type brackets. £550 + VAT. Tel: 07979 984796. North Yorkshire. [LAW65]



David Brown rear back actor, to fit 990 and 995, comes with two buckets and stabilising brackets, £600 ono. Tel: 01258 860491. Dorset. [LAW38]

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]



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. [KLW29R]



JM round bale handlers, in stock, new, please call for more items. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW30R]



Genuine JCB 5ft digging bucket, with pins, very good condition, fits 3XC-8060. £300. Tel: 07774 428853. Tamworth. [KLW23R]

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]
Massey Ferguson 80 loader, with full width bucket to fit MF 500/600 Series, £500. Also, Brown tractor mounted hydraulic log splitter, £875. Tel: 07836 652963. Ely, Cambs. [LA]

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, CUTTERS AND ROTAVATORS



Spearhead Multi Cut 300 rotary mower, 2019 model unused, cut width 2.8m/9'4" floating Clevis top link, is in very good condition. £5,500. Tel: 07879 076076. Boston. [LAW5]



Ransomes 2130 Highway triple reel mower, 2002, 2,552hrs, 84" (2.14m) cut width, Sport 200 reels, Kubota V1305 4 cyl diesel, new injection pump and injectors, recorded radiator, new filters and fluids, repaired split in seat, more images available via email or text. £2,700 ono. Tel: 07854 852459. Lincolnshire. [LAW33]



McConnell PA93 hedgetrimmer, later Enduro tank model with twin filters, very original, farmer owned. Tel: 07802 897800. A. Mills, N. Ireland. [LAW131]



McConnell PA5600 heavy duty hedger, on 65hp motor/pump with oil cooler, very clean. Tel: 07710 372273. A. Mills, N. Ireland. [LAW136]



McConnell PA6500T hedgetrimmer, 2018, in excellent condition, 6hp motor/pump with oil cooler. Tel: 07718 367 214. A. Mills, N. Ireland. [LAW133]



McConnell Swingtrim fingerbars, choice of standard with cable controls or XL longer reach with joystick ex-demo. Tel: 07710 372273. A. Mills, N. Ireland. [LAW134]



International Cub Cadet 1282 Hydro, low hours c/w mower deck, hard to find original red Cub Cadet mower in very good original condition. Tel: 07506 766360. Worcs. [LAW58]



Ford LGT 165 hydro c/w 48" mower deck and PTO drive rotovator, rare chance to acquire a "mini" TW, been mowing the lawn this summer with it. Tel: 07506 766360. Worcs. [LAW56]



Bomford B467 RH flail hedger with cable controls, not seen much use, in excellent condition. Tel: 07710 372 273. A. Mills, N. Ireland. [KLW84R]



Kuhn Agri-Longer hedger, forward cranked arm, belt drive 1.2m T flail head, oil cooler, hyd head roller, elec joystick proportional control. Tel: 07718 367214. N. Ireland. [KLW85R]

Honda garden rotovator, in excellent condition, four slasher blades, not done a lot of work, very powerful, a bargain, £185, also have a Westward garden rotovator, is very good condition. £95. Tel: 07771 566172. Abingdon. [LA]

PLOUGHS



Ferguson single-furrow deep digger plough, in very good condition. £230. Tel: 01327 361531. Northants. [LAP1]



Plough, needs revitalising, discs worn and needs new shares, call evenings only. £200 + VAT. Tel: 01647 252730. Near Exeter. [LAW111]



Ransomes four-furrow trailing plough, excellent iron parts and in excellent working order, used last 8 years at Dorset Steam Fair. Tel: 07966 511493. Dorset. [LAW140]



Dowdeswell DP7 5-furrow 4+1, good original condition, maybe one of the last DP7 built 2002, good metal 14", hydraulic front furrow, rear discs, skims all round. £1,650 ono. Tel: 07929 228274. Northants. [LAW155]



David Brown cm3 3-furrow conventional plough, comes with discs, good points and metal, cross shaft and depth wheel both turn as they should, tidy plough. £575 + VAT. Tel: 07512 809864. Buxton. [LAW154]



Fiskars 3-furrow reversible, auto reset, full set discs, skims and hydraulic cross shaft, new boards. £2,600. Tel: 07710 372273. A. Mills, N. Ireland. [LAW127]



Kverneland 5-furrow reversible, new points, good metal, no welding. Tel: 07976 702858. Powys. [LAW138]



Ransomes TSR 108, excellent condition with original operator's instruction book, ready to go £650. Tel: 07866 246292. Northants. [LAW96]



Ransomes TS 83, 3 furrow reversible (manual) good metal work, no disc, £650 ono. Tel: 07950 812714. Hertford. [LAW89]



Bamford four-furrow plough, complete with unused mould boards and skimmers. £500 plus VAT. Tel: 01761 452357. Somerset. [LAW18]



Ferguson two-furrow plough, all c/w manufacturer's label, just needs the wheels etc freeing up, ideal show or competition. £320 ono. Tel: 07891 273029. Wakefield. [LAW15]



David Brown plough, cheap and cheerful. £140 ono. Tel: 07765 905083. Lincolnshire. [LAW143]



Kuhn 5-furrow reversible plough, with new points. £2,950 + VAT. Tel: 07976 702858. Powys. [KLW4R]



Pottinger Servo 45SP, 2015, 50 acres from new, full spec, mint condition. £22,000. Tel: 01603 712222. Norwich. www.jmurrell.co.uk [KLW76R]



DPTE 5 Furrow, hydraulic adjustable front furrow, good metal all round, excellent plough. £3,600. Tel: 07515 887427. Widnes. [KLW59R]

PUMPS



Malgar slurry pump, please call for more details. £600 + VAT ono. Tel: 01761 452357. Somerset. [LAW16]



Sykes pump, twin Lister diesel 4" self-priming including two suction pipes. £550. Tel: 07836 266097. Coventry. [LAW94]

TANKERS AND BOWSERS



Diesel Bowser, 1,000 litres. Tel: 07956 167510. Lutterworth. [LAW66]



Redrock 850, with rain gun jet, done little, very good condition. £6,500. Tel: 07710 372 273. A. Mills, N. Ireland. [LAW128]



Round 6000l steel diesel tank, barn stored, excellent. £500 no VAT. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW35R]

Vicon 700 gallon vacuum tanker, good sound working order. £650 ono. Tel: 07889 761759. Barnsley. [KL]

TRAILERS



Ferguson trailer, in need of renovation. £50 plus VAT ono. Tel: 01761 452357. Somerset. [LAW17]



Indespension trailer, 2016, 3.5t, 16ft x 6ft 6", spare, 6ft ramp not done a lot only carried light vehicles very tidy. Tel: 07973 117993. Beds. [LAW7]



Vintage Hartford (Norwich) tipping trailer, chassis was timber, has most of original ironwork sides, tailboard, new alloy body fitted, ram resealed new hydraulic pipe working handbrake can sell chassis or complete. Tel: 07973 117993. Beds. [LAW26]



Trailer in decent condition, please call for more details. £400. Tel: 07773 467079. Chorley. [LAW120]



Trailer, with lockable lid and all wheels braked, 7ft by 3ft 10in and 21 in deep, make ideal camping trailer. £400. Tel: 07871691483 or email: chrisheldson@hotmail.co.uk [LAW72]



Trailer Boley & Coleman extending trailer, could be used as is or adapted for various uses, height 30" width 57" length 13'. £300 ono, buyer collects. Tel: 07812 657310. Oxon. [LAW45]



Tri-axle low loader, air brakes and suspension, lift axle, 25' x 8'3" bed, commercial 10 stud axles 7 1/2t each, commercial trailer professionally converted to strong tractor, PUH, loaded with long ally ramps but supplied with short steel ramps, good brakes 24V lights. £4,750 no VAT. Tel: 07745 131990. Northwest. [LAW37]



Bailey 16t silage/corn, fully loaded air/oil brakes. Tel: 07976 702858. Powys. [KLW69R]



Bale trailer 24 foot, needs new floor but would make a good trailer. Tel: 07759 342125 or 01609 774644. Northallerton. [LAW1]



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. [KLP2R]



Trailer, 12ft by 6ft manufactured by Birtill engineering, fully refurbished, new hardwood floor, new tyres and respray. £1,195. Tel: 07885 540223. Nottinghamshire. [KLW64R]



JPM 24 foot 19TLL, 2021, hydraulic ramps and brakes, LED. £10,800. Tel: 01603 712222. www.jmurrell.co.uk Norwich. [KLW36R]



JPM Tri-Axle 30 foot 27TLL, in stock, £16,800. Tel: 01603 712222. Norwich. www.jmurrell.co.uk [KLW77R]



Admiral 22 foot low loader, commercial axles oil brakes. Tel: 07976 702858. Powys. [KLW7R]



Wooden farm tipping trailer, 6ft 3in wide, 10ft 4in long. £395 or near offer. Tel: 01629 584083. Matlock, Derbyshire. [KLW6R]



JPM 28 foot 19TLL flip over ramps, 2021, 10 stud, air, load sensing. £15,000. Tel: 01603 712222. Norwich. www.jmurrell.co.uk [KLW37R]



JPM 16t dump trailer, 10 stud, 2021, air load sensing, LED. £POA. Tel: 01603 712222. Norwich. [KLW38R]



JPM 16t multi-purpose trailer, 2021, ramps, 10 stud, air, load sensing, LED, hydraulic gate, £14,300. Tel: 01603 712222. Norwich. [KLW39R]



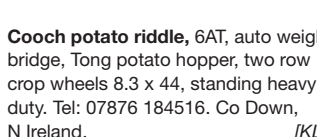
AS Marston 8t twin axle grain trailer, in good condition with good tyres. Please call for more items and parts. Tel: 01652 656572. Brigg. [KLP4R]



Farmer and contractor requires 12-20t Agri dump trailers. Email: details to farm@murrell1.plus.com. Tel: 07770 692891. Norwich. [LAW7]



John Deere 360 trailed combine, in VGC, will go straight to work, 8ft cut, offers, for more Info call. Tel: 07768 662419. Cramlington. [LAW103]



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]



Lister Blackstone no 1 digger potato spinner, all working, has been at shows and kept as garden ornament, now downsizing. £90. Tel: 07871 946095. Skegness. [LAW76]



Simba 7.6m vertical folding rolls, 22" rings without breakers, no cracks or breaks. £4,500 + VAT. Tel: 01295 680711. Banbury. [LAW141]



Ferguson 9 tine tiller spring tine cultivator, all working order. £295. Tel: 07871 946095. Skegness. [LAW78]



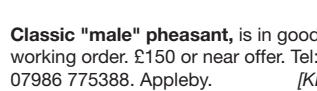
Albion binder, 6ft, left hand cut complete with 2 x cutting blades and 3 lifters, some canvases available also, rubber centre wheel, stored inside. Tel: 07733 212957. Aberdeenshire. [LAW102]



Joskin Penditwist 7.5m dribble bar, to suit most tankers, new, available now. Tel: 07802 897800. A. Mills, N. Ireland. [LAW130]



Protech P180S post driver, 3 point hitch Cat 2, used to fit 420 x 2.4m posts only, good condition. £2,000. Tel: 07879076076. Boston. [LAW4]



Classic "male" pheasant, is in good working order. £150 or near offer. Tel: 07986 775388. Appleby. [KL]



Classic "male" pheasant, is in good working order. £150 ono. Tel: 07986 775388. Appleby. [LAW399]



Keenan 320 Mech Fiber, bought new 2014, done little work, serviced Nov 2020 to include 9 new body blades, one bearing cover and new resolution counter sensor. £8,750 + VAT. Tel: 07890 745 129. Bridgnorth. [LAW92]



Howard 155 rotaspreeder, with hyd lid, used recently on our own farm. £850. Tel: 07802 897800. A. Mills, N. Ireland. [LAW129]



David Brown 9 leg spring-tine cultivator, has good points and legs, comes with badge. £375 + VAT. Tel: 07512 809864. Buxton. [LAW153]



Flexicoil 1.8m steering front furrow press, in good order, not done a lot of work, has good rings £795 + VAT. Tel: 07512 809864. Nr Buxton. [LAW152]



Simba 7.6m vertical folding rolls, 22 inch rings without breakers, no cracks or breaks. £4,500 + VAT. Tel: 01295 680711. Banbury. [LAW48]



Twose Cambridge roller, used, 8m working width, trailed with hydraulic transport wheels, hydraulic folding, good rings and bearings, very well cared for. £4,995. Tel: 07760 236534. Blackdown Farm Services. [LAW77]



Kubota DSC hydraulic spreader, 700l as standard, c/w extension sides for extra capacity, as new unused hence sale price. £3,250. Tel: 07879 076076. Boston. [LAW8]



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. [HT17P1R]



Quad X Wipeout 2 weed wiper, 3m dual roller chemical sensor 60l, new condition. £2,950 ono + VAT. Tel: 07552 714139. Forfar. [KLW51R]



Claas Volto 1320T (2013), trailed 13m tedder, clean machine, ex UK farm. Tel: 07710 372 273. A. Mills, N Ireland. [KLW88R]



Amazone 3m 1 pass c/w Amazone box drill, c/w disc coulters & tramline kit, good order, on KG302 Harrow with QFit blades. £4,900. Tel: 07710 372 273. A. Mills, N Ireland. [KLW89R]



HK31 Nordsten drill NS3130, 3m combination drill, Howard power harrow, VGC. £5,500 ono. Tel: 07515 887427. Widnes area. [KLW26R]



Rotary portable vehicle lifts, 4x, 28.8t lift. £4,500. Tel: 01603 712222. www.jmurrell.co.uk [KLW34R]



Fordson weeder, is in excellent condition. £POA. Tel: 07976 712113. Bradford. [KLW24R]



Pottinger Servo 45SP, 2015, 50 acres from new, full spec, mint. £25,000. Tel: 01603 712222. Norwich. [KLW32R]



Meijer Flat 8 bale sledge with hitch bracket for baler, tyres all up and good to go. £450, buyer to collect, can load, does unbolt into 2 for easier transport. Tel: 01889 500303 or 07850 525693. Staffordshire. [KLW49R]



Grays 3m heavy flat roll, £1,800 no VAT. Tel: 01603 712222. Norwich. www.jmurrell.co.uk [KLW31R]



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. [KLW28R]

Muck spreader, barrel type side finger, VGC, good wide tyres, no rot, ideal for 50hp and above, £1,100. Also Warwick 3 ton grain trailer, double sides, bale extension, VGC. £1,250, text for photos. Tel: 07968 257232. Rugby. [KL]

IMPLEMENTS WANTED
Grass crimper, make unimportant, please call if you can help. Tel: 01789 450258 or 07724 571048. Stratford upon Avon. [LA]



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]

Engine Drive Baler wanted. Must be in working order. Please call 01841 540 494. Cornwall. [LA]

Massey Ferguson /Weeks trailer, red and yellow wheels must be tidy and no rot, cash on collection. Tel: 07974 345088. Hereford. [LA]

SEATS

Bamford's heavy cast tractor seat, very rare genuine not a repro painted grey could be painted any colour the real thing £140 ono, could post. Tel: 07980 105313. Derbys. [LA]

WHEELS AND TYRES



Goodyear Suregrips, 16.9 x 34, 30% tread remaining, good usable condition. £500. Tel: 07432 013174. York. [LAW87]



Goodyear Suregrips, rims and centres, 12.4 x 28, MF fitment, 6 ply, made in Great Britain. £600. Tel: 07432 013174. York. [LAW95]



Wheels and tyres, pair of 11 x 32, 8 lug rims, and Goodyear tyres, 808, some cracks between lugs. £400 no VAT. Tel: 07770 362396. North Wales. [LAP14]



Wheels and tyres, 11 x 26 to suit Oliver Tractor 550, have some cracks but plenty of tread. £50 for them both. Tel: 07923 418567. Derbys. [LAW101]



Nuffield DM4 pair used 11 x 36 8 stud wheels & tyres, sliding hub model, tyres old but hold air, rims ok. £300 inc VAT, buyer collect. Tel: 01889 500303 or 07850 525693. Staffs. [HT17W7R]



Firestone 650/65R38 tyres and tubes, 30% tread. £450 no VAT. Tel: 01603 712222. Norwich. [KLW40R]



Michelin 500/70R24 handler tyres, 20%, £350 no VAT. Tel: 01603 712222. Norwich. [KLW41R]



Full set of wheels and tyres, for compact John Deere tractors, 25x12.00-9 rears, fronts 27x10.50-15. Tel: 07976 702858. Powys. [KLW68R]



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. [KLW27R]

WHEELS AND TYRES WANTED



Marshall 804 Mk2, 6 stud front wheels. Tel: 07976 686843. York. [LAW64]

Rear wheels, pair to fit Ford 5000, 12 x 38. Tel: 07866 246292. Northants. [LA]

Rear tyres, pair wanted, 12.4/11 x 28 or 13.6 x 28 some wear ok but no cracks, need Fergie TEA/D rear top cover and lift cylinder, cash/collect pref. North East. [KL]

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. Caldicot. [KL]

WOODCHIPPERS, SAW BENCHES & LOG SPLITTERS



Jansen GTS-1500 E wood chipper, good clean condition with very little use, comes with a new spare set of cutter blades, ring for more details. Tel: 07513 262634. Grimsby. [LAP8]



McConnell circular saw bench, in good condition. £350. Tel: 01461 40586. Dumfriesshire. [LAP9]



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. £275. Tel: 07946 282011 or e-mail: Imason9@hotmail.com Kent. [GHW25R]

CABS, CAB PARTS, PANELS & GLASS



Fiat 450 cab doors, in fair condition, one lower window cracked. £180 buyer to collect. Tel: 07811 507267. Stafford. [LAW98]

ENGINES AND GENERATORS



Cummins L10, nice starting running engine, includes steering pump, flywheel and clutch, turbo and air compressor, mounted on legs for storage, starting/running video. £750. Tel: 07779 712148. Skipton. [LAW146]



Ford Ferguson engine, and Ford Ferguson gear box casting. Tel: 07480 136728. Northumberland. [KLP8R]



Leyland 4-cylinder engine, removed from a 1970s JCB 3C. Spares or repair. £Offers. Tel: 07885 540223. Nottinghamshire. [KLW73R]

Case MX 110 / Cummins 6BT engine, engine removed from a MX tractor cylinder head has been skimmed and engine block bored out and oversized pistons and rings fitted, can be seen running, will send on a pallet. £1,500. Tel: 07472 886307. West Wales. [LA]

Fordson Standard engine, in crack free with the cylinder head been reconditioned with X30 pistons in not had much running since rebuild complete with sump came out of a running reactor been in storage 20 years. Tel: 07555 294367. Huddersfield. [LA]

David Brown Cropmaster diesel engine block, in crack free order, had it pressure tested, the liners are out, to inspect it I have 4 new liners and the correct seals to go with block, original baring caps installed. Tel: 07555 294367, I also have a crack free 950 block and a 25d-30d crack free block. Huddersfield. [LA]

VARIOUS OTHER PARTS FOR SALE



JCB 320s swivel pick up hitch. Tel: 07976 702858. Powys. [LAW117]



Front wheel weights, grey Ferguson original, c/w fixings. £150. Tel: 01327 361531. Northampton. [LAP2]



Drawbar, believed Valtra C, 1999, width 0.090, length shown on rule 0.450, heavy item, collection only. £50 ono. Tel: 01253 836653. Preston. [LAW109]



Nuffield/Leyland front inner wheel weights, to fit 750 x 16 wheels, part number ATJ8231. £220 buyer to collect. Tel: 07811 507267. Staffordshire. [LAW99]



Fordson Dexta engine parts, complete engine available apart from pump, block has damage would prefer to sell as one lot. £250. Tel: 07899 937728. North Wales. [LAW110]



Massey Ferguson 45kg weights (x13) and extension carrier, offers. Tel: 07976 794384. Shropshire. [LAW149]



David Brown front weights, 8 in total £240 buyer to collect. Tel: 07811 507267. Staffordshire. [LAW100]



Engine carburettor, model 63TI, 1 1/4 choke, IH patent June 10 1913, believed International Junior 8/16 unused, best offer will be taken, buyer collects. Tel: 0795 0548653. Scottish borders. [LAP13]



David Brown wheel centres, for 32" rims, good condition. £POA. Tel: 01761 452357. Somerset. [LAW143]



International B250 tractor bonnet, in very nice condition rare item. Tel: 07970 355589. Crewe. [LAW50]



Ford tractor weights, undamaged, very good condition, located at York but can pallet. £450 - £850 no VAT. Tel: 07432 013174. [LAW74]



Wheel weights, x3, £50. Tel: 07831 541937. Mid Wales. [LAW34]



IH hand brake repair kits for International Harvester B250, B275 and B414 tractors, 276 and 434, air cleaner hoses, circuit breakers and many obsolete parts for Bradford built tractors. Tel: 01524 751220 or 07774 579609. Lancashire. [JKW55R]



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. Lancashire. [JKW54R]



Leyland/Nuffield mudguards, have 3-cyl and 4-cyl sets on hand. Tel: 07506 766360. Worcs. [LAW54]



Massey Ferguson 135 wings, a pair of original mudguards with alloy grab handles, original wiring, they have been painted many years ago, a small area of rust at base of the tool box, easily repaired. £450 no VAT. Tel: 07860 409588. Chepstow. [LAW84]



Honda GD 320 power pack, is in good order just connect two hoses. £675. Tel: 07831 541937. Herefordshire. [LAW44]



Twenty one spline PTO shaft, for Case JX90U. Tel: 01761 452357. Somerset. [LAW19]



Assistor ram, for DB 1394. £100 ono + VAT. Tel: 01761 452357. Somerset. [LAW21]



Ferguson top link, drawbar support and 9 hole drawbar. £115 + VAT. Tel: 01761 452357. Somerset. [LAW22]



Anti-roll frame, of MF35 complete with brackets. £70 ono. Tel: 07803 745381. Buckingham. [KLW300R]



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. Tel: 07926 732881. Scottish Highlands. [KLW5R]



Wheel weights and fixings, suit TW Series, 10 Ford 39kg. £650. Tel: 07957 804652. Market Drayton. [KLW61R]



MF front wheel weights, two pairs, in good condition. £Offers. Tel: 07885 540223. Nottinghamshire. [KLW71R]



Case 51 Series/early MX Series tow weight, may suit others, centre. £200. Tel: 07967 804652. Market Drayton. [KLW62R]



Ford 10 Series 2 wheel drive pickup hook and drawbar, £200. Tel: 07957 804652. Market Drayton. [KLW63R]



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. Kendal. [KLW11R]



Cutting knife blades, two finger mower cutting knife blades, 64.5" long, £25 for the pair. Tel: 01539 730225 for enquires. Kendal. [KLW12R]



David Brown 2010/2012 tractor mudguards, very slightly dented however this does not affect use and not rusty. £150. Collection. Tel: 07989 749767. Guildford. [KLW46R]



Land Rover Series 3 hard top side panels, fully glazed all original excellent condition. £60. Tel: 01386 793831. [KLW18R]



John Deere 30-3650 lift arms, more pictures available on request. £500. Tel: 07789 431842. Essex. [KLW57R]



Finger mower knife blades, 42 finger mower knife blades (holes two inch centres) all new, but owned for a long time. £1.50 each. Can post for a small fee. Tel: 01539 730225 for enquires. Kendal. [KLW13R]



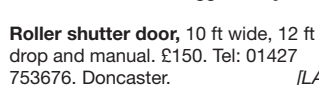
Ford Ferguson bonnet, bought in error, please call. £POA. Tel: 07480 136728. Northumberland. [KLP7R]



Jones baler guards MK10 MK12, available separately or together. Tel: 01889 500303 or 07850 525693. Staffordshire. [HT17W4R]



Ford 3000/4000 lower grille, please call for more items and parts. Tel: 01652 656572. Brigg. [KLP5]



Roller shutter door, 10 ft wide, 12 ft drop and manual. £150. Tel: 01427 753676. Doncaster. [LA]



Drawbar frame Nuffield DM4, etc. as removed from DM4. £150 buyer to collect. Tel: 01889 500303 07850 525693. Staffordshire. [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]

Cropmaster flywheel, as new old stock and reconditioned starter motor to fit VAK1 Cropmaster from handle start to starter getting hard to obtain and find. Tel: 07555 294367 or 01484 845652. Huddersfield. [LA]

Bonnet, International 434, been sand blasted, no rust, fair condition, working order. £POA. Tel: 01948 820536 or 07522 365528. Cheshire. [LA]

David Brown Cropmaster rear wheel rims, in primer good order with centres matching pair. Tel: 07555 294367. Huddersfield. [LA]

PARTS WANTED



Brake drum for Bautz 300 tractor, this brake drum is also a drive. Email: p.gibbons126@gmail.com. [LAW122]



Sitrex 8ft finishing mower parts needed, top right hand cover wanted as viewing from the back, Fleming, D.W. Tomlin etc. mowers also fit. Tel: 07549 420361. Wokingham. [HIW77]



Parts diagram, images, etc for a 1967 Massey Ferguson 702 industrial (my new toy), as pictured, to help me with maintenance, order of parts, etc, photocopies will do. Tel: 07474 128407. sprudence1900@googlemail.com [LAW23]



Engine for Holder A60 tractor. Tel: 07768 288440. Stratford upon Avon. [GHW33]

David Brown 885 drawbar assembly, must be complete with mounting bracket and clevis drawbar, can collect locally or pay for courier. Tel: 07880 881622. York. [LA]

Replacement engine, for Honda ride on mower, model V twin V2114 hydrostatic, engine reference is AGCV530 SEE 3 model engine, can you help? Tel: 01722 711456. Sailsbury. [LA]

Case 94 series exhaust silencer, as fitted to the turbo charged models, must be good used original or new old stock. Tel: 07768416669. Mids. [LA]

Greenland RF120L baler, looking for parts please call. Tel: 07773 467079. Lancashire. [LA]

Engine block for David Brown 25d, close to Devon if possible/anywhere else considered. Tel: 07967 106944 or 01548 521578. South Devon. [LA]

Square top mudguards, pair wanted for a MF 135 in fair condition wanted. Tel: 07737 321994. Poole. [LA]

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]

Bronze gear or complete gearbox for a Mountfield M1 cultivator. Tel: 01279 850865. Herts. [KL]

Roll bar, for grey Massey Ferguson TE20. Tel: 07704 677172. Oswestry, 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. [LJ]

MISCELLANEOUS



Shepherd hut, beautiful condition, originally towed by steam engine and used as accommodation for driver, new shiplap cladding and electrics, with a lovely verandah, early 20th Century chassis with brakes by Eagle Engineering Company, Warwick, W:2.32m, L:5m, H:3.30m, suitable holiday lets / office. £16,500 ono. Tel: 07785 340457. Devon. [LAW13]



Tractor splitting trolley and stand, plus 3 dummy shafts (not shown) the trolley has been used numerous times on several tractors from DB's, MF's, Fords, and several other makes. It is ideal for placing in a van for visiting farms to do a clutch overhaul. Please use email to contact. Tel: 01974 272632. Ceredigion. [LAW150]



Taywil mangle, in perfect original condition a really good example of a vintage mangle. £160. Tel: 07773 467079. Chorley. [LAW119]



Galvanised corner troughs, I have several available price per item £50. Tel: 07773 467079. Chorley. [LAW114]



Pig/lamb scales, in good working order. £225 + VAT ono. Tel: 01761 452357. Somerset. [LAW144]



Transwave rotary converter, very good unit and just been serviced by transwave. £1,500. Tel: 07794 101386. Banbury. [LAW52]



Farm fuel tank, with hand pump, not used any more. £275, please call. Tel: 07831 541937. Herefordshire. [LAW43]



Twoose linkage transport box, £150 no VAT. Tel: 01603 712222. Norwich. www.jmurrell.co.uk [KLW42R]



JCB storage box, to TM 310/320S, call for more info. Tel: 07976 702858. Powys. [KLW67R]



Antique coffee table, solid wood, very heavy well-made unique design, oblong shape. £150 ono. Tel: 07773 467079. Chorley. [LAW115]

MISCELLANEOUS WANTED

Horse-drawn wagons, drays, implements for restoration, must be reasonably complete. Cash waiting for right project. Tel: 07772 053322. Preston. [FG]

10+

Keeping it Original
Keeping it Massey Ferguson

MASSEY FERGUSON



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]

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



Vicon Acrobat brochure, 8 pages. £12. Tel: 07962 891469. West Yorkshire. [LAW59]



Leyland enamel pin badge, call for more. £24. Tel: 01994 232893. Carmarthen. [LAP3]



Tucano brochures, two A4, ready for anything 2007 and 2011. £10 + postage. Tel: 07583 673321. Hereford. [LAW3]



New Holland big baler glass paper weight, in original box 10cm x 6cm, £20 plus postage. Tel: 07801 199001. [LAW113]



Ford 2000 leaflet, call for more items. £13. Tel: 01423 733487. West Yorkshire. [LAW60]



Vicon vari-spreader brochure, models 402, 602, 802, 1002, 8 pages, £10. Tel: 01423 733487. West Yorkshire. [LAW93]



Massey Ferguson Beta 7360/7370 A4 size, 34 pages, 2018 very good condition. £6 plus postage. Tel: 07583 673321. Hereford. [LAW11]



Case IH Magnum brochure, 7110, 7120, 7130, 7140, 16 pages. £12. Tel: 07962 891469 or 01423 733487. West Yorkshire. [LAW62]



Dinky tractors, a selection of 1950/60 previously owned. £45 each, will split and post out. Tel: 07903 904199. Tarporley. [LAW35]



First of Lexion 500 Series brochures, 2004, 510/560 580/570, all are in vgc. £12 + postage. Tel: 07583 673321. Hereford. [LAW10]



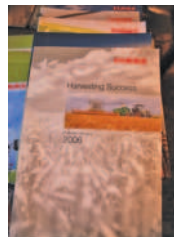
Vintage power petrol badge, please call for more info. Tel: 01994 232893. Carmarthen. [LAP4]



Axial flow combine brochures, two A4, 240 series 2015 and 7120/8120/9120, year 2010. £12 plus postage. Tel: 07563 673321. Hereford. [LAW12]



Vintage Shell oil badges, x4, £100. Tel: 01994 232893. Wales. [LAP5]



Claas product range brochures, 2006, 2007, 2008, 2012, 2017, 2020, can split £24 plus postage, very good condition. Tel: 07583 673321. Hereford. [LAW27]



Dinky Fodens, two 1947 models, previously owned will split and post out. £75 each. Tel: 07903 904199. Tarporley. [LAW36]



Brochures John Deere combines, six brochures, 2016 T Series, 9780CTS, W Series, S890, C670, New T Series 2007, VGC, A4 size £24 plus postage. Tel: 07583 673321. Hereford. [LAW29]



History of combines in the UK, well illustrated A4 hardback book, 212 pages detailed text and photographs proceeds to Macmillan Cancer Support. £23 including postage. Tel: 07583 673321. Hereford. [LAW28]

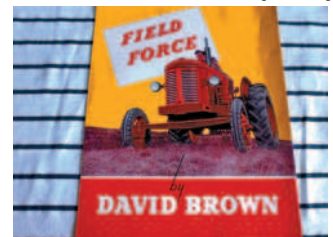
Classic Tractor Magazines, approximately 150 magazines free to someone who will collect from West Devon. Tel: 01822 810222. Tavistock. [LA]



JW Glover enamel sign, offers please. Tel: 01994 232893. Carmarthen. [LAP6]



Tractors, a comprehensive 511 page book, that takes you from the start of it all to modern day in like new condition. £6. Tel: 01612 875845. Manchester. [LAW25]



David Brown brochure, in very good condition. £35. Tel: 01994 232893. Carmarthen. [LAP7]



David Brown 1200, 990 4WD leaflet, £17. Tel: 01423 733487. West Yorkshire. [KLW200R]



Case keyrings, £20, others available. Tel: 07534 578596 before 7pm. Derbyshire. [JKW9R]



Vogel and Noot S970, S1050 and SS970 plough brochure, 4 pages. £6. Tel: 01423 733487. W Yorks. [KLW14R]

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]



New Holland 719 forage harvester brochure, eight pages. £12.
Tel: 07962 891469 or 01423 733487.
West Yorkshire. [KLW16R]



Parmiter harrows brochure, six pages. £8. Tel: 07962 891469.
West Yorkshire. [KLW15R]

County crawler instruction and maintenance manual, also have a spare parts book. £40. Please call for more info. Tel: 07586 107705.
Woodhall Spa. [HT17]

Sales brochures, tractors and machinery, MF 2720-690/4 Marshall tractors, Claas Jaguar 75.71, 1967 New Holland baler. Tel: 01562 730215.
Stourbridge. [KL]

Tractor and Machinery manuals, Ferguson TEF, Fordson Power Major, Ferguson 35, 1530 combine, Rotavator E series IV, Wuffler, McCormick B23 mower, MF series 500 series, 30 drill, MF 300 round baler, and many more items, please call. £120. Tel: 07500 963898.
Warwickshire. [LA]

Every issue of Mercedes Enthusiast, from Issue 1 to present, carefully stored but now need to make space, everyone in superb condition, make me a sensible offer, buyer collects. Tel: 01527 402225. Worcestershire. [LA]

Back copies of Classic Tractor including the Number 1 edition, 163 in total with one complete year 2006 plus 2003, 2012, 2013 and 2014 with 11 months. Offers over £200. Tel: 07714 222659. Collect South Warwickshire. [LA]

MODELS, COLLECTABLES, LITERATURE & DVDs WANTED



Britain's Ltd Farm / Autoway models, private collector would like to purchase a collection of, or individual, boxed originals preferred. Tel: 07879 475484. Woodbridge. [DEW24]



Wanted Britains Farm Models.
Tel: 07724 453250. [JKW2]



Britains Power Farm and Ford models and sets wanted. Standard Ford TW25 and 8730 box sets also of interest. Interested if there are any Power Farm ex-shop displays out their also, other Britain's shop displays also of interest. Tel: 07805 363904.
Tenbury Wells. [ABW37]



Wanted, anything E H Roberts, Deanshanger, nameplates, cast iron seats, spanners, catalogues, etc, top money paid. Tel: 07958 381278.
Buckingham. [HIW54]



Old wind pump or windmill like the picture shows, any condition considered good price paid call. Tel: 01548 521278 Devon. [IJW58]

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 Farnon. [FG]

BBC Countryfile magazines, early issues no 1 to issue 36, top cash paid, name your price! Tel: 01434 220496.
Hexham. [DE]

Universal Hobbies Fordson Dextra 1960-62 UH2898, mint and boxed. Tel: 07770 995859 evenings.
Shropshire. [HI]

Dowdeswell Roller mower brochure wanted, featuring the 6 foot and 8 foot models. Main mower body orange colour, with green top guards. Tel: 07770 995859 evenings only please. Shropshire. [HI]

Any of the following advertising literature, Wickham-Poole quick hitch transport system, James Jones Highland forestry equipment, CoTil cranes Barth, Hoes, Howard and Salmon trench diggers/drainage machinery. Tel: 01769 560634.
Email: angaengin@gmail.com. [FG]

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]

SERVICES



Cleveland Sitesafe Ltd. have spent the last 30 years developing secure storage solutions to protect you and your equipment. From a small store to a full garage, we can secure all of your assets from theft or vandalism. Contact us today to start protecting your valuables, info@cleveland-sitesafe.ltd.uk or find us online at www.cleveland-sitesafe.co.uk. Tel: 01642 244663.
Middlesbrough. [JKW82]



Heavy duty 1.5m tractor transport box, built by Arc One Engineering, highly durable paint coating. Reinforced steel frame comes with Cat 1 and Cat 2 multi pins, custom build to order, any size, any colour. Tel: 07484 876889. Axminster. [BCW149]



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Ploughing available, John Deere or Kverneland ploughs, preferably reversible, located in Perthshire, please call for more info. Tel: 07760 151294. [KL]

Tractor and light machinery transport available, 7.5t beaver tail lorry, good for loads around 4 ton. located south England, any UK destination considered. Tel: 07857 147746. Portsmouth. [JK]

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]



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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@oldcartmelcottage.co.uk and www.oldcartmelcottage.co.uk. Leyburn. [EFW43]



Burgess dealer decals, exact reproduction, as fitted to many classic tractors/machinery sold by this companies branches, 2x decals for £7.00 including postage. Email: carl.kaz@live.co.uk, call/text (eves only) 07493716090. Derby's. [CDW53]

Haulage of all agricultural machinery, seven days a week good rates, no job to small, any size tractors, special loads. Tel: 07867 306845. Tenterden. [CD]

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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Tractor Trader

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. [KZ10R]

FORD



Ford 6600, 4WD, in original condition, power steering, PUH, tyres 90% all round, Fritzmeier cab, no rust or rot, 4,200 hrs on clock, very straight tractor all round. Tel: (0) 87 6300047. Co Meath. [LAW147]



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. [KZ2R]



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. [KZ3R]



Ford 4110, H-pattern Synchro, PAS, really clean, 5,500 hours, 10 Series spools. €POA. Tel: (0)87 9257824. CMS Tractors, Co Cork. [KZ4R]



Ford 4000, with crawler gear, rare model with air brake retro fitted. PAS, Sekura cab, rowcrop wheels can be changed, 4,000 hours. €POA. Tel: (0)87 9257824. CMS Tractors, Co Cork. [KZ5R]



Ford 3000, narrow gauge vineyard. Nice original tractor. Registered on Irish plates. New rear tyres. €POA. (0)83 0286844. CMS Tractors, Co Cork. [KZ6R]



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. [KZ7R]



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. [KZ8R]



Ford 7610 2WD, SQ cab, cleanest one we have had in a while, no rust on the cab, Series 3 engine, analogue dash, extra spools, assist ram. €POA. (0)87 9257824. CMS Tractors, Co Cork. [KZ9R]



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. [KZ11R]



Ford County 754, with Atlas crane and grab, torque gearbox, going well. €8,500. Tel: (0)87 940 6440. Co Waterford. [JKW23R]

NEW HOLLAND



New Holland T6010, 2007, 5,700 hrs, SLE, 110hp, 2 manual spools, air con, 3-speed PTO, hyd PUH, 50%/70% tyres, p/loader with sled. VAT receipt. €POA. Tel: (0)87 2446272. Paddy Lacey Tractors, Co Wexford. [LZ1]



New Holland T7.210, 2011, 7,700 hrs, 50k, Auto Command, air brakes, exhaust brake, mid-mount valve front links/PTO. Very original. VAT receipt. €POA. Tel: (0)87 2446272. Paddy Lacey Tractors, Co Wexford. [LZ2]



New Holland T6050 Plus SLE, 2010, new tyres, cab & front suspension, hydraulic push-out hitch, air con, passenger seat, leather seats, front links & PTO, VAT receipt. €POA. Tel: (0)87 2446272. Paddy Lacey Tractors, Co Wexford. [LZ3]



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 2446272. Paddy Lacey Tractors, Co Wexford. [KZ13R]

New Holland T6030, 2010, 5,000 hrs, Range Command, Sidewinder, front links & PTO, 42/30 tyres, twin mirrors, hydraulic push-out hitch, climate control, air con, mint, 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]
International B250, 1958, engine reconditioned, spotless condition. Tel: (0)86 252 1214. Co Cork. [JK]

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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Holder never made a three-wheel version of the A60, so something has gone badly wrong here. This machine lost a rear wheel while on its way home from mowing a field. The repair turned out to be expensive, says Graham Dicker.

1 Formula 1 drivers will tell you that slicks are no good in the rain and it looks like that's also true of well-worn Michelin 108s. That's what Philip Arscott's Ford Series 40 tractor was wearing when it slid straight into this ditch.

2 Harvest is a stressful enough time as it is, without being greeted by a sight like this when you dismount your combine. A failed belt or bearing isn't so bad, but a detached wheel due to a snapped rear axle is bad news at a busy time.

3 This Case IH Magnum 310 and Horsch Sprinter drill is a smart outfit. Or at least it was smart, until Harvey How's father Nick got his hands on it and decided to go drilling some wheat when it was a little on the damp and sticky side.

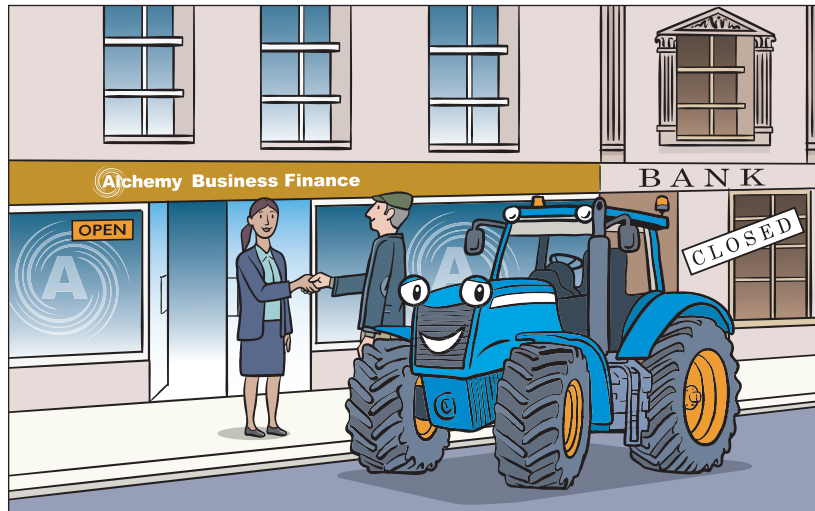
4 If you thought tipping silage trailers on their side was a purely an Irish pastime, think again. This is how they do it in Norway, the only difference being that they use forage wagons, not trailers. Photo: Thomas Lauparak.



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