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April 2022

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# Welcome

## RED & GREY GATHERING

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*“The scaremongers in certain quarters  
of the media need to calm down and  
get their red diesel facts straight.”*

**ONE OF MY GOLDEN RULES** when writing my editorial Welcomes is never to repeat what I said in the previous issue. On this occasion, I'm going to break that rule, simply to try and clear up the myths that are currently circulating in the press relating to the imminent changes to the laws on who is entitled to use rebated red diesel fuel.

New laws come into force on 1 April, and as that deadline approaches, a number of publications and websites have been going into overdrive, running news headlines such as 'New red diesel rules could spell the end of road runs and ploughing matches' and 'Popular charity road run could be killed off by red diesel ban'. Quite obviously, for anyone who enjoys attending such events, the prospect of having to use costly white diesel to remain 'legal' is a real disincentive to attend, hence the concerns being expressed by many (there's even online petition calling for red diesel to be permitted for charity road runs and not-for-profit events).

The real myth that is being propagated by these publications is that something is changing for tractor users and that a 'ban' is being introduced. The reality is, if you use your tractor for agriculture, horticulture, forestry or fish farming, then absolutely nothing is changing on 1 April. As for the use of rebated red diesel in tractors used for non-agricultural purposes, that practice has been illegal for decades, so there's no change there either!

Which brings us on to road runs. **CLASSIC TRACTOR** has to play a straight bat, so officially we can't condone anything that is 'illegal', such as the use of red diesel for a non-agricultural purpose. What we can say, is that during the 21-year life of this publication there has been only one occasion when we have been involved in reporting on the dipping of tractor fuel tanks, and that was at an agricultural show 10 years ago. That tells you a lot about how much time HMRC officials spend chasing tractors.

If the tanks of tractors, especially ones used for recreation, were being dipped every day, week or month, it would be widely reported in the media, simple as. There's certainly no evidence of it being a common HMRC practice, which is why the scaremongers in certain quarters of the media need to calm down and also get their red diesel facts straight.



**Rory Day**

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

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**Front cover:** Jeremy Kidd's one-owner four-wheel drive 1979 Fiat 680 DTH and Ford 8340 SLE harvesting sugar beet on his arable farm in Essex. Photo: Chris Lockwood.

**Main picture:** A scene from the Youngtimer Landtechnik in Einsatz's recent maize harvesting charity event at Lohne-Weitmarschen in Germany last autumn. Photo: Sascha Jussen.

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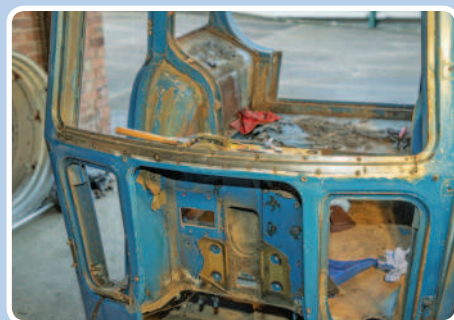
Rotten areas of a Ford Q cab are cut out and repairs made using new steel parts.

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**FORD 7610**

**50070**  
Water Pump  
**£74.99**



**8366**  
Engine Overhaul Kit  
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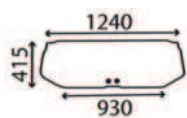
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**2739**  
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Outer RH & LH Lockable  
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**MF390**

**5291**  
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**7339**  
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**£215.00**



**8700**  
Oil Pump  
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**3225**  
Silencer  
**£68.00**



**54003**  
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Long (Pair)  
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**MF590**

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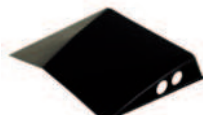
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**£30.00**



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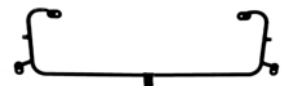
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# SOLID FOUNDATION

John Deere 6000 and 7000 Series tractors played a huge part in the foundation of Jonty Cotton's contracting business in the mid-1990s, and several of them continue to play important roles in his current fleet. Sandy Cox has been talking to the Northumberland-based contractor about his modern classics, his impressive line-up of newer models and his loyalty to the John Deere tractor brand.



**Left: Jonty Cotton, left, has run the business in his own account since 2006. Jack Donnelly, centre, works with him full-time, while Stuart Armstrong, right, comes in to do all the drilling on 4000 acres from March to October.**

**Below: Between them, Jonty Cotton Agricultural Contractors' John Deere 6800 and 7810 have clocked a total of 32,000 hours. The 6800, which was purchased second-hand in 2011, has done 20,000 hours.**

**T**HE ALL GREEN-AND-YELLOW line-up of Jonty Cotton's fleet of 16 tractors speaks volumes for his faith in the John Deere brand. He bought his first one, a 6900, in 1994, and although it was replaced at 12 years old and with some 10,000 hours on the clock, a very low-hour example of the same model was obtained the following year. This machine is still at work today, alongside 15 other John Deere tractors.

However, when Jonty and a colleague, Trevor Armstrong, first started their own contracting business in 1992, Ford was the brand of choice. The new enterprise, trading as Armstrong & Cotton, got

up and running with two Ford 8210 tractors. One man, Michael Twizel, was employed to work with the partners, who were well-used to the agricultural contracting life as both had previously worked for general farm contractor, Bill Armstrong. Bill, who was Trevor's father, was based at Heddon on the Wall, Northumberland, just a few miles to the west of Newcastle-upon-Tyne.

"I worked for Bill for five years," recalls Jonty, whose current business, J. Cotton Agricultural

Contractors Ltd, is also based at Heddon on the Wall. "He was a David Brown man and had two 1694s, a 1594, three 1490s, one of which was a high clearance model used with a 24m Hardi sprayer with front and rear tanks, a 1412 and a 995. He was an all-round contractor doing arable work, silage and baling within a 10-mile radius of Heddon.

"When he retired in the spring of 1992, Trevor and I started up Armstrong & Cotton, but the difference was, we decided to just go down the arable route," he adds.

Jonty and Trevor's time with only Fords was short-lived and in 1994 they traded-in a TW-35 against a new John Deere 6900. "We had some horrific repair bills with the Fords," explains Jonty. "If we had kept going with them, we would have gone bust. We had porous block and transmission problems."

The 130hp John Deere 6900 was mostly used on a 3m combination drill, this being at a time when this method of crop establishment was very popular.

A second-hand John Deere 7800 joined the fleet in 1999 and this was followed three years later by a new 7810.

"We still have the 2002 John Deere 7810, which was fitted with a John Deere 740A front loader in 2015," explains Jonty. "It was the drilling tractor when we started off with our





**Right: This 2011 John Deere 7730 was the last new tractor bought by Jonty Cotton Agricultural Contractors. It was originally used for ploughing and is shown here in 2018 working with a semi-mounted six-furrow Kverneland. Photo: Mick Vardy.**

**Below: Apart from a short break in 2006-7, there has been a John Deere 6900 in Jonty Cotton's fleet since 1994. His first one did 12,000 hours and this 1997 example, bought second-hand in 2007 with 1400 hours clocked, has now done 13,000 hours. It is permanently attached to a hedge cutter.**

first Väderstad drill, which was a 4m. When we moved on to a 6m Väderstad, the 7810 became the ploughing tractor using a six-furrow Kverneland PB. It also used to lead the seed and fertiliser to the drill. Now it does odds and ends with the loader and a log splitter, as well as leading corn and doing the odd day on our 40t Master grain dryer. It has done just shy of 12,000 hours now."

Another 7810 was purchased in 2003, but it unfortunately caught fire five years later. A 6920 joined the line-up in 2004 but it didn't last too long as its brakes collapsed in 2006. There was difficulty in removing all the filings, so it was swapped for a 6930.

In the meantime, the business had changed. Trevor decided he wanted to do other things, so Jonty bought his share of the business and formed J. Cotton Agricultural Contractors Ltd in 2006.

"I had four tractors in 2006 and we've got 16 now," he says. "I don't really have a replacement policy. As long as a tractor has a use, I will keep it."

The 150hp John Deere 6930 that had replaced the 6920 in 2006 proved not to have sufficient power, so it was soon changed for a 220hp John Deere 7930. When Jonty moved to a 6m Väderstad, the 7930 became the drilling tractor.

"I wanted to move away from the power harrowing to minimum tillage," he says. "The combination drill was slow and expensive to run, and it was creating soil problems. I was still running a 4m combination on a 7810, but the 6m Väderstad soon took over.

When the youngest 7810 caught fire in 2008 it was replaced by an 8300. This P-registration 1996 tractor ended up going on the 6m Väderstad as it had more weight and a bit more pull. Prior to this, the original 6900 was sold at 12 years old in 2006, by which time it had done over 12,000 hours, most of which had been clocked-up by operator Michael Twizel. The fleet wasn't without a 6900 for long, as a 1997 example came up in 2007.

"It had only done 1400 hours at the time," notes Jonty, "and that figure has since risen to 13,000. It used to spread fertiliser, plough and do



other jobs, but now it stays on the hedge cutter."

The oldest of the modern classics in the current fleet is a 1994 John Deere 6800. This tractor came from former John Deere dealership Everitt & Marshall at Hexham in 2011 and went straight onto a hedge cutter.

It had 13,000 hours on it then, and in the succeeding 10 years that total has increased to almost 20,000 hours. The M-plate tractor has never been off the hedge cutter.

Another hedge cutting tractor that makes it into the modern-classic category is a 2001 John Deere 6810 that was bought last the autumn from Lincolnshire-based dealer Bocassion Ltd. With its AutoPowr transmission, air conditioning and field office kit, this 6810 is certainly a high-spec hedge-trimming machine.

"I needed another hedge cutting tractor, but I couldn't get the brackets I needed to fit the cutter onto our John Deere 6170R," explains Jonty. "I bought the 6810 specifically for the hedge cutter. It is nice classic and it has done sensible hours."

The longest-serving modern tractor, a John Deere 7730, was purchased new in 2011. Since

## The Cotton fleet

| Machine                 | Year | Purchased | Hours  | Horsepower |
|-------------------------|------|-----------|--------|------------|
| John Deere 6800         | 1994 | 2011      | 20,000 | 120        |
| John Deere 6900         | 1997 | 2007      | 13,000 | 130        |
| John Deere 9400         | 1997 | 2012      | 6050   | 425        |
| John Deere 6810         | 2001 | 2021      | 7000   | 125        |
| John Deere 7810         | 2002 | 2002      | 12,000 | 175        |
| John Deere 7530 Premium | 2009 | 2014      | 14,000 | 180        |
| John Deere 7530 Premium | 2011 | 2021      | 5500   | 180        |
| John Deere 7730         | 2011 | 2011      | 8300   | 190        |
| John Deere 7280R        | 2013 | 2018      | 3500   | 280        |
| John Deere 6170R        | 2014 | 2021      | 6000   | 170        |
| John Deere 6210R        | 2014 | 2017      | 5500   | 210        |
| John Deere 6210R        | 2014 | 2019      | 5500   | 210        |
| John Deere 8370R        | 2014 | 2018      | 6000   | 370        |
| John Deere 8370R        | 2014 | 2019      | 3500   | 370        |
| John Deere 8335R        | 2015 | 2021      | 3500   | 335        |
| John Deere 6175R        | 2018 | 2021      | 5000   | 175        |
| Sands Vision            | 2014 | 2014      | 4900   | -          |
| Sands Vision            | 2014 | 2014      | 5000   | -          |
| Chafer Interceptor      | 2019 | 2019      | 1600   | -          |
| Claas Lexion 760TT      | 2014 | 2016      | 2400   | -          |
| Claas Lexion 760TT      | 2014 | 2017      | 2300   | -          |
| Claas Lexion 760TT      | 2015 | 2021      | 1450   | -          |





Jonty Cotton Agricultural Contractors' trio of John Deere 8R Series models consist of an 8335, left, which is the back-up drilling tractor, and two 8370s, one of which pulls an 8m Väderstad drill, while the other works with an 8m Väderstad Carrier and a 5m Väderstad Topdown.



Above: Jonty Cotton operates three Claas Lexion 7600T combines from 2014 and 2015. The 2009 John Deere 7530 Premium on carting duty is one of two of these models in Jonty's fleet. Photo: Mick Vardy.

then, all the other tractors acquired by Jonty have been second-hand.

"We've been buying more tractors to build up the fleet as we've taken on more work," explains Jonty. "That wouldn't be possible with the cost of new ones and their depreciation, so we go for good used ones instead."

The 190hp John Deere 7730 came from Everitt & Marshall, like a number of others in the fleet, and was purchased to take over the ploughing from a 7810. Now, at 10 years old and with 8300 hours on the clock, it has moved into a secondary role, carrying out work such as rolling, leading corn and general runabout tasks.

The oldest of the modern tractor contingent, a 2009 John Deere 7530 Premium, was acquired in 2014. It had done 7000 hours when purchased and

over the years it has been used for a wide range of general tasks, bringing its current tally to 14,000 hours. It now works almost exclusively with a Bomford B71M trimmer.

A second 7530 Premium, this time a younger 2011 model, was purchased last spring. Since then it has been carrying out general work, such as hauling grain at harvest time.

Moving into more modern territory we come to a 2013 John Deere 7280R. This machine had done just 1300 hours when purchased in 2018, mainly as a ploughing tractor to work with a seven-furrow Kverneland reversible.

There are four John Deere 6R Series tractors in the fleet, these consisting of two 6210Rs, a 6170R and a 6175R. The first 6R to arrive was a 6210R in 2017. Among this tractor's duties are fertiliser spreading, ploughing and leading grain. This was followed in 2019 by a 6210R. The front loader that this tractor was equipped with shortly after its arrival has become a permanent fixture. The 6210R keeps



Above: Hedge cutting is mostly done by Jonty's modern classic John Deeres, machines such as this 20,000-hour 1994 John Deere 6800. Photo: Mick Vardy.





## Flagship of the fleet



**Above: Jonty Cotton uses his 1997 John Deere 9400 powershift as a cultivating tractor, working on stubbles and ploughed land with a Väderstad TopDown. Photo: Mick Vardy**

**THE LARGEST MODERN CLASSIC** in the J. Cotton Agricultural Contractors Ltd fleet is a 425hp articulated John Deere 9400. This powershift model is possibly the only one ever to come to the UK, as John Deere never officially marketed the powershift version here. Recently, it has been discovered that this tractor, only the third 9400 to come off the production line at the Waterloo factory in Iowa, USA, may have a rather intriguing history (see panel – Tracing the history). In common with the other 15 John Deeres in Jonty's fleet, it was purchased with a specific role in mind.

"I bought it in autumn 2012 from Mitcham Tractors in Cambridgeshire," Jonty explains. "I wanted to do more minimum tillage and cover the ground faster, so it's been used to pull a 5m Väderstad TopDown cultivator initially, then a 6m one last year. It cultivates stubbles with either one or two passes. We need the power in wetter conditions and we work on a lot of steep ground."

The 9400 was originally driven by Terry McDonagh,

who is now retired, who always said that he was living the dream with the big Deere. More recently it has been operated by Stuart Armstrong and Jack Donnelly. When purchased the 9400 had done 3000 hours and that figure has doubled to 6050.

When the 9400 arrived in Northumberland it was on dual 710/70 R38 tyres all round, making it 4.5m-wide and difficult to move around. The inside wheels were initially changed onto 580mm tyres, to narrow the width, then five years ago it was changed again onto 900/50R42 singles, which have made it much easier to move on the road.

In the field Stuart and Jack generally operate at 8-10kph, depending on conditions, usually in 9th gear in the 12-speed full powershift transmission. They also operate other powerful tractors in Jonty's fleet, but Stuart says the big 9400 is better to turn at the headlands thanks to its articulated steering, and it also pulls straight. It covers about 1500 acres a year, and in addition to stubble cultivation it is also used with the TopDown to work down some ploughing.



**Decal of former John Deere dealer Bruce Hopkins, who supplied this tractor to an Oxfordshire customer in 1999, is still on the bonnet of Jonty's 9400.**



**Jonty's decision to equip his John Deere 9400 with 900/50R42 wide singles has made it much easier to use on the road compared to its previous dual-wheel set-up.**



**Main controls on the John Deere 9400 are conveniently located on the right-hand CommandArm and console. The throttle, the lever for the 12-speed powershift, and the linkage and spool valve controls are all in the armrest.**



**During the winter, the John Deere 9400 shares shed space with Jonty's three Claas Lexion 760TT combines. The artic tractor covers around 1500 acres a year with a Väderstad Topdown cultivator.**



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**This John Deere 8370R is one of a pair of 2014 examples in the fleet. A second-hand purchase in 2018, its main job is pulling an 8m Väderstad drill. Last year the business drilled 4000 acres, most of which was done by Stuart Armstrong using this outfit.**  
**Photo: Mick Vardy.**



the drill supplied with seed and fertiliser, as well as doing some ploughing and grain carting.

Last spring, a modern classic 1997 John Deere 6900 was replaced by a 2014 John Deere 6170R. Again, ploughing and leading grain are among the tasks for this tractor. The final 6R Series fleet member, a 2018 John Deere 6175R, was purchased in September 2021. Unlike the other members of the fleet, it wasn't bought with a particular task in mind, but was competitively priced and worth getting for future use, says Jonty.

The purchase of a pair of John Deere 8370R tractors, both 2014 models, came about as a result of the only move away from the John Deere brand in recent years.

"When I moved up to an 8m drill in 2016, I bought a 340hp Case IH Magnum, but it turned out to be a problem tractor," says Jonty. "I saw the John Deere 8370R advertised in 2018, so I bought it to go on the drill for Stuart, who does all our drilling. It doesn't come off the drill as we can be drilling from March through to the end of October."

By 2019, Jonty was sick of the Magnum, so off it went. However, it hadn't been the only time he had strayed from

the green and yellow fold. In the late 1990s he had tried a couple of second-hand Same tractors, an Antares 130 and a Rubin 135, but neither were very successful and didn't stay long. Likewise, an ex-demonstration 190hp Lamborghini was used for ploughing for a few years, but proved not very good.

"They just weren't John Deeres," he adds. "When the Case Magnum went in 2019, I bought a second John Deere 8370R. It is a lovely tractor and pulls an 8m Väderstad Carrier and a 5m Väderstad Topdown. I then bought a 2015 John Deere 8335R last spring as a back-up drilling and cultivations tractor."

In addition to the tractor fleet, Jonty runs three self-propelled sprayers. His two Sands Vision machines, both 2014 examples with 3000-litre tanks and 24m booms, are complemented by a 4000-litre

2019 Chafer Interceptor, also with 24m booms. Three combines, all Claas Lexion 760TTs from 2014 and 2015, complete the mobile machinery fleet.

The increasing size of the fleet is a result of the increasing amount of work. In 2017-2018 Jonty took on land to farm himself and that now extends to 1200 acres. Share farming operations are carried out on a further 1500-1600 acres and in the past year the business has drilled around 4000 acres. The most recent purchases were partly due to taking on new customers following the retirement of another Northumberland contractor.

However, despite the size of the fleet, the permanent workforce is small. It consists of Jonty, his

former partner Trevor Armstrong, who does a lot of the machinery maintenance, and operator Jack Donnelly. Stuart Armstrong comes in and does the drilling while Jonty's nephew, Daniel Stainton, handles the combining and primary cultivations. A pool of regular casual staff is also called upon, as and when required.

The business is now quite different from the three-man operation that began in 1992 with two Ford 8210s, a Chafer SSV self-propelled sprayer, a Frazier Agribuggy and a combine. The Ford tractors are long gone, but Jonty hasn't forgotten the earlier John Deeres that formed the basis of his business, nor the modern classic models that still make a valuable contribution.

**Left: Jonty Cotton's 2001 John Deere 6810 and 1997 John Deere 6900 waiting to go trimming on a farm in Northumberland. The 6810, a high-spec model with just 7000 hours on the clock, was purchased last autumn.**

**Below: This 12,000-hour John Deere 7810 was purchased new in 2002 and equipped with a 740A loader in 2015. It once pulled Jonty's first 4m Väderstad drill, then became a ploughing tractor using a six-furrow Kverneland PB. It now does some loading work, powers a log splitter, carts corn and sometimes powers a 40t Master corn dryer.**





## Tracing the history

**Jonty Cotton's articulated 1997 John Deere 9400, the third example of this model to be produced at Waterloo and believed to be a past 24-hour ploughing world record holder, with his 175hp John Deere 6175R.**



**JONTY COTTON'S** 1997 John Deere 9400 powershift could be a world record breaking tractor. We can't be certain, but our research certainly points to this being the case.

The serial number of RW9400P001003 indicates Jonty's articulated John Deere was the third 9400 model off the line at the Waterloo factory in Iowa, after production of these 425hp giants began in 1997. Deere offered the 9400 with three transmission options. Firstly, there was a 12F/3R with three forward and one reverse speeds in four ranges, with synchronised shifting between gears, but not between ranges.

Secondly, there was the PowrSynch transmission, which was the same as the above but with synchronised range changes and a High-Low powershift doubling up to give 24F/6R speeds. Finally, there was the full powershift with 12F/2R clutchless speeds.

As this was only the third John Deere 9400 ever built, it is conceivable that it was the first one with a powershift transmission. It is more than likely to have been the first one to be shipped to Europe.

It didn't arrive in the UK immediately and this is where we move on to its possible involvement in setting a new ploughing world record. In March 1998, a John Deere 9400 pulling a 15-furrow Kuhn Huard Challenger reversible plough set a new world record

**Below: The team involved in setting a new 24-hour ploughing world record in France on 3-4 March 1998 included personnel from John Deere, Kuhn Huard and Kleber, who provided the equipment. The operator was French ploughing champion Maurice Donval (wearing striped shirt). Photo: Kuhn Huard SA.**



by ploughing 180.3ha (445.7 acres) in 24 hours, which was almost 53ha more than the previous record.

The record attempt took place on 3-4 March close to the village of Sore in Nouvelle-Aquitaine in south-western France. The John Deere 9400, equipped with single Kleber Super 15 tyres, was driven non-stop for 24 hours by the 1989 French ploughing champion, Maurice Donval.

The following year, Jeremy Birch, who worked on the sales side of then John Deere dealer Bruce Hopkins, based near Banbury, Oxfordshire, had a customer who wanted a 9400 powershift. The problem was that John Deere's UK arm wasn't importing any of the powershift versions. However, one was sourced by John Deere from Europe in July 1999, and when it arrived it was on big single tyres.

David Purdy, who is now John Deere's territory manager for East Anglia, was the customer support manager covering Oxfordshire at the time and was involved in sourcing dual wheels for the tractor. He recalls that it was a John Deere ex-demonstrator machine that came from Germany, and that it had also been involved in some sort of ploughing record. He says the tractor had been used in France and he's pretty sure it's the one that set the 24-hour ploughing world record.

At the time, Gordon Day, now retired, was John Deere UK's

product line manager for tractors and loaders. He too believes the tractor had been in France.

Jonty's 1997-built tractor, the third 9400 produced by John Deere and possibly the earliest powershift version, is this same tractor. It was first registered in the UK in August 1999 with an Oxfordshire registration and still carries Bruce Hopkins' dealership stickers on its bonnet.

Jonty recently put the 9400 up for sale, but now that its interesting back-story has been uncovered, he's considering keeping it. After all, it's not often that anyone unknowingly acquires a former world record holder.

*Our thanks to Jeremy Birch, David Purdy, Gordon Day, Matt Mellor and the staff at Kuhn in the UK and France for their assistance in researching this tractor.*

**Below: Maurice Donval, seated on the cab steps, looks tired after ploughing non-stop for 24 hours with the John Deere 9400. Fuel and food were provided on the move. Photo: Kuhn Huard SA.**



**The 15-furrow Kuhn Challenger plough sends up a cloud of dust during the 24-hour ploughing record attempt in 1998. The new record set was 180.3624ha (445.682 acres), almost 53ha more than the previous record. Photo: Kuhn Huard SA.**





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# ANNOUNCING NEW ARRIVALS

January was a typically quiet month for land work, but members of the Suffolk Bunch, our group of modern classic farm machinery enthusiasts, kept themselves busy in the workshop, carrying out maintenance and repairs, as well as welcoming some new arrivals. Chris Lockwood has been following their movements and meeting their new machines.

**THIS MONTH'S SUFFOLK BUNCH** could almost be another instalment of 'what has Jonathan Tunmore been buying now', except that he's not alone, as fellow group member Jon Haynes has also been dipping into this pocket too.

So apart from buying tractors, what else have the good folks from the Suffolk Bunch been getting up to recently? There's not been much anyone could do out in the fields at this damp time of year, so the group members have instead been getting stuck into maintenance and workshop tasks.

Jonathan's first purchase of the new year, and quite likely to be the first of many if his previous track record is anything to go by, was a 1979 Deutz DX140.

For those unfamiliar with Deutz history, the DX140 was second largest model in the DX range at the time of its introduction in 1978. It was a sizeable tractor for the era and had some advanced features, which we will look at in more detail another time. Power in this model comes from by an air-cooled 6.1-litre Deutz BF6L913 six-cylinder turbo with a rating of 125hp engine.

In common with the majority of his purchases, Jonathan's interest in this Deutz stems from childhood memories of similar tractors he saw while growing up in north-west Norfolk.

"For me, the Deutz interest all

stems from what was on a local farm," he says. "It must have had four or five different DX Series tractors. As a child I would visit this farm with my Dad when he went to pick up sacks of wheat tailings for feeding the pheasants. I was in there regularly, and of course inevitably there would be a Deutz standing in the yard. They were a funny shape compared to anything else, especially the John Deeres with their curvy SG2 cabs, and they had all those sharp angles.

"I vividly remember looking at one and noticing it had 110hp written on the side of the bonnet, and that really stood out to me because it was so unusual," recalls Jonathan. "It made me wonder why every manufacturer didn't do that?

"The big exhaust was also very nice, and I also wondered what KHD stood for on the front badge," he says. "You couldn't just Google it in those days!

"They were also the only Deutz tractors in the area, as we were surrounded by farms that ran John Deeres, Fords and Massey Fergusons," recalls



**Below: And now for something completely different. Jonathan Tunmore has recently become the owner of this very tidy 1979 Deutz DX140. He bought it from Devon-based dealer S. Cheers Agri Engineering in January.**

Jonathan. "My Dad used to tell me that Deutz were the best tractors and because they were made in Germany, you assumed they were good quality. Because of this, I thought they were the best too.

"In around 1986, a contractor came to lift sugar beet for a local farm with a Matrot M31," he continues. "They were carting a fairly long way, so they brought three or maybe four Deutz tractors on Marston







**Above: The distinctive angles of the Deutz cab can be fully appreciated from the driver's seat. The visibility is good, so too the feeling of being in command of a big tractor.**

**Above right: Below: The DX140 has a 6.1-litre Deutz BF6L913 air-cooled six-cylinder turbo engine. Although capable of 160hp, in the DX140 it produces an unstressed 125hp.**

high-tip trailers. The field was at the end of the road from our house and I had a ride in one of the tractors,



which had a proper passenger seat in the back left-hand corner of the cab.

"A little later, on another farm where a mate had a shoot, there were a couple of DX4.50s and I drove one of those on a beaters wagon and quite liked it," notes Jonathan. "I guess I've always liked Deutz. I had noticed this DX140 when it was first advertised for sale by S. Cheers Agri Engineering back last year, and I discussed it a bit with the others. There was something else on the boil at the time, but that didn't

come off, so I was able to buy the Deutz in January.

"It is a very nice example," he says. "It has done just under 6500 hours and is very straight, especially considering its age. It's so different to drive than anything else I've driven, and goes faster than I expected. Perhaps not surprisingly, the front axle has no caster angle and I suppose it would have lent itself to being an out and out ploughing tractor back in the day. I plan to give it a thorough service and tidy it up a bit."

## Checking over the Challengers



**AS WELL AS** buying a couple of fresh tractors, Jonathan Tunmore spent part of January carrying out servicing and minor repairs to his fleet of Caterpillar and Claas Challenger rubber-track crawlers, which currently reside in various sheds across Suffolk.

"Rory Poacher and I have been going round all of them ready for the coming season," he explains. "Engine oils and filters have been changed. Some of them were early, perhaps by about 15 to 20 hours, but it won't do any harm and I would rather do them now whilst there is time. This servicing work has also included things like checking the condition of the tracks and running the crawlers up onto sleepers to check the idler bearings. Radiators have also been checked, as they do rely on having good airflow.

"The headlights on the Claas crawlers, in particular, seem to have a habit of accumulating dirt in the back of the housings, and losing the surface of the

reflectors, so they've been removed from some of the tractors, stripped, cleaned, repaired if necessary and resealed again," he adds. "Other little cosmetic jobs have included respraying the front grills, which tend to rust easily, which then makes the whole tractor look quite dull, and also repainting the lettering of the Claas badges on the front of the bonnets.

"On my Challenger 95E, one of the brackets which holds the front grill is broken, probably due to vibration and fatigue, so that will be replaced," says Jonathan. "A new exhaust has been fitted to the 85E, freeing up a tail pipe to put on the 75E to make that correct too. I've also been trying to work out roughly which ones will go out on hire and which ones will stay for mole draining, and to equip them accordingly, depending upon what will be needed.

"At the moment it looks as though the 95E, 75C and Cat D8H will be retained and available for mole



**Above left: During the quieter month of January, Jonathan Tunmore was able to carry out routine servicing to his growing fleet of Challenger rubber-track crawlers. Here, the oil and filters are being changed on his 95E and 75E.**

**Top right: Angus Hamilton, left, helping Jonathan Tunmore replenish his Challenger 95E's engine oil. The sump of its Cat 3196 engine holds 30 litres.**

**Above: Suffolk Bunch helper Rory Poacher has also been working on Jonathan's Caterpillar D2 crawler, specifically the carburettor of its donkey engine.**

draining, along with the 85D for part of the season," he states. "In between times Rory has also been working on my little Cat D2 crawler, cleaning out the donkey engine's carburettor to hopefully improve its starting."





**Above:** Some rust on the nearside mudguard is probably this tractor's worst feature. The paintwork on the back end has fared remarkably well, but the cab roof has faded in the sun.

**AS WELL AS** buying a Deutz DX140 in January, Jonathan Tunmore also treated himself to a C-registered four-wheel drive John Deere 2140, via dealer Oakfields in Hertfordshire. Again, this choice was also inspired by his childhood memories.

"The John Deere 2140 has probably been the most influential tractor in my life," he states. "It all began when local farm F. K. Coe & Son bought a brand new two-wheel drive A-registered example. They used it on a 3m Krone power harrow, but I mostly remember it carting sugar beet with an 8t Bunning dump trailer. There was usually another 2140 in the field, a Y-registered one, on top of the Standen Tornado beet harvester, which was later removed and set out to 80in to hoe the beet.

"I always thought the 2140 just looked so right and in-proportion," notes Jonathan. "F. K. Coe & Son also had a two-wheel drive 3140 and I thought the bonnet on this tractor just looked ridiculously long by comparison.

"Then, when I started work at Wootton Marsh Farms in 1994, they had three four-wheel drive 2140s," he continues. "Two of them were on W-plates and had OPU cabs and there was also an A-registered one with an SG2 cab. The older two machines had a very different exhaust note, although I don't know why that was. When I first went there the 1983 tractor was still very much a frontline machine. It would ridge-up all of the spud land, windrow potatoes and also run a Pearson destoner. After that it was downgraded, and when some new John Deere 6600s arrived it was further demoted to become my tractor.

**Wootton Marsh Farms' John Deere 2140 was often used with this 12t Ray Larrington trailer for carting grain during harvest and also for bringing fertiliser out to the field, which is what Jonathan was doing here in late January 1996.**



"Even then, it still worked hard," he recalls. "We had a 16t water bowser which the 2140 used to cart about. I also used it to pull up the wheelings between the beds with a subsoiler and then it went on a 12t Larrington trailer at harvest time. We were asking a lot, but it did well and was an extremely good little tractor.

"I had been keeping an eye out for a nice 2140 for a while," says Jonathan. "I went to see three in a sale at Whittlesey a few years ago, but for some reason they just didn't do it for me. In early January, Angus and I decided to have a day out and visited Mark Brock at Oakfields to see what he had in stock. There were a couple of other things we wanted to have a look at, but when I walked around the corner there was a 2140 sat there. From a distance it looked too good, and I was expecting it to be worse up close, but it was actually really nice.

"It was a Norfolk registered tractor that had originally been supplied by Evergreen Tractors & Equipment Ltd from St. Germans, near King's Lynn, so that had some relevance to me," he explains. "I didn't think too much more about it for a while, but then we visited Oakfields again and I just had to buy it.



**Inset above:** The upholstery inside the SG2 cab has been removed, but it has gained a modern air seat. Jonathan plans to fit a new cladding kit.

**Above:** Jonathan's purchase of a John Deere 2140 was inspired by his fond memories of this A-registered 1983 example, which he drove at Wootton Marsh Farms when he began work there as a YTS student in 1994.

"It is a super clean example," he notes. "We think it was owned by British Sugar and used for trials work, ending up at the British Beet Research Organisation (BBRO) at Bexwell. The hour clock says 2795 and although it has stopped for various reasons I don't think it has done much more than 4000 hours. It is fitted with solid wheels, which obviously are not right, and I would really like to find a set of proper John Deere 11.2R28 and 13.6R38 wheels and tyres. If anyone has a set they would like to part with, let me know. The 2140 is a lovely little tractor and it sounds right."

**Below:** This very tidy 1985 John Deere 2140 joined Jonathan Tunmore's collection in January via Hertfordshire dealer Oakfields. It is believed to have done under 4000 hours.





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## Doing jobs on Deeres



**Above:** With the bonnet removed the oil leak was traced to the turbocharger, which has been removed in this photo.

**THE SUFFOLK BUNCH'S** resident John Deere fan Jon Haynes used what turned out to be a quiet January to carry out some maintenance work. He began by turning his attention to his articulated 1982 John Deere 8640, which had developed an oil leak while power harrowing back in November.

Unsure of the source of the oil leak at the time, Jon had decided to play it safe and ferry his big John Deere back to his workshop on a trailer, rather than driving it home under its own power. For this task, he used his own John Deere 6910S and a HM low-loader borrowed from a friend. Once back in the workshop the investigative work on the 8640 could commence.

"Removing the 8640's bonnet is quite a big task in its own right," he explains. "Once the bonnet was off you could clearly see that the oil had been coming from the turbocharger. Although it appeared to spin freely enough the bearings were a bit grumbly, and the oil seal had gone on the exhaust side, so it had got to come off. "The tractor's water temperature sensor wasn't working, so whilst I had the bonnet off I decided to pressure test the coolant system to make sure it was all alright," adds Jon. "I will also fit a new exhaust while I'm at it. The turbocharger will be replaced with a new unit from the States, which I'm currently waiting for, and this will hopefully return the tractor to full working order again ready for the spring."

Jon has also been carrying out a few minor jobs to tidy up the appearance of the 1993 John Deere 2850 he acquired about a year ago.

"When the 2850 arrived it came with a Baas front end loader," he says. "I never had any intentions of fitting it and I've been wanting to remove the brackets

for a long time now. As well as looking ugly, the left-hand bracket was too close for comfort to the door when it's open, and it also prevented a proper set of steps from being fitted. Unfortunately, unlike the system used by John Deere for their loaders, the brackets were welded to a set of modified side rails, so they couldn't just be unbolted.

"I managed to get some replacement standard side rails from Nick Young and have been fitting those," explains Jon. "Now that's done, it looks considerably better. I also removed the front grill guard and replaced the bolts which hold the tombstone on as they were badly rusted. The battery boxes are a bit rustier than I would have liked, and if anyone has any good replacements I would be very keen to hear from them.

"I have also managed to find a pair of genuine mirror arms and steps, which will all improve the tractor's looks," he notes. "I do have a John

**Above:** Jon Haynes has been carrying out maintenance and repair work to his John Deere themed collection during the quiet month of January.

Deere 245 loader which I might fit to this tractor, but for the moment it's going to remain loader-less.

"I would also like to find a set of tyres for my John Deere 3640," adds Jon. "It is currently on 480/65R24 and 540/65R38 BKT rubber which were fitted about six years ago to replace the tyres it came on. They were the same size and the extra width made sense at the time for carrying out grass work in damper conditions, but this tractor's role has changed now, so I would like to put it on 16.9R28s and 18.4R38s to match the 3650, as I like the way it sits.

"The BKTs have done very little work since they were fitted and still have the size written on the cleats," he says. "If anyone would be interested in swapping tyres, please get in touch via the editor."

**Left inset:** The turbocharger's bearings spun, but had a worrying rumble. The oil seal on the exhaust side had also failed, so the entire unit will be replaced.

**Below:** Jon has also been completing a few minor jobs on his 1993 John Deere 2850, which has included removing the loader brackets that it came with.



**Above:** Substantial brackets for a Baas loader had been welded to a pair of modified side rails, making it impossible to remove them without cutting them off or replacing the side rails. Jon took the latter course of action.





## Opting for an 8000 Series

This photograph of the very same John Deere 8400 that Jon now owns was taken back in February 2006, on the day it was sold in its first owner's farm machinery sale in Suffolk. The tractor, which had done 3600 hours at the time, made £27,750.



**JON HAYNES WELCOMED** a new addition to his collection in January, and naturally it had to be another John Deere! Slightly younger than many of his previous purchases, the latest addition to his collection is a modern classic John Deere 8400.

"One of these models has always been on my wish list," explains Jon, "although I wasn't really planning on buying one quite yet. I had been toying with the idea of importing one from Eastern Europe, which would have been a bit cheaper, but I got talked into this one by another Suffolk Bunch member who shall remain nameless (Jonathan), after he called in to see J. Brock & Sons with Angus and asked Rick Brock if they would sell theirs. I had known for some time that they had an 8400 that they were using as a yard tractor, but didn't know that it was likely to be for sale."

The tractor in question was supplied new in March 1995 by former John Deere dealer Blyth & Pawsey to farming business John Brand & Sons Ltd of Foxearth, near Sudbury, Suffolk. This isn't the first time it has appeared in **CLASSIC TRACTOR**. When the 1500-acre farm where it originally worked was sold, all the machinery was dispersed in an auction held in February 2006. The magazine carried a report from the sale.

The 8400, which had done just over 3600 hours at the time, made £27,750, which was considered strong money. After the sale it headed to a new home about an hour to the west at Little Hadham, near Bishops

**Above right: With its slimline tapering bonnet, finger-light, well-placed controls and excellent visibility, the John Deere 8400 still has a modern feel from a driver's perspective.**

**Right: For its age (27 years) and hours (8145), this tractor's cab interior is in good condition, with only some damage to the side trim panel nearest the door.**

Stortford, just over the Hertfordshire border. After four years it was on the move again, ironically travelling back to Boxted, Suffolk, just 15 minutes north of its

original home. From there, it ended up with J. Brock & Sons about three years ago. The business used it as a yard tractor and for public demonstrations of the Brock range of tillage machinery. It has now done 8145 hours and is in very good original condition.

"The 8400 was the next generation on from

my 4955," explains Jon. "Despite them only being two years apart, it is a totally different tractor. I liked the idea of having examples of both, for a comparison and to show the development of the range, as I think they are both very nice tractors in their own ways.



The 8400 has certainly got more room in the cab.

"If I was to have an 8000 Series tractor it was always going to be an 8400 or an 8410, because these were the flagships of the range and had the bigger engine," he notes. "Obviously this is a first generation 8400, with the earlier style of decal.

"I also like the fact this tractor has some local history," adds Jon. "Group member Chris Lockwood was able to find some photos he had of the tractor at the farm sale in 2006 and it's nice to have that sort of background. Other than needing a cab lining kit and some areas of paint that need touching-up on a mudguard, it seems in good order. Plus, a couple of years ago I bought a LaForge front linkage in readiness for owning an 8000 Series tractor, so that's all ready to fit."

**Left: Jon Haynes acquired this very tidy 1995 John Deere 8400 in January from Essex-based dealer, J. Brock & Sons.**





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# ITALIAN RENAISSANCE

Whenever Carraro is mentioned in agricultural circles, axles, transmissions and specialist tractors spring instantly to mind. What isn't generally known about the Italian company is that back in the early 1980s it is also produced a range of conventional agricultural tractors up to 140hp. Eoghan Daly has been to see one of Carraro's 113hp models, believed to be the only one in the UK and Ireland, which has just undergone a full refurbishment in Co. Monaghan.

**W**HEN WE LOOK BACK in time to 1982, we see a European tractor market that was made up of the usual premier league suspects, plus quite a few lesser-known marques in the lower divisions. This was still at a time when it was possible for some of the smaller firms to survive mainly on the sales achieved in their own home markets, plus a small number of exports.

Some of the smaller names in the tractor business, and you could count the likes of Marshall, County, Ebro, Volvo and Eicher among them, were still trying to offer their customers a broad range of different-sized tractors from 40hp to 130hp.

Another company that was still trying to cover as many bases as possible was Carraro of Italy. Unbeknown to many in the UK and Ireland, Carraro, best known for its axles, produced a range of conventional tractors up to 140hp in the early 1980s.

A recent visit to see a 113hp Carraro 118.4 in Co. Monaghan suggests that these tractors received far less recognition than they deserved. Even a fleeting glance at the 118.4 shows it to be a rugged and well-engineered model that uses a number of proven British components, such as a Perkins engine,

a CAV fuel system and Lucas electrical equipment.

While the higher-powered Carraro tractors of 40 years ago may be consigned to the tractor history books, a rare opportunity to own one that has been thoroughly refurbished to as-new condition is coming up at Cheffins' Cambridge Vintage Sale this April.

The discovery of this particular Carraro 118.4 by Damian McKenna, the man who subsequently carried out its recent refurbishment, came about purely by chance. Damian, a devoted tractor enthusiast and restoration specialist with a keen interest in classics made by Hurlimann, Lamborghini and Same, immediately knew the 118.4 was worth preserving as soon as he saw it.

Damian is well-known in Ireland as the proprietor of DM Tours, a business that organises visits to popular vintage and classic events and machinery shows in the UK and Europe. Based at Clontibret in Co. Monaghan, he also offers restoration services to a small number of regular clients. On one of his tours, he was approached by a client who had discovered a rare Carraro 118.4 that was badly in need of refurbishment. Damian went to assess the tractor and proceeded to put together an estimate for its

**Below: This is believed to be the only Carraro 118.4 in Ireland and the UK. Because of its rarity, Damian McKenna, a tractor collector and refurbishment specialist from Co. Monaghan, bought it as a project because he believed it was worth saving.**





## New Italian tractors for Ulster

A new range of Italian Carraro tractors to suit all sizes of farms has been introduced to Northern Ireland by Mr William Hanna, farm machinery and equipment dealer, Magherafelt Road, Draperstown, County Londonderry, who has been appointed distributor in Ulster.

### Perkins engine

The range comprises 48 DIN horse power, 58, 68, 78, 88, 98, 113, 134 and 182, which are also available in four-wheel and crawler models.

more than 20 per cent of the Italian market.

Mr Hanna has already had many inquiries and, with his high reputation for efficient after-sales service of his other farm machinery and equipment business, he places great emphasis on the importance of an efficient back-up service for the new tractors.

This most modern Italian agricultural machine industry carries out an ever-increasing quantity of work with the help of computerised machinery, manually and electronically controlled systems and highly-trained technicians.

### Complete range

Since 1950, Carraro's industrial plant has increased in size and importance until it now produces a complete



One of the new Carraro range of Italian tractors, of which William Hanna, farm machinery and equipment dealer of Magherafelt Road, Draperstown, Co. Londonderry, has been appointed distributor for Northern Ireland.



**Above:** The news that William Hanna, a farm machinery dealer from Draperstown, Co. Londonderry, had taken on the distribution of Carraro tractors was announced in *Farming Life* in January 1981.

**Above left:** Damian purchased the tractor with a full set of operator's manuals, parts catalogues and detailed drawings for the cab design, along with correspondence to the original dealer, W. J. Hanna Farm Machinery. Also included were an original unused tool set, a grease gun and a Carraro ash try.

restoration. However, based on the enormity of the task that lay ahead, and the difficulty in obtaining replacement parts because of the absence of donor tractors in breaker's yards, the cost proved prohibitive for the original client, who decided to abandon his plans. Nevertheless, Damian remained interested in the tractor himself, and having researched it further, he decided it was clearly worth saving.

"When I got some more background on the tractor's history, I then began to realise how rare it is, which is when I knew that it was worth saving," he explains. "It is thought to be the only example of this model in Ireland and the UK, and even more significantly, I believe it was one of just six Carraro 118.4 models to be built, which makes it really special in my opinion."

## Original import

Upon delving into the tractor's past, it came to light that it had led a relatively sedate working life, one that saw it clocking a mere 3500 hours.

This unit was imported by the then Carraro distributor, William Hanna of W. J. Hanna Farm Machinery of Draperstown in Co. Londonderry,

Northern Ireland. After securing the import agency for the Italian tractors, Mr Hanna set about promoting them in Northern Ireland. His company's sales drive appears to have been mainly focused on Carraro's 80hp model, of which a total of four were supplied by the dealership.

Unfortunately, the engineering and overall design of these models was said to be poor, with the twin chassis rail design proving somewhat awkward and, in some ways, also impractical. In contrast, the larger Carraro 118.4 had a more acceptable design, one that arguably should have created more interest at the time. However, despite this, just one example of the 118.4 was imported by W. J. Hanna Farm Machinery.

This tractor was originally ordered in 1982 by a customer from Northern Ireland who intended to use it for turf harvesting, an operation that required a slow forward speed. The creeper gearbox on the Carraro 118.4 made it particularly well-suited to this task.

However, due to a six-month delay while the factory finalised the design of the Q cab and then put it into production, the tractor didn't finally arrive in Northern Ireland until 1983. By that time, the customer had lost patience and had bought a new Lamborghini 1106 instead. Ultimately this resulted in the 118.4 remaining unsold. It subsequently went to work on the Hanna family's farm at Draperstown, where it was used mainly for round baling and hedge cutting. As the years passed, it gradually did less work. In the meantime, because it was kept outside, the condition of the

**Below left:** This advert for Carraro tractors was placed by importer Wm Hanna Farm Machinery in the 24 January 1981 issue of *Farming Life*.

**Below:** Tractor owner Damian McKenna, left, and his helper Kip Hewitt rebuilt the Carraro 118.4 between them. Damian did most of the mechanical work and also took on the considerable challenge of sourcing parts and/or getting them made.

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tractor's cab and body panels began to deteriorate quite badly.

Damian, unfazed by the enormity of the task of bringing the rare Carraro back to its former glory, purchased the tractor in April 2019. As soon as he had it home, he began to undertake a full nut-and-bolt overhaul. While the tractor's rarity was a big part of its appeal for Damian, it would also add to the difficulty of the restoration work.

"Because it was such a scarce tractor, it meant there were no donor tractors that could provide such things as a replacement cab or anything else we would need," he explains. "So we were very much on our own with this one. But with the help of a number of specialists in their respective fields, these obstacles were overcome and we have been very fortunate to work with such good people who have great skills and take pride in their work."

### Model background

During his quest to breathe new life into his Carraro 118.4, thereby guaranteeing its future chance of survival, Damian unearthed a wealth of information about the history of the model and its development. Carraro had a wealth of experience when it came to designing and manufacturing smaller tractors, but this did not extend to higher-powered models. So, instead of designing a tractor range from a blank sheet of paper, which would have been beyond its technical and financial means, the Italian firm teamed up with Spanish manufacturer Ebro. Under the terms of the agreement between the two companies, Ebro supplied skid units to Carraro, which then fitted its own axles and cab.

The Carraro 118.4 shared a number of its components with competitors' machines of the same period, the most obvious of these being the fitment of a Perkins A6.354 six-cylinder engine of the type used in the MF 2640 and 699.

Nevertheless, the Carraro 118.4 was far from being a budget 'parts bin' tractor, just the opposite in fact, which is one of the reasons for its relatively poor uptake within the market. Its pricing put it at a competitive disadvantage compared to its established rivals, as Damian explains.

"The Carraro 118.4 was not a cheap tractor back in 1983, as confirmed by the original invoice from the time of delivery," he says. "The net price to the dealer/importer was £11,933, which excluded transport costs from Italy. Added onto that would have been the dealer's profit margin."

### Document pack

In addition to the original sales invoice for his Carraro 118.4, Damian also obtained a wealth of other original material which gives a unique insight into this tractor's history. This treasure trove included a full set of workshop manuals and parts books, together with detailed plans of the cab, which was hand-made by Carraro for this

**Above: Both cab doors were in extremely poor condition and beyond saving, so identical replacements had to be made by Agnew Engineering. Replacement decals, supplied by Simms Brothers, provide the finishing touch to this authentic refurbishment.**

model. In addition, a service commitment from Perkins to importer W. J. Hanna showed the eagerness of the British engine manufacturer to support the venture. An original unused Carraro-branded tool kit and grease gun, together with a complimentary ash tray, were also included in the haul.

Armed with this comprehensive array of documentation, Damian brought the tractor back to his workshop and commenced a comprehensive refurbishment programme that would last over two years.

The Carraro 118.4 was a well-engineered tractor with many useful features. Power from a well-proven 113hp Perkins A6.354 six-cylinder engine with direct fuel injection was taken out through an Ebro gearbox offering



**BEFORE**



**AFTER**



## History of Carraro

**CARRARO HAS BEEN** producing tractors for almost 65 years. The Italian company, based at Campodarsego, 20 miles west of Venice, introduced a self-propelled seeder in 1957 and followed this up two years later with its first conventional tractor, the C23. Demonstrating an eagerness to innovate, it went on to introduce its first four-wheel drive tractor, the 230 model, in 1964.

In 1973, while continuing to produce tractors, Carraro began to diversify by supplying components such as axles and gearboxes to other manufacturers. This would gradually become the mainstay of its business. Around the time of this diversification, in order to create more space for the production of components at Campodarsego, the tractor line was relocated to Rovigo.

By 1985 Carraro had produced and supplied 100,000 axles, which was clearly an impressive achievement. The company was by now firmly established as a supplier of choice to many of the leading tractor manufacturers. As it continued to grow and prosper, Carraro was listed on the Milan stock exchange in 1995. It has since continued on its path of expansion and currently operates manufacturing facilities in Argentina, Brazil, China and India, in addition to its base and headquarters in Italy.

During the 1970s and early 80s, Carraro continued to produce a range of tractors and farm equipment. In 1983, a rationalisation of the Carraro range saw farm implements being dropped. At that time, the company's tractor range extended up to 140hp. The flagship Carraro 138.4 was very similar to the 118.4, but had a turbocharged engine.

Carraro's decision to discontinue its higher-hp tractor range in the mid-1980s enabled it to concentrate on what it was good at, which was producing components and lower-powered and specialist tractors for vineyard and orchard applications.

Carraro is proud of its heritage and operates a small museum at its Rovigo factory in Italy. The museum, named after Oscar Carraro, one of the founders of the group, contains examples of the models that have been most instrumental to the success of the business over the years.

Carraro's products continue to carry its 'Tre Cavallini' or three horse trademark, with which its name is associated.



**Above: Power in the Carraro 118.4 comes from a naturally-aspirated Perkins A6.354 six-cylinder engine developing 113hp. The engine was in good health and required no remedial work.**

**Above right: Following a life spent outside, rust had taken hold on the bonnet. Damian took the decision to source a replacement bonnet, which he found in Spain, and fabricate a completely new upper nose cone.**



### Making it mint

Work on the Carraro 118.4 was carried out in conjunction with other refurbishment projects in Damian's workshop. The work was shared between Kip Hewitt, who always pays great attention to detail, whatever he's working on, and Damian, who did a lot of the mechanicals. As much of the work as possible was performed in-house, although there were certain tasks that needed to be outsourced to specialists to obtain the best result.

Thanks to its relatively easy life on the Hanna family's farm, the Carraro 118.4 was found to be mechanically sound, but it required a considerable amount of cosmetic and fabrication work to return it to as-new condition. The tractor had stood outside for most of its life, which had taken a heavy toll on the cab and bodywork.

Both of the doors were rotten, there were holes in the upper front nose cone, the bonnet was in poor shape and there was some corrosion in the front cab pillars.

"When we began to strip down the tractor, all the bolts were like new, which was encouraging," says Damian. "But because of its previous exposure to the weather, there were a lot of issues with the cab frame, which had literally rotted away, and the bonnet and nose cone were also in poor condition."

**The rear end is pure Ebro. It is well-specified and has a pick-up hitch, quick attach arm ends, an assister ram and two double-acting SCVs.**



**Left: Before and after views of the offside cab steps and lower door area, showing the extent to which corrosion had taken hold. New doors had to be made, but the original cab steps were re-used.**





**Above:** A delay in finalising the design and manufacture of the cab at the factory in Italy resulted in this Carraro 118.4 being delivered six months late, by which time the original purchaser had run out of patience and bought something else. Dealer W. J. Hanna Farm Machinery subsequently kept the 118.4 for work on its own family farm. The 113hp Carraro 118.4 was based on a Spanish-built Ebro skid unit equipped with a Carraro four-wheel drive front axle and hand-built operator's cab.

**Left:** A replacement upper nose cone was expertly fabricated by McConnell Bros. The original perforated front grill was salvageable and has been refitted.

While these areas were in need of much attention, the mudguards were in surprisingly good shape and the cab steps had also withstood the test of time well.

Before attending to the areas of rot, a complete mechanical check-up was conducted. The Perkins A6.354 engine was in good condition and didn't require any work beyond servicing, but a new radiator, clutch and PTO clutch were fitted, and the brakes also received attention. All the mechanical parts for the rebuild were sourced from Armagh-based Simms Bros, and Damian applauds them for their ability to source whatever was required without any difficulty.

When it came to the cab, the structure of the frame was repaired in-house, but the doors represented a greater challenge. Having determined that the rotten originals were beyond repair, Damian asked Agnew Engineering at Armagh to make him two new doors. A replacement for the original upper nose cone, which was again beyond repair, was fabricated by another Armagh-based specialist, McConnell Bros. While paying tribute to the high standard of workmanship achieved by these companies, Damian notes the importance of selecting true professionals for this extremely precise work.



"The standard of workmanship in the doors and nose cone really shows the professionalism of the people who were involved in making these parts, and it really helps towards creating a good first impression of the finish that has been achieved," he says. "McConnell Brothers have done a lot of specialist fabrications for other tractor restorers in the past and they did an excellent job for me."

With the new nose cone fitted, complete with the original perforated grille, which was good enough to be re-used, the exterior of the tractor began to take shape. During a visit to Spain, Damian managed to source a replacement bonnet. It came off an Ebro tractor but was identical to the one used on the Carraro 118.4.

As the tractor was being reassembled, it was

gradually repainted in-house in its original as-found colour scheme. The cabs on some of the tractors shown in Carraro sales literature are painted in black or white, but red definitely looks best on this unit. The red bodywork contrasts nicely with the platinum-coloured chassis, axles and linkage. The paint finish achieved by Damian and Kip is very impressive, while the authentic decals supplied by Simms Brothers add the finishing touches.

Thanks to the efforts of Damian, Kip and all the others involved in this exacting rebuild, this Carraro 118.4, believed to be the only one of its kind in Ireland and the UK, and possibly one of six ever manufactured, now has a new lease of life. It will certainly attract a lot of interest when it goes under the hammer at auctioneer Cheffins' Cambridge Vintage Sale at Sutton, near Ely, in Cambridgeshire on 23 April.



**Left:** The Carraro 118.4 uses proven components and appears to be well-engineered, but its steering lock isn't the best.

## Useful contacts

**Mechanical parts:** Simms Bros, Loughgilly, Co. Armagh, BT60 2DE. Tel: 02837 507258. [www.simmsbros.co.uk](http://www.simmsbros.co.uk)

**Cab doors & roof fabrication:** Agnew Engineering, Laurencetown, Co. Armagh, BT63 6EB. Tel: 02840 629660. [www.agnewengineering.com](http://www.agnewengineering.com)

**Nose cone fabrication:** McConnell Brothers, Middletown, Co. Armagh.



**Right:** There's a lot of glass in this cab, which means that visibility is good. The replacement upholstery and matting was carefully chosen so that it matched the appearance of the original materials as closely as possible.





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## What was registered in 2020

| Group/brand               | 2020 units    | Change         | % of total   | 2019 units    | % of total   |
|---------------------------|---------------|----------------|--------------|---------------|--------------|
| <b>John Deere</b>         | 3157          | (-643)         | 26.5         | 3800          | 28.1         |
| <b>CNH of which:</b>      | 3229          | (-289)         | 27.1         | 3518          | 26.0         |
| • <b>New Holland</b>      | 2129          | (-185)         | 17.8         | 2314          | 17.1         |
| • <b>Case IH</b>          | 1100          | (-104)         | 9.2          | 1204          | 8.9          |
| <b>AGCO of which:</b>     | 3133          | (-202)         | 26.3         | 3335          | 24.6         |
| • <b>MF</b>               | 1581          | (-84)          | 13.2         | 1665          | 12.3         |
| • <b>Fendt</b>            | 898           | (-23)          | 7.5          | 921           | 6.8          |
| • <b>Valtra</b>           | 654           | (-95)          | 5.5          | 749           | 5.5          |
| <b>Kubota</b>             | 784           | (-103)         | 6.6          | 887           | 6.5          |
| <b>Claas</b>              | 449           | (-329)         | 3.8          | 778           | 5.7          |
| <b>JCB</b>                | 187           | (-91)          | 1.6          | 278           | 2.1          |
| <b>Same Deutz-Fahr</b>    | 208           | (-35)          | 1.7          | 243           | 1.8          |
| <b>AgriArgo of which:</b> | 154           | (+3)           | 1.3          | 151           | 1.1          |
| • <b>McCormick</b>        | 103           | (0)            | 0.9          | 103           | 0.8          |
| • <b>Landini</b>          | 51            | (+3)           | 0.4          | 48            | 0.4          |
| <b>Others</b>             | 634           | (+79)          | 5.3          | 555           | 4.1          |
| <b>TOTAL UK</b>           | <b>11,935</b> | <b>(-1610)</b> | <b>100.0</b> | <b>13,545</b> | <b>100.0</b> |

Source: AEA - Data includes compact tractors (under 50hp) and agricultural tractors (over 50hp).

# MARKET SHARES FOR 2020

The UK tractor market shrank by 1610 units in 2020, according to figures released in January by the Agricultural Engineers Association (AEA), reports Graeme Kirk. The figures, based on tractor registrations, suggest a total of 11,935 compact (50hp or less) and agricultural (more than 50hp) models were supplied during the year.

John Deere suffered worst, dropping 643 registrations compared to 2019, down to a total of 3157 units, which meant its market share fell 1.6% to 26.5% in the process. Perhaps even worse news for Deere was that the CNH group achieved a healthy 1.1% increase in market share to overtake the green brand at 27.1% for the year. CNH's brands still lost a combined 289 units to end the year with 3229 registrations, but the drop from 2019 was less than the 12% average fall for all manufacturers and therefore its market share improved as a result. Both New Holland and Case IH contributed to CNH's success during 2020, with the former having a particularly good year.

It was a similar story at AGCO, where registrations

were down only 202 at 3133 units (just 24 behind Deere), resulting in a 1.7% increase in market share to 26.3%. Massey Ferguson's share grew by 0.9%, Fendt was up 0.7% and Valtra's share was static at 5.5%, which was still a good result in a falling market.

Claas and JCB didn't fare so well; the German brand suffered a 329-unit (42%) fall compared with 2019, while registrations of the Staffordshire-built machines fell by 91 units (32%) on the year. The market shares of the two companies were down 1.9% and 0.5% respectively.

On the whole, the numbers released by the AEA were pretty much in line with **CLASSIC TRACTOR'S** market share projections, based on data from the Department for Transport, which we published in the September 2021 issue. We predicted the market would be 11,812 units, 123 fewer than the AEA's figure, and also suggested a three-way tie between CNH, Deere and AGCO, giving CNH a lead of just three units. The AEA figures, however, give CNH a net 72-unit advantage, enough to open up a 0.6% gap in market share.

## News briefs...



### Inspired by Schlüter

■ If Schlüter still built tractors, perhaps they might look like look like the machine that is currently being offered for sale in an online auction in Germany, writes Sandy Cox. Agravis Technik, a farm machinery rental and sales business that last year auctioned a JCB Fastrac in a Mercedes-Benz MB-trac two-tone green livery, has put another Fastrac 4220 through the paint shop. This time it has emerged in a stunning red and silver Schlüter retro livery. The latest paint job was inspired by the Schlüter Eurotrac, of which just 75 were built. Following the competition of its makeover, the 2019 JCB Fastrac, which has been labelled Eurotrac, was lined-up alongside Schlüter Eurotrac serial number 0001. Visit [www.ab-auction.com/en/auction/7062](http://www.ab-auction.com/en/auction/7062) to find out more about the auction, which closes at 8pm UK time on 27 February.



### Record for a 110-90

■ The Fiat and New Holland 110-90 is a popular tractor in Ireland, but its reputation has risen to dizzying new heights following the sale of a mint low-hour example for a record price, reports Sandy Cox. The 2003 New Holland 110-90 was included in a sale of machinery from the late Alexander Kyle at Draperstown in Co. Londonderry on 22 January. The immaculate one-owner tractor had clocked only 3200 hours in its 18 years and was still on its original Goodyear tyres. Bidding for the 110-90 started at £40,000 and rose to a record-breaking £64,000 in less than two minutes. It is believed to have been purchased by a local buyer.

Photo: David Lacey





## News briefs...



## Line-up of 90 Series

■ A great line-up of Fiat 90 Series was recently on display at the recent inaugural Hardenberg Farm Model Show in the Netherlands, reports Niels van der Boom. One of the organisers, Albert Nieuwenhuijs, is a member of the Dutch Fiat Tractor Club and he arranged for fellow club members to bring along their 90 Series tractors. Some of the smaller models also came from local farmers who still use them. The more iconic models, such as the 80-90, 110-90 and big 160-90 and 180-90, came from dedicated collectors. The only model missing was the seldom-seen 95-90. Albert did manage to track one down, but it is currently undergoing a refurbishment. The model show was organised by a group of like-minded enthusiasts who decided to organise one themselves after two years without events due to Covid restrictions.

## DOE SHOW IS HELD AGAIN

Visitors flocked in their thousands to the 62nd Doe Show at the company's headquarters at Ulling in Essex on 1-3 February, reports David Laley. After missing a beat in 2021, the show returned bigger and better than ever, with machinery spanning nearly 100 years on display and in action.

Modern highlights included New Holland's T6 Methane tractor, inset, and the latest T7 HD Series tractors equipped with the PLM Intelligence system, while the Case IH display featured one of the new long wheelbase Case IH Puma 240 CVXs. This tractor, painted in a metallic black livery, has been sold to local contractor Les Cotton.

There was also a fine array of older tractors working away in the demo plots. They ranged in age from Max Cherry's 1925 Fordson Model F to Ernest Doe & Son's own fully refurbished 1978 Ford 9700, pictured, which operator Angus Montgomery was using with a five-furrow reversible Dowdeswell DP7 plough.

It wouldn't be the Doe Show if there wasn't one of two of the company's famous tandem tractors in action. Paul Wylie was turning furrows with Ernest Doe & Son's 1965 Doe 130 and a Doe reversible plough, while Colin Fenner was operating an earlier 1961 Doe Triple-D with a conventional plough.

Classic tractor fans also had the opportunity to bid on a 7830-hour 1978 Ford TW-10 that required a small amount of cosmetic and mechanical work. The tidy tractor was part of an extensive online auction arranged jointly with Cheffins. The 63rd Doe Show will take place on 7-9 February 2023.



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## TRANSFER BOX SEARCH IS A SUCCESS

The missing transfer box from an early, rare four-wheel drive Ford 3000 has been reunited with the tractor following our appeal for information about its whereabouts in CLASSIC TRACTOR two months ago, reports Sandy Cox.

We asked if anyone knew where the tractor had been between 1990 and 2001, during which time its transfer box and prop shaft had been removed. The tractor's current owner,



Dave Critchley, from Holme in Cumbria, who passed his driving test on the same machine in 1967, was surprised to receive a call shortly after from Alan Sowerby from Shap, less than 30 miles away, saying he might have the transfer box.

He had bought it in a local auction around 30 years ago, thinking it might be useful one day, but it had been sitting under his workshop bench ever since. When Dave inspected it, the

transfer box was obviously off his tractor as damage to it matched up with damage on his Ford.

Closer examination showed the gear in the tractor's transmission that powers the transfer box had slid into it and stripped the teeth off the gear that it meshed with.

Repairing it will not be cheap as getting a new gear made will

cost Dave nearly £600, while the transfer box also needs new bearings. He has already taken the engine out of the tractor, which he bought in the Shrubbs Farm Collection sale last summer, and sent it away for a rebuild. He expects the refurbishment of the tractor to take him at least 18 months, but he is looking forward to driving it back to Birds Park Farm, Kendal, where it first went to work in 1966.

## News briefs...



### Date of national run

■ After two years of cancellations, the National Vintage Tractor Road Run is finally going to go ahead at Llanilid Farm, Pencoed, near Bridgend, CF35 5LA, on Sunday 17 April. It is being organised by the Glamorgan Vintage Tractor Club. Entries to the event, which was originally to take place in 2020, are still valid, say the club, and those already on the event database are being contacted. Anyone who has not received confirmation of an earlier entry or who has any queries about it should contact the entry secretary, Anne Hughes, by e-mail at: [a.e.hughes@ntlworld.com](mailto:a.e.hughes@ntlworld.com) or call 07890 312136.

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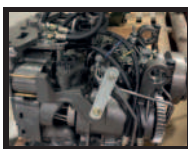
CNH T7/Puma Long Wheel Base  
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CNH T7/Puma Long Wheel  
Base Auto-Command/CVX  
Hydro Unit



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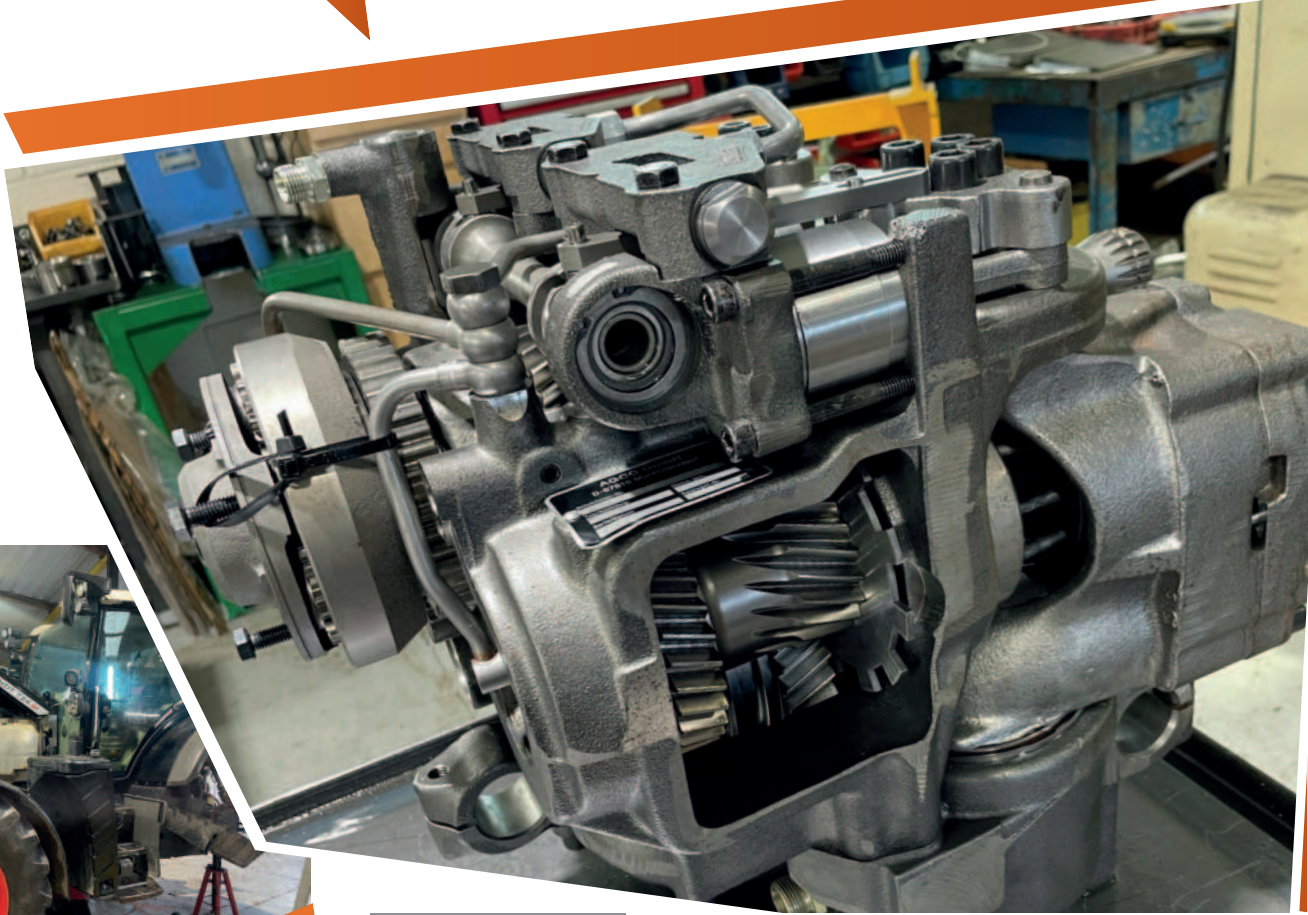
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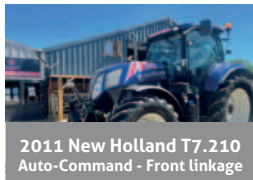
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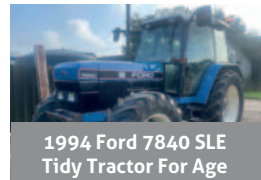
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Auto-Command - Front Linkage



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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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## Transmissions in trouble

**AS SOMEONE who has been interested in the differences between US- and European-built Massey Ferguson tractors for a long time, I found your recent comparison of the MF 2640 and MF 2805 (CLASSIC TRACTOR, February 2022) very interesting.**

As you mentioned, the US-built MF 2000 Series were beset with transmission problems from the outset. These problems led to product recalls and modifications being carried out to customer's machines, none of which did the company's reputation any favours in the higher-hp end of the market.

I have spent some time researching the American MF 2000 Series models and reading your comparison has spurred me on to share some of the information I've come across, specifically relating to the aforementioned transmission issues. The gearbox was dimensionally and visually similar on both models, but there were a number of detail differences. The powershift gearbox used on the US versions (MF 2675, 2705, 2745, 2770, 2775, 2800 and 2805) had eight main gears, just like the European models, but it supplemented them with an optional three-speed powershift unit located in a separate compartment at the front of the gear case. This meant that a total of 24 forward speeds were available, with three powershifts in each main gear.

The more basic alternative transmission provided eight forward and six reverse speeds, with a mechanical shuttle between forward and reverse. The more complex 24-speed unit provided hydraulic actuation between forward, neutral and reverse. The transmission issues for which the range became known were apparently caused by pinched O-rings upon assembly. The O-rings were installed so poorly at the factory that they regularly failed, causing drive in the three powershifts to be lost.

A revised method of assembly for the O-rings was instigated after serial number 12000, which would correspond to the latter part of 1981. It was, however, too little, too late, and resulted in Massey Ferguson's then head of tractor engineering, Lee Elfes, losing his job. The basic eight-speed gearbox was much more reliable, but obviously offered far fewer ratios than the 24-speed unit.

It is also worth noting that on the 24-speed transmission the Low 'split' and Reverse gear used the same clutch pack, so both were engaged hydraulically. In contrast, the Intermediate powershift was engaged mechanically by Bellville washers and was therefore the only shift to be free of issues. The High split was also hydraulically engaged. I have heard stories of both the High and Low powershifts trying to engage simultaneously, spelling disaster for the unit, of course.

By all accounts, if you were driving a tractor equipped with a 24-speed gearbox, if the engine laboured for more than a second or indeed completely stalled when shifting into the High, Low or Reverse powershifts, then this indicated that the O-rings had failed.

In light of these frequent troubles, MF did offer transmission conversion kits for both the six-cylinder and eight-cylinder 2000 Series models to convert them from 24-speed to 8-speed units. There were two different kits, specific to the six-cylinder and eight-cylinder engines respectively, as the input shafts to the gearbox were slightly different between the two engine types.

MF also offered a repair kit (part number 837 811 M91) along with a service bulletin (TR 91-09), both published in March 1991. The company also provided a Trouble Shooting Guide (publication 1448 646 M1), which can be found on eBay occasionally, as can the publication that deals with the field-installed extra-long rear bar axles.

■ **Neville Barbour**, Norwich, Norfolk.

Interestingly, in the 'Tractorfile' section of the March 2022 issue, Darren Tebbitt refers to the evaluation and homologation work that was carried out by Essex-based MF dealer, Eastern Tractors, on the first MF 760 combines that came over to the UK during the 1973 harvest. Apparently, Eastern Tractors was chosen by MF to carry out this work.

Given the close connection that clearly existed between MF and this dealership, could that also explain why a V8 model from the US-built MF 2000 Series ended-up in the area of Essex where I was working in the late 1970s? Maybe it was originally placed in the area by MF so that it could be monitored and supported by technicians from Eastern Tractors?

Then, of course, there was the Massey Lads' tractor puller, Perkoil Express, which I saw for the first time at Essex Young Farmers' show at Great Leighs, near Chelmsford. This was a brute of a thing that would have had Greta Thunberg running for the hills, even back then. I didn't realise diesel smoke could be that black!

■ **Andrew Smith**, Halstead, Essex.

*Editor – Does anyone else remembering seeing a V8-powered Massey Ferguson 2000 Series model working in the UK in the late 1970s or 80s, other than the MF 2805 that was evaluated and latterly owned for several years by arable farmer Peter Hepworth of Driffild, North Yorkshire? That tractor, which Peter sold in the mid-1980s, has survived into preservation and is currently part of the Watt family's collection in Co. Tyrone, Northern Ireland.*

## Early buyer of 1454

**IT WAS INTERESTING** to read the history of the County 1254 and 1454 in the January 2022 issue. As a tractor-mad eight-year old in 1972, I can recall the reaction there was when a local farmer, David Kent, of Red Court Farm, Swilland, Suffolk, bought one of these-then behemoth tractors, this being at a time when all the neighbouring farms were still making do with MF 165s and Ford 4000s!

The giant County, driven by Eddie Kirby, was used with a five-furrow Dowdeswell plough and various other suitably large pieces of kit. It was certainly an impressive sight for a young machinery enthusiast like me!

Red Court Farm was the largest arable operation in the area at the time, and it often blazed a trail with its large equipment. As well as the County 1454, it also had the first Moreau six-row beet harvester in the area, which was also a real head-turner.

The only thing that came close to the County 1454 in size and output locally was an articulated Belarus 1500 operated by neighbouring farmer, F. S. Kemp & Sons, but even it seemed like a toy compared to David Kent's big blue County! Happy memories of those past days.

■ **Steve James**, Leiston, Suffolk.

## V8 roared in Essex

**THE V8-POWERED** Massey Ferguson 2805 has long been a favourite of mine, so I enjoyed reading, albeit rather enviously, what editor Rory Day had to say about one of these machines, following his recent test drive in Worcestershire (**CLASSIC TRACTOR** February 2022).

When I was working for the Wallis family at Greenstead in Ongar, Essex, in the late 1970s, I was frequently treated to the sound of what I recall was an MF 2775 or possibly even an MF 2805 wafting across the fields. The V8 Massey, known locally as 'Animal', was owned by

neighbouring farmer, Jim Padfield. All this was a long time ago, of course, but I recall rumours of it needing 16 rim clamps on each rear wheel to hold the duals in place.

I understand that a handful of V8 Massey Ferguson 2000 Series models were brought over for appraisal and evaluation, and once that process was over, they were eventually sold on. The Padfields' big MF tractor ended-up in a Whirlidge & Nott sale at Margaret Roding, whereupon it was brought by a man called, I think, Bernard Richmond. I had hoped Charlie Courage, my boss at the time, would buy it to pull a set of discs that Keeble Brothers had just made for him, but he got scared off by the well-known gearbox issues.





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**CASE MX120**  
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**CASE 1494**  
1985, 2,782 HOURS, HYDRA-SHIFT, 30K, 2 SPOOLS, TWIN HYDRAULIC PUMPS, KELLVE LOADER AND BUCKET, 18.4/34+10.0/16 TYRES.



**CASE CVX 240**  
2/2021, 1,285 HRS, VARIO, 50K, CAB+FRONT SUSP, FRONT LINKAGE, 4 REAR SPOOLS, CLIMATE, AIR/EXHAUST BRAKE, 4 SPEED PTO, ELECTRIC MIRRORS, LED WORK LIGHTS.



**MASSEY FERGUSON 5445**  
7/2010, 1,728 HRS, DYNA-4, 40K, 2 SPOOLS, 100LT HYDRAULIC PUMP, ECONOMY PTO, AIR CON/AIR SEAT, MICHELIN TYRES, IMMACULATE.



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6/2000, 7,890 HRS, POWERSHIFT, 40K, POWER CONTROL, DATATRONIC, 4 SPOOLS, 650/85/38 TYRES.



**CLAAS ARION 650**  
7/2020, 1,281 HRS, HEXASHIFT, 50K, CAB+FRONT SUSP, FL+PTO, 3 REAR + 1 FRONT ELECTRIC SPOOLS, AIR BRAKES, REAR WHEEL WEIGHTS, 650/65/42 TRELLEBORG TYRES.



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**FENDT 939 PROFI+**, 2014, 7,400 HOURS, 710/75/42 TYRES.  
**FENDT 724 PROFI+**, 2016, 5,250 HRS, FL+PTO, 710/60/42.  
**CASE MX 135**, 4/2000, 4,200 HRS, QUICKIE LOADER, 20.8/38.  
**NH 8360**, 1997, 3,800 HOURS, QUICKIE BRACKET, 650/65/38.  
**NH 8340**, 1996, 3,500 HOURS, 4 SPOOLS, 520/70/38 TYRES.  
**JD 4255**, 1992, 4,250 HOURS.



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



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An early Fiat 780 DT with a Sicur Q cab being demonstrated in Fife in 1976 or 1977. Photo: James A. Fowler.

# STEPPING OUT IN STYLE



The Fiat 80 Series, a stylish and well-specced range of tractors that would eventually encompass nine models spanning 58hp to 180hp, laid the foundations for the Italian company's rise to the top of the European charts in 1979 and beyond. Chris Lockwood reviews the range, then visits a farm in Essex that has been running a pair of Fiat 680 models from new.

**IT WOULD BE FAIR TO SAY** that Fiat, for all its industrial might, initially found the UK tractor market a tough nut to crack. Fiat produced its first tractor, the 702, in 1918, and although a small number of these found their way to Britain, it would be another 54 years before the Italian company made a concerted marketing effort in this country.

Fiat crawlers had been sold in Britain from the 1950s, and a license-built Fiat 450 had been sold under the guise of the Universal 445, but it would be late 1972 before the company began to push its wheeled tractors in the UK market.

By this time, Fiat Trattori SpA had already become a major player in the tractor industry. It claimed to be the fifth largest producer in the western world and turned out 93,000 units in 1975. To put this into some sort of British context, Leyland and David Brown were both making about 15,000 tractors each at the time.

This was also the year that the Italian company unveiled the first of its new 80 Series models, the 780

and 880, built at Modena in Italy. The Fiat 780 was first shown in the UK at the 1975 Royal Show, with the 880 joining it mid-way through the following year. Both models were available in two- and four-wheel drive format, the latter being identified by the 'DT' suffix, this being an abbreviation of Doppia Trazione (Double Traction).

One of the most striking features of the Fiat 780 and 880 were their use of modern styling. Gone were the stylish curves of the Nastro d'Oro (Golden Ribbon) line, replaced by straight profiles and angles. The vertical lines of the bonnet and forward-slanting exhaust mirrored those of the Fiat logo. There was more to it than just style, as the bonnet incorporated quickly-removable side panels that allowed easy and swift access for service checks and maintenance.

Considerable emphasis was placed on operator safety and comfort. Fiat's ergonomics and biometrics department carried out thorough research with the overall aim of reducing driver fatigue. The result was an independent modular platform incorporating the dashboard, floor, rear fenders and fuel tank, all isolated on rubber silent blocks to reduce noise and vibration. It was configured to accommodate a cab, which initially took the form of a unit produced by an outside supplier, Sicur Cab SpA. Although lacking some of its successor's styling finesse, the Sicur unit was workmanlike and could even be fitted with optional air-conditioning. It must also be remembered that in many markets, including its native Italy, a large number of Fiat tractors were still being supplied with only a safety frame and sun canopy.

The 780 had a 3.7-litre engine developing

**Above left: Early Fiat 780 and 880 tractors near the end of the line at the company's Modena production plant in Italy. The modular platform of the 80 Series can clearly be seen on these less-cab machines. Photo courtesy of Stuart Gibbard.**

**Left: The 68hp Fiat 680 joined the 80 Series in late 1977, with availability commencing the following spring. A couple of months later, the stylish new Pininfarina-designed Supercomfort cab, seen here fitted to a brand new 680H, arrived on the scene. Photo courtesy of Stuart Gibbard.**





**Above: New Fiat 80 Series tractors lined-up outside the premises of Scottish dealer, James A. Fowler of Ladybank, Fife, in 1977. From left, 780DT, 780 with Sicur cab, 780 with Supercomfort cab, 680H and 580. Photo: James A. Fowler.**

78hp, while the 880 used a 4.6-litre unit of 88hp. In standard form, both tractors had a two-range, 8F/2R transmission. The four-wheel drive 'DT' versions were equipped with a new front axle with a centre drive shaft, a step that removed universal joints from the driveline. The selectable 540/1000rpm PTO, with interchangeable six- and 21-spline stubs bolted in place, was operated by a separate hand clutch.

Late 1977 saw a third model being added to the 80 Series, with the introduction of the 680 at the Royal Smithfield Show in London. This 68hp model used a similar engine to the 780, but with a slightly smaller diameter bore. By now, additional transmission options were available, with a third ratio and/or creeper range

giving a total of 12 or 16 forward speeds. The 80 Series proved popular and by 1977, one in every ten new tractors being sold in the western world were Fiats.

### Supercomfort cab

The introduction of the Supercomfort cab in mid-1978 was arguably one of the most important events in the life of the 80 Series. Designed by world renowned Italian styling house Pininfarina, which had been responsible for a succession of iconic sports cars, the new cab was of monocoque construction, with spot-welded pressed steel sections. Its lines mirrored and complemented the bonnet's sloping angles, creating an unmistakable silhouette that became a recognisable hallmark of Fiat tractors for decades to come. In addition to its good looks, the Supercomfort cab was also quiet and incorporated a number of novel features, such as a frameless opening rear window.

The introduction of the Supercomfort cab coincided with the addition of a further model to the 80 Series, the three-cylinder 580, which slotted-in underneath the 680. This model, slightly smaller in dimensions, had a 2.75-litre engine rated at 58hp. Three years after its introduction, 172 examples had been sold in the UK.

**Left: A new terracotta livery, replacing the previous orange, was announced in mid-1981. Updated Fiat 80 Series tractors became available later in the year, along with revised cabs with slimmer pillars, as per this new 780 DT.**



The range was extended upwards with the introduction of the six-cylinder 980 at the 1979 Royal Smithfield Show. This top-of-the-range 80 Series model had an uprated specification including a larger clutch and assistor ram. By now, the optional 12F/3R transmission had become standard equipment in the UK.

Early 1979 saw the opening by Fiat Agricultural Tractors Ltd of a new five-acre headquarters, complete with offices, a large workshop, parts warehouse, tractor storage and a training school, at Bury St. Edmunds in Suffolk. This move coincided with a major advertising campaign and a strengthening of the dealer network as part of a drive to increase sales.

Fiat used the 1980 Royal Show to unveil four new higher-hp 80 Series models – the 1180 (115hp), 1380 (135hp), 1580 (155hp) and 1880 (180hp). The 1180 and 1380 shared the same 5.5-litre six-cylinder engine, which was turbocharged in the latter model, while the 1580 and 1880 were powered by a 8.1-litre engine, with the unit fitted to the larger of the two models again benefitting from a turbo.

The standard transmission offering in all models was 12F/4R, shifted using convenient dashboard-mounted levers, with 24/8 and 12/12 configurations as options. The Supercomfort cabs fitted to the higher-hp 80 Series tractors remained true to the Pininfarina design, but were slightly larger and had a flat floor.

The popular 880 was reconfigured in mid-1981, gaining a five-cylinder 4.6-litre engine with smoother torque characteristics, as well as improvements to its steering and hydraulic lift, as well as the four-wheel drive transmission from the 980. The new designation of 880-5 reflected the use of a five-cylinder engine.

### First generation Fiat 80 Series (orange)

| Model            | 580       | 680       | 780       | 880       | 980       | 1180      | 1380      | 1580      | 1880      |
|------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Years            | 1978-84   | 1977-84   | 1975-84   | 1975-80   | 1979-84   | 1980-84   | 1980-84   | 1980-84   | 1980-84   |
| Power            | 58hp      | 68hp      | 78hp      | 88hp      | 98hp      | 115hp     | 135hp     | 155hp     | 180hp     |
| Engine cylinders | 3         | 4         | 4         | 4         | 6         | 6         | 6T        | 6         | 6T        |
| Engine capacity  | 2.8-litre | 3.5-litre | 3.7-litre | 4.7-litre | 5.2-litre | 5.5-litre | 5.5-litre | 8.1-litre | 8.1-litre |
| Transmission     | 12F/3R    | 12F/3R    | 12F/3R    | 12F/3R    | 12F/3R    | 12F/4R    | 12F/4R    | 12F/4R    | 12F/4R    |
| PTO              | 540/1000  | 540/1000  | 540/1000  | 540/1000  | 540/1000  | 540/1000  | 540/1000  | 540/1000  | 1000      |
| Weight (4WD)     | 2750kg    | 2920kg    | 2920kg    | 3270kg    | 4030kg    | 4850kg    | 6050kg    | 6450kg    | 6550kg    |





**Top: A four-cylinder Fiat 880 DT with a Supercomfort cab being demonstrated with a three-furrow Kverneland plough at a Young Farmers' Club ploughing match in Scotland in 1979. Photo: James A. Fowler.**

**Above: The flagship of the Fiat 80 Series, the 1880 DT, was powered by an 8.1-litre turbocharged engine rated at 180hp. This one is working with a semi-mounted seven-furrow Dowdeswell DP6. Photo courtesy of Stuart Gibbard.**

## Terracotta era

At the same time (mid-1981), Fiat announced that it was changing the colour of its tractors from orange to terracotta, the aim of this being to unify the company's product lines and also to avoid the toxic pigments that were used in the orange paint. The terracotta-painted tractors began to appear on the market in late 1981. At the same time, updates to the cabs saw them become quieter and stronger, while the use of slimmer B-pillars led to an improvement in operator visibility.

A final 80 Series update followed in 1983, this time involving the availability of a final-spec Comfort cab option for the smaller 580 to 980 models. The Comfort cabs had a shallower roof, slimmed down pillars, no roof hatch, opening side windows and a greater glass area. The 580, 680 and 780 returned to the 8F/2R transmission and the PAVT rear wheels on the 880-5 and 980 were replaced with pressed steel pans. At the same time, the standard 80 Series models began to be marketed under the Supercomfort banner, with numerous minor improvements and the fitment of a wider cab on the 880-5 and 980.

The 80 series lived up to its expectations and achieved its objective, enabling Fiat to improve its sales in Western Europe, to the point where it became the region's No.1 tractor brand in 1979, a position it would hold for some years to come. The 80 Series design, including its distinctive Pininfarina-penned styling, laid the foundations for the highly successful 90 Series, launched in 1984, which then lived on into the 2000s.



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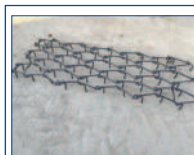
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# CLASSY COUPLE

The Fiat 80 Series certainly had style, but what about substance? Who better to ask than an arable farmer from Essex who has been operating a pair of 1979 Fiat 680 DT models from new. Chris Lockwood has been finding out how the two machines have been faring over the past 43 years.

**T**HE FIAT 680 was one of the smaller models in the 80 Series, but it had the same features as the rest of the range. The first production examples were delivered to farms in spring 1978, and during the next two years or so, some 12,500 were sold worldwide, making it a popular model. At the time, the 50-70hp power bracket represented almost 40% of the new tractors sold in Europe.

The 680 was equipped with a Fiat 8045-series engine with the same dimensions as the unit used in the highly successful popular 640, which was probably the most widely distributed model in Fiat's tractor production history. In its 680 application, the engine received a few modifications and was configured to produce 68hp at 2400rpm, with maximum torque developed at 1400rpm. An 11in clutch with two discs, controlled separately for the PTO and transmission, passed drive to the gearbox. In standard form the 680 had an 8F/2R set-up controlled via two levers, with the option of an additional range to give

12F/3R, a creeper range for 16F/4R, and a different set-up with a reverser to provide 8F/8R.

The 12-speed option was often supplied as standard in the UK market, but was only available on the heavy-duty 680H and DTH variants, in combination with a strengthened transmission and provision for an assistor ram to be fitted.

## About the owner

A pair of four-wheel drive Fiat 680 DTHs have been in use on the Kiddy family's 400-acre (162ha)

Radwinter Park Farm in north Essex from new in 1979. Although a fleet of steel-track crawlers are used for the heavy work, the wheeled Fiats still have a part to play, even today. When Jeremy Kiddy began working on the farm in 1975, his cousin Cyril Colley ran it using a mixture of tractor brands.

"The farming was being done using Zetor

**Right: The original paperwork for Radwinter Park Farm's pair of Fiat 680s. The first one was ordered in April 1979 from dealer Ratford & Brown Ltd of Six Mile Bottom, the second from Choppen & Co Ltd of Saffron Walden in December of the same year.**

and Nuffield tractors when I first came here," explains Jeremy. "Cyril had dealt with Blyth & Pawesy at Saffron Walden for Nuffield, and there were a couple of 10/60s still around. One was fitted with a Horndraulic loader which was used for all of the handling, including loading beet. It wasn't a bad tractor, and the gearbox was actually quite nice for loader work, with forward and reverse of the right ratios opposite each other. But the Nuffield linkages were bad and had a terrible depth control system. There was also a Zetor 3511, which did the spraying and had replaced a small Nuffield of similar horsepower, plus a four-wheel drive Zetor 5545 and a Track Marshall 55 crawler.

"The 5545 was a reliable tractor," recalls Jeremy. "It did some of the ploughing with a four-furrow

**Left: Essex farmer Jeremy Kiddy uses his pair of Fiat 680 DTH models for lighter tasks at Radwinter Park Farm.**







**Left: These two very clean and tidy Fiat 680 DTHs have been on the same Essex farm from new in 1979. Originally employed in frontline roles, they are now mostly used for sugar beet work.**

was fitted with a Grays Lynkon loader. It was absolutely hopeless; we had awful clutch troubles and it didn't have a very handy gearbox for a loader tractor.

"The loader itself was even worse," he adds. "It would just about load a small lorry and wouldn't even lift a pallet. Legislation had changed, banning hydraulic hoses from being in the cab, so Choppens had extended the control levers, which didn't work very well. It was eventually replaced with a Manitou rough-terrain forklift in 1982, which was far better.

"We found the earlier Zetors to be better built and more reliable," notes Jeremy. "The later ones we had suffered from poor build quality. For example, if we did the studs up too tight they would shear off. We did a lot of chisel ploughing back then and we had a lot of trouble with keeping the bell housings together, so we got fed up with the Zetors. The Fiat 80 Series had recently been introduced and the new depot at Bury St. Edmunds had just opened. There were some very good deals so I dragged Cyril up there to look at them.

"There were a few Fiats about locally and it wasn't unusual to see a two-wheel drive 880 pulling a four-furrow Dowdeswell on heavy land. Cyril didn't believe in a lot of horsepower, but nobody did in those days, and he thought 60hp to 70hp was enough. This is why a 680 was chosen, as it was the same size as the Zetors. We also looked at four-wheel drive MF and Roadless models, but they were nearly double the price and looked a bodge-up by comparison."

## Placing orders

At the time, the nearest Fiat dealer to Park Farm was Ratford & Brown at Six Mile Bottom, just over the Suffolk border, which received the order for a new 680 DTH in late April 1979. The Fiat had a list price of £10,300, but a substantial discount of £2000 was applied, with a 1973 Zetor 5748 being traded in against the new tractor, resulting in a cost to change of £6600.

"Driving the Fiat was quite a different experience

altogether, and Cyril was so pleased with it that he bought another one at the end of the year," recalls Jeremy. "The first one, registered on a T-plate, ploughed

with a three-furrow Dowdeswell DP7D. It romped away with that, so we bought a bolt-on extra furrow and it pulled four furrows when it was dry. We then had to fit an assistor ram on the tractor, as it wouldn't lift it without it, but there was a kit available to do that. The tractor also did all the drilling with a 20-row MF 30 disc drill which, when loaded up with seed and fertiliser, could take quite a bit of pulling at times. In the spring it spread the



Ransomes conventional plough, and the Track Marshall did quite a lot too with a trailed Ransomes Quintrac. Ploughing was usually carried out round and round, rather than in lands, as was other work such as drilling. This saved the headlands from being compacted whilst turning, plus you didn't waste time with the plough out of the ground while driving between the lands, and you didn't leave behind any open furrows either."

The farm's more recent additions at that time had all been supplied by local dealer Choppens & Co Ltd of Saffron Walden, a long-established agricultural

engineering company which held a variety of agencies over the years, including Allis-Chalmers, Zetor, Fiat, Fendt and Claas, until it ceased trading in 1990.

"Cyril was very loyal to Choppens, whose yard was in the middle of Saffron Walden," explains Jeremy. "They had supplied the farm's Track Marshall 55 new in 1965 and all of the Zetors. One of the remaining Nuffields then went for a new Zetor 5748, and the 5545 was changed for a 6748. The loader-equipped Nuffield 10/60 was kept a bit longer, and we then had another new 6748, which





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**CASE PUMA 155**, 2011, 10,300HRS, POWER-SHIFT, 50K, AIR BRAKES, FRONT/CAB SUSPENSION, 4 SPOOLS, PUSHOUT HITCH, QUICKIE Q75 SELFLEV LOADER, EURO HEAD, NEW REAR TYRES, VERY GOOD FOR HOURS, DRIVES WELL. **£27,950**



**VALTRA N114 HT 4WD**, 2017, 4,800HRS, 50K, FRONT SUSPENSION, WEIGHTS, 3 SPOOLS, HI VIZ ROOF, AIR CON/SEAT, FRONT FENDERS, SUPERB CONDITION. **£43,950**



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**CLAAS CELTIS 446RX 4WD**, 2008, 6,900HRS, POWER SHUTTLE, 40K, AIR CON/SEAT, WEIGHTS, PASSENGER SEAT, NICE, TIDY. **£16,950**



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**JOHN DEERE 6120R 4WD**, 69 REG, 2019, 1,600HRS, AUTO QUAD, 46K, TLS/CAB SUSPENSION, PANORAMMA ROOF, 3 SPOOLS, PUSHOUT HITCH, JD 643R SELFLEV LOADER, SUPERB OUTFIT, 420,70,28, 50%, 520,70,38 75%, CHOICE OF TWO. **£67,950**



**MASSEY FERGUSON 6150**, 4WD, N REG, 1995, 3,550 RECORDED HOURS, PRE SELECT, 40K, AIR CON/SEAT, PASSENGER SEAT, FRONT FENDERS, 2 SPOOLS, ORIGINAL GOODYEAR TYRES NICE & STRAIGHT, DRIVES WELL. **£15,950**



**NEW HOLLAND T5060 4WD**, 2008, 6,300HRS, 24/24 DUAL COMMAND, 40K, TRIMA +3,0P SELFLEV LOADER, EURO HEAD, AIR CON/SEAT, 2 SPOOLS. **£25,950**



**NEW HOLLAND T7.210**, 4WD, 2020 ONLY 260HRS!!!!, RANGE COMMAND, 50K, AIR BRAKES, 4 SPOOLS, PUSHOUT HITCH, QUICKIE Q5 LOADER, SOFT RIDE, AIR CON/SEAT, 480/600 AS NEW TYRES TRULY IMMACULATE, BIG SAVING ON NEW. **£83,950**



**NEW HOLLAND T5.120EC 4WD**, 2019, ONLY 1,698HRS!!!!, ELECTRO COMMAND, 40K, AIR CON/ SEAT, PASSENGER SEAT, 3 SPOOLS, PUSHOUT HITCH, FRONT FENDER, 4 SPEED PTO, 440,65,24,90%, 540,65,38, 95%, IMMACULATE CONDITION **£42,950**



**MCCORMICK X7.660 4WD**, 2014, 5,960HRS, 50K, AIR BRAKES, POWERSHIFT TRANS, 3,5T FRONT LINKAGE, AIR CON/SEAT, 4 SPOOLS, PUSHOUT HITCH, 480,65,28,40%, 600,65,38, 25%. **£39,950**



**DEUTZ AGROTRON 6210C**, 2015, 4,400HRS, C SHIFT TRANS, 50K, AIR BRAKES, AIR CON/ SEAT, 4 SPOOLS, PUSHOUT HITCH, FRONT/ CAB SUSPENSION, FRONT LINKAGE, 600,65,30, 40%, 710,65,42,40% VERY NICE. **£48,950**





**Above: This T-registered Fiat 680 DTH was the first to arrive at Radwinter Park Farm and has done the most hours (5634). It makes an impressive sight when shod on these low ground pressure 66x43.00-25NHS Goodyear Terra-Tires, which barely leave a mark on the surface.**

**Above right: The Supercomfort cab fitted to the 80 Series from mid-1978 was designed by world renowned Italian styling house, Pininfarina.**

fertiliser with a Nodet DPS12, and when we later went to 20m tramlines it worked with a Kuhn Aero, which was quite heavy but it actually handled it alright. It also did do some hedge cutting with a Bomford Farmtrim."

Just over seven months after arrival of the first 680 DTH, a second example was ordered. By now Choppens had taken on the Fiat franchise, so the tractor was supplied by this dealer. Extras, including front weights and a pick-up hitch, increased the list price to £10,660, while the discount was less at £1600, making this second tractor more expensive from the outset. Another Zetor was traded in, this time a 6748, resulting in a balance of £7360 to pay towards the new Fiat. To put this into perspective, that same year, Maris Otter winter barley left the farm at £93.50/t and sugar beet at £27.50/t, while diesel was bought for £0.11p/litre and NPK compound fertiliser cost just £116.75/t.

"The second tractor, which was a V-reg, didn't do as much work," notes Jeremy. "When it was new, we still had a man working on the farm, and it became his tractor until he retired three or four years later. It did some ploughing with the four-furrow Ransomes, which had been used on the Zetor, and pulled down ground with a Cooper springtime cultivator. Both tractors also carted grain and sugar beet with 8t tandem-axle trailers.

"At the time, the Zetor 3511 was still doing the spraying, but from 1990 until 2012 the V-plate Fiat 680 was used on a 20m Berthoud Gamma 1000-litre sprayer," he recalls. "The farm was 400 acres by then and it was more spread out, so this Fiat did a lot of spraying and was kept very busy.

"Nowadays, both tractors mostly do sugar beet work," adds Jeremy. "They are quite lightweight, so they are ideal for this type of work. The V-registered tractors drills the beet using a 12-row Stanhay Rallye 590. When it's on the beet drill, we set the Fiat's wheels out to 80in and fit Stocks dual wheels. It also hoes the beet with a 12-row FMA and does some topping during the rest of the year.

"We fitted a Flexicoil front linkage to the T-registered tractor so that could use it with a four-



row Garford Victor beet harvester," he explains. "It handles this job very well and is used when weather conditions allow us time to lift our own beet.

"This tractor also works with a KRM fertiliser spreader in early spring, when the land is too tender for our heavy Kuhn pneumatic machine to apply the first dressing. Fitted on wide Terra-Tires, you can't see where it has been.

"A couple of years ago we had a very wet season, so we drilled a lot of the winter wheat with the spreader, and then power harrowed it in with the Fiat 680 on a 3.5m Lely Roterra. We had a cracking crop," notes Jeremy.

## Maintenance record

All necessary repairs and maintenance carried out to the Fiats during the course of their 43-year working lives at Radwinter Park Farm has been meticulously recorded by Jeremy, giving a fascinating insight into their impressive degree of reliability.

"Both tractors arrived new on Pirelli tyres," explains Jeremy. "They were good radials, not cheap and cheerful, so when they needed changing I fitted decent

**Left inset: The light weight of the Fiat 680s makes them ideal for working on tender land early in the spring. Here, fertiliser is applied with a KRM (Bogballe) ExTrend twin-disc spreader in preparation for spring barley.**

**Below: Drilling sugar beet with a 12-row Stanhay Rallye 590 is a regular job for this V-registered Fiat 680 DTH. Stocks dual wheels are fitted to further lighten this tractor's footprint. They run between where the rows of beet will be placed.**







**Left: Hoeing sugar beet with a Danish-built 12-row FMA inter-row cultivator is another task for Jeremy Kiddy's V-registered Fiat 680 DTH. With its track width set out to 80in, its standard 12.4R24 and 13.6R36 wheels are able to run through the beet rows without causing damage to the crop.**

**Below: In common with all other 80 Series models, the 680DTH has a front axle with a centre differential and drive shaft, overcoming the need for UJs in the driveline.**

## Maintenance record

| Tractor              | Fiat 680 DTH                                                                                      | Fiat 680 DTH                                                                                                                             |
|----------------------|---------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|
| Year                 | 1979 (May)                                                                                        | 1979 (Dec)                                                                                                                               |
| Hours                | 5634                                                                                              | 4593                                                                                                                                     |
| Main jobs (when new) | Ploughing, drilling                                                                               | Seedbed cultivation, haulage, spraying                                                                                                   |
| Main jobs (today)    | Fertiliser spreading, beet harvesting                                                             | Beet drilling, hoeing, topping                                                                                                           |
| Parts replaced       | Exhaust, half shaft seal, track rod ends, half shaft bearing, front king pins, clutch, headlights | Lift pump diaphragm, 4WD prop shaft bearing, steering ram, throttle cable, clutch, main lift ram, track rod ends, alternator, headlights |

tyres again (Pirelli and Kleber) which has paid dividends.

"Neither tractor has needed any major repairs or had any big problems," he adds. "Aside from normal regular servicing, the T-registered 680 had a new exhaust in 1991, a new half shaft seal in 1993 at 3000 hours, track rod ends at 4000 hours, a half shaft bearing in 2002, new front kingpins and a clutch in 2008, and headlights in 2011.

"The V-registered tractor received a new lift pump diaphragm in 1987, a four-wheel drive prop shaft bearing in 1990, a new steering ram and exhaust in 1991, a new clutch and throttle cable in 1992, a main lift ram in 1996, probably required due to being on the big sprayer, new track rod ends in 1996, an alternator in 2002 and headlights in 2011. The engines haven't been touched and they are still on their original exhaust manifolds.

"These Fiat 80 Series models are easy to look after," notes Jeremy. "The bonnet side panels lift off allowing excellent access to the engine, which was a good design and makes them very easy to service. The service intervals are good – you can't go wrong – with an oil change due every 200 hours and the filter changed every 400. They have still got oil bath air-cleaners too, which are not expensive to service.

They are good starters, even in the cold, and although they've got thermostats, they are not needed very often.

"Although our 680s are only 68hp, for their size they've got some grunt and the 3.5-litre engines pull well. They are easy to drive with good controls and the gearbox is quite nice, although they are not very fast on the road at 18mph flat out.

"The Fiat styling still hasn't dated and the cabs were also very good for the time," he comments. "Although they lack air-conditioning, the cabs are certainly not unbearable in the summer; having good fan blowers, roof hatches and stays to hold the doors open all help to keep the air circulated.

"The doors tended to get taken off tractors, and then they would often get run over, so the holding latches were a good idea," he says.

"Both tractors came with a pair of double-acting spools at a time when this would have been extra on a lot of other tractors. Our tractors are usually kept undercover and we haven't had the problems with rust that some people did. They have been very good machines and haven't really cost us anything. I don't know what we would replace them with," concludes Jeremy.



**Above centre: The Fiat 680 DTH is powered by a 3.5-litre Fiat 8045.02 engine that develops 68hp at 2400rpm. Access for servicing is very straightforward thanks to single-piece removable side panels.**

**Above: All the controls fall to hand relatively easily. The door stays hold the doors open, assisting with air ventilation, and the visibility is good too.**

**Below: Although only rated at 68hp, both of these Fiat 680 DTHs punch well above their weight. The older T-plate tractor is fitted with a Flexicoil front linkage to enable it to work with this Garford Victor four-row sugar beet harvester.**





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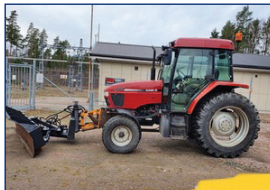
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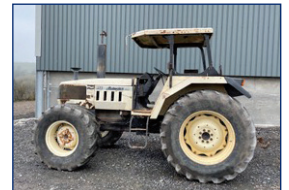
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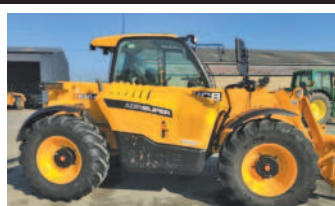
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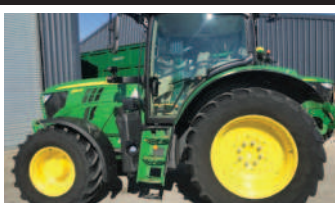
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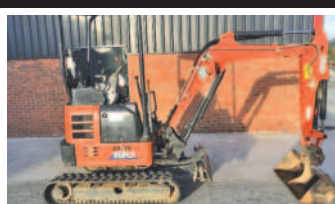


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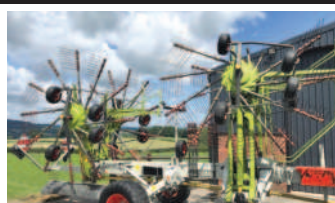
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# BIGGER BUT NOT BETTER

It is 50 years since the launch of the Leyland 'Heavyweights', a flagship range of six-cylinder models with ratings of 85hp and 100hp. On paper, the 285, 485, 2100 and 4100 looked a good package, but in practice they were let down by design deficiencies that earned them a reputation for poor reliability. John V. Paterson, who became familiar with the 'Heavyweights' during his time working as a training supervisor for Leyland in the 1970s, charts the rise and fall of the range. Additional information by Rory Day and Tony Thomas; pictures from the collection of the late Ron Kettle unless stated.

**Right: The '586' designation used on the bonnet of this prototype Leyland, circa 1970, was inspired by the capacity of the engine (5.8-litres) and its six-cylinder configuration. The use of existing 384 parts can be seen, as can the new box section side frame.**

**Below: A Leyland 4100, the top model in the company's 'Heavyweight' six-cylinder range, working in the UK with a Kverneland conventional plough. According to records saved by a former Leyland employee, only 14 of these flagship models were sold.**

**W**HEN LEYLAND launched its new six-cylinder tractors at the 1972 Royal Smithfield Show, it did so under the banner of 'The new power in tractors'. Here was a range of four models – the two-wheel drive 285 (85hp) and 2100 (100hp), and the equal-wheel drive 485 (85hp) and 4100 (100hp) – that gave the company a presence in the small but growing 80hp-100hp sector of the market.

Joining the new six-cylinder tractors on Leyland's stand at Earl's Court venue in London were three smaller models, the 245 (47hp), 255 (55hp) and 270 (70hp), the latter pair being fitted with the firm's new 98 Series four-cylinder engines. Although it was the bread-and-butter 245, 255 and 270 that would account for the majority of sales in the years to come, the six-cylinder tractors, or the 'Heavyweights', as Leyland called them, stole the headlines in the press coverage that followed the show. This was to be expected, particularly given the sizable 7% share of the UK market held by Leyland at the time.

## Development

The concept work on Leyland's high-horsepower 'Heavyweight' tractor range began in the late 1960s. Market research had revealed that there was a general increase in power requirements as ploughs and PTO-driven machines became bigger and heavier. If Leyland was to compete in this high-horsepower sector, something had to be done quickly.

Starting with the engine, Leyland already had two very capable units available, these having a six-cylinder format with 5.1- and 5.8-litre capacities. The 5.8-litre unit was chosen, along with the well-established 10 x 2 gearbox. The new half axles with epicyclic reduction gears were sourced from County Commercial Cars in Hampshire. A new higher capacity hydraulic unit with a two-speed PTO, assistor rams and higher oil flow was required and subsequently developed. The existing safety cab, made by Victor, was modified and gained a flat floor. This cab would subsequently be developed into a 'Q' cab before full field trials began.



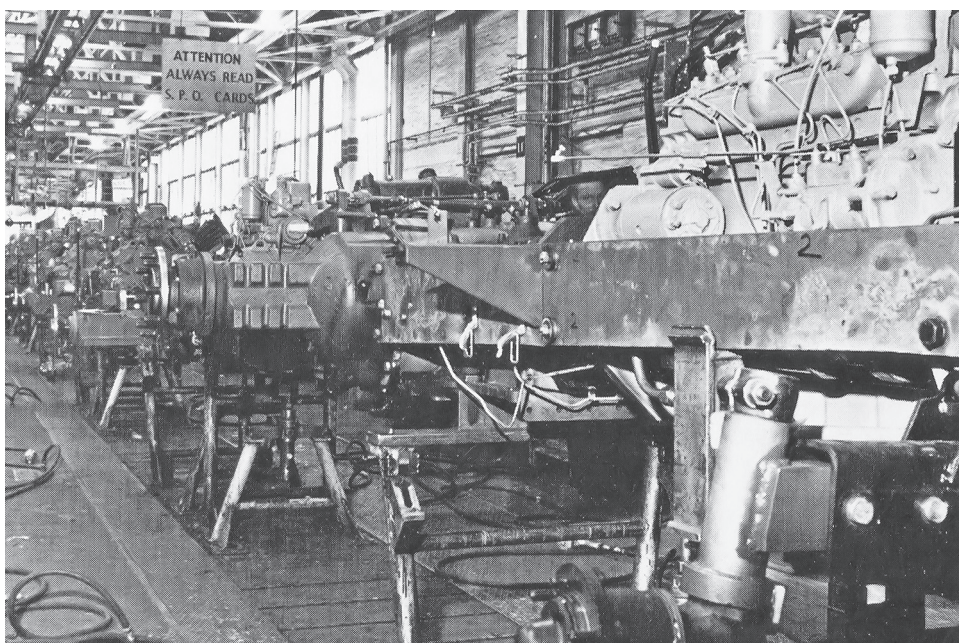




**Above:** Another view of one of the early Leyland six-cylinder prototypes with its preliminary designation of 586. The six-cylinder tractor started as a feasibility study, one that used a mixture of existing Leyland tractor parts, plus a new box section frame and cast bell housing.

**Above right:** A Leyland 2100 prototype, badged as a 384, undergoing field trials on the Taylor family's farm at Ochiltree, near Linlithgow in 1972. Kverneland ploughs were preferred to other makes due to their suitability and performance in the field. Photo: Bob Taylor.

**Right:** A six-cylinder Leyland tractor on the final assembly line at the Bathgate factory. Note the full-length 25mm-thick side frame, the clips for the steel clutch cover, the numbers marked on the frame to denote which shims should be fitted to the engine mounts and the rear axles sourced from County Commercial Cars.



A cast iron bell housing was designed to enable the engine, clutch housing and transmission to become a rigid unit. Because the 5.8-litre engine didn't have a cast sump, steel side members were fitted, extending from the front axle to the cast bell housing. The front of the engine was supported by a pair of large rubber mounts.

The early prototype was designated '586', this number reflecting the approximate cubic capacity of

the engine (5.8 litres) and the number of cylinders (6). It was around this time that the excellent Leyland 98 Series engine became available. The new designations now became 285 and 2100 to reflect the number of driven wheels and the horsepower.

To say that the six-cylinder development project was rushed is an understatement; money was very short, time was against the company and pressure from the management to put the larger tractors into production was severe. Field testing was totally insufficient.

The first big problem arose as soon as testing commenced; the maximum noise limit of 90dB(A) proved to be impossible to meet, necessitating a complete rethink. After some head scratching by the design engineers, it was decided to mount the engine on flexible rubber mountings at the rear, while retaining the front rubber mounts. The exhaust tail pipe was repositioned and mounted behind the cab, resulting in a permissible noise level of 87dB(A).

The steel side members were redesigned to run

## Six-cylinder deliveries 1973-1979

### Leyland UK market

| Model        | 1973       | 1974       | 1975       | 1976       | 1977       | 1978      | 1979      | 1980       |
|--------------|------------|------------|------------|------------|------------|-----------|-----------|------------|
| 285          | 58         | 86         | 96         | 116        | 77         | 20        | 74        | n/a        |
| 2100         | 58         | 146        | 58         | 79         | 44         | 11        | 5         | n/a        |
| 485          | -          | -          | 1          | -          | 1          | -         | -         | n/a        |
| 4100         | -          | -          | 4          | 3          | 2          | -         | -         | n/a        |
| <b>Total</b> | <b>116</b> | <b>232</b> | <b>159</b> | <b>198</b> | <b>124</b> | <b>33</b> | <b>79</b> | <b>n/a</b> |

### Leyland export market

| Model        | 1973      | 1974      | 1975       | 1976       | 1977       | 1978      | 1979       | 1980       |
|--------------|-----------|-----------|------------|------------|------------|-----------|------------|------------|
| 285          | 12        | 8         | 65         | 406        | 346        | 23        | 23         | 54         |
| 2100         | 8         | 25        | 125        | 196        | 121        | 38        | 22         | 55         |
| 485          | -         | -         | -          | -          | 3          | -         | -          | -          |
| 4100         | -         | -         | -          | 1          | 4          | -         | -          | -          |
| <b>Total</b> | <b>20</b> | <b>33</b> | <b>190</b> | <b>603</b> | <b>474</b> | <b>61</b> | <b>106</b> | <b>109</b> |

## Total deliveries 1973-1980

| Model              | Total       |
|--------------------|-------------|
| 285                | 1464        |
| 2100               | 991         |
| 485                | 5           |
| 4100               | 14          |
| <b>Grand total</b> | <b>2474</b> |





**Above left: A dealer salesman's booklet for the new Leyland 'Heavyweights' launched in late November 1972 and a rare press information publication for the Leyland 85hp and 100hp two- and four-wheel drive tractors with 98 Series six-cylinder engines.**

**Above: This publicity photograph of a 100hp Leyland 2100 was issued at the time of the launch of the 'Heavyweight' six-cylinder range in late 1972.**

**Left: Note how the front of the cab on the 485 and 4100 was cut away and modified to allow clearance for the large driven front wheels. The 485 was fitted as standard with steel wheels as opposed to the PAVT wheels fitted to the 4100. A vertical exhaust was also fitted on these four-wheel drive conversion, as there was no room for the underslung rear-exit exhaust pipe.**



**Above: Leyland tractor product specialist Brian Webb reversing a Leyland six-cylinder tractor up to a dynamometer at the 1977 Tractors at Work trials in South Lincolnshire. Note the rear exhaust and fuel tank. This June 1976-registered tractor has survived and is currently taxed with the DVLA.**

the whole length of the tractor, right back to the rear axle. This was a considerable departure from the original design and would require very careful gearbox alignment. A complex arrangement of threaded adjusters, plates and clearance bolt holes ensured correct positioning. In production, a special tool was used to determine the correct gearbox position.

The fact that the engine was flexibly mounted and the gearbox rigid, without any form of universal joints on the shafts, raised a few eyebrows. What no-one realised was that the support jigs, fixed to the moving production line at Bathgate, were not level! Although the production line operative at the Bathgate factory set the alignment tool in good faith, once the tractor came off the line and was on its feet, the settings were then way out. This placed a great strain on the clutch and drive shafts, causing premature failure.

So it was back to the drawing board once more. To solve this latest problem, the gearbox alignment was done off the line.

It doesn't take much imagination to realise what would happen in the field when a fully ballasted tractor with a five-furrow plough started to flex its frame! Failures were frequent. We also strongly advised our dealers not to entertain the fitment of front loaders to the six-cylinder models due to the flexing problems.

Even following the design changes, the in-cab noise level was still above the legal limit during field testing. This problem was eventually traced to very poor finishing of the differential crown wheel. In the machine shop, the sharp edges of the gear teeth were dressed by hand using an airgun fitted with a small grind stone. The operative had allowed the grinder to wander over the face of some of the teeth, resulting in marks on the smooth surface. Once this was rectified the sound level was OK and in fact the six-cylinder tractors had a good name for being very quiet.

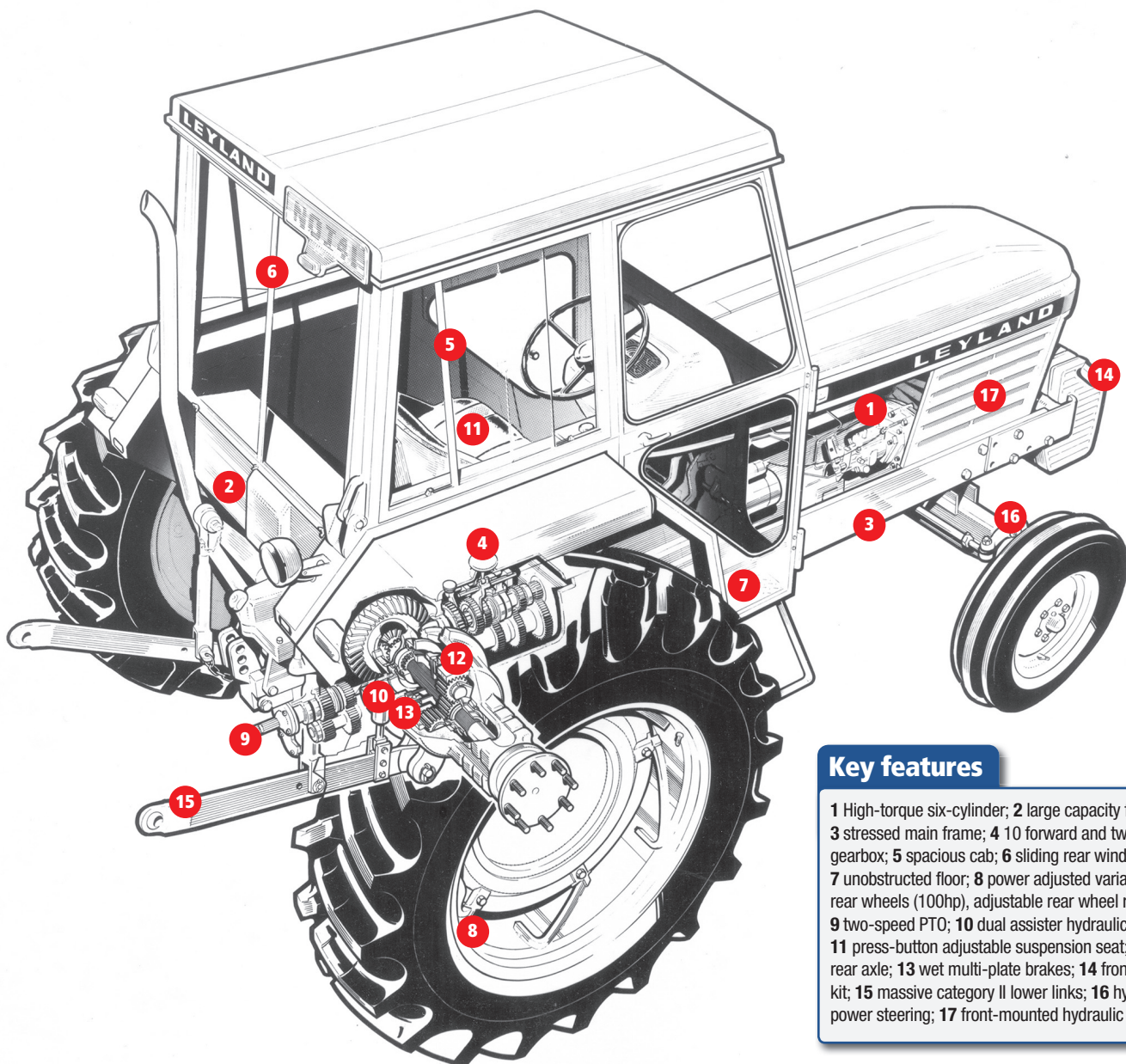
Due to the gearbox adjusters bending, the design of the gearbox mounts was quickly changed to make them much more durable and robust. Now, instead of the gearbox being adjusted to the engine, selectable shims were fitted to the engine mounts to align the engine to the gearbox. One big problem in service was that when the rear mountings failed, the mechanic didn't know, or wasn't told, that the thick washers were actually shims. On reassembly they would be put back in the wrong position with the result that the engine-to-gearbox alignment was not correct. This was a recipe for major failure of the clutch shafts. A wonderful design!

The underside of the clutch area had an 'open' design, so a steel pan was fitted to enclose the clutch. This was also a complete disaster: the pan would often fall off and get ploughed in, and in its absence, dirt, debris and moisture would enter the housing, causing consequent wear problems to the clutch shafts. A fibreglass replacement was designed, but this proved difficult to fit and was often left off.

## Four-wheel drive

Alongside the development of the two-wheel drive tractors, two equal-wheel four-wheel drive models, the 485 and 4100, were being built and tested by County Commercial Cars of Fleet in Hampshire using its four-wheel drive system. The major problem encountered with these tractors was severe flexing of the side frames. The whole tractor twisted so badly that the bonnet lifted off its catches. This was resolved to a certain extent by fitting much heavier side frames



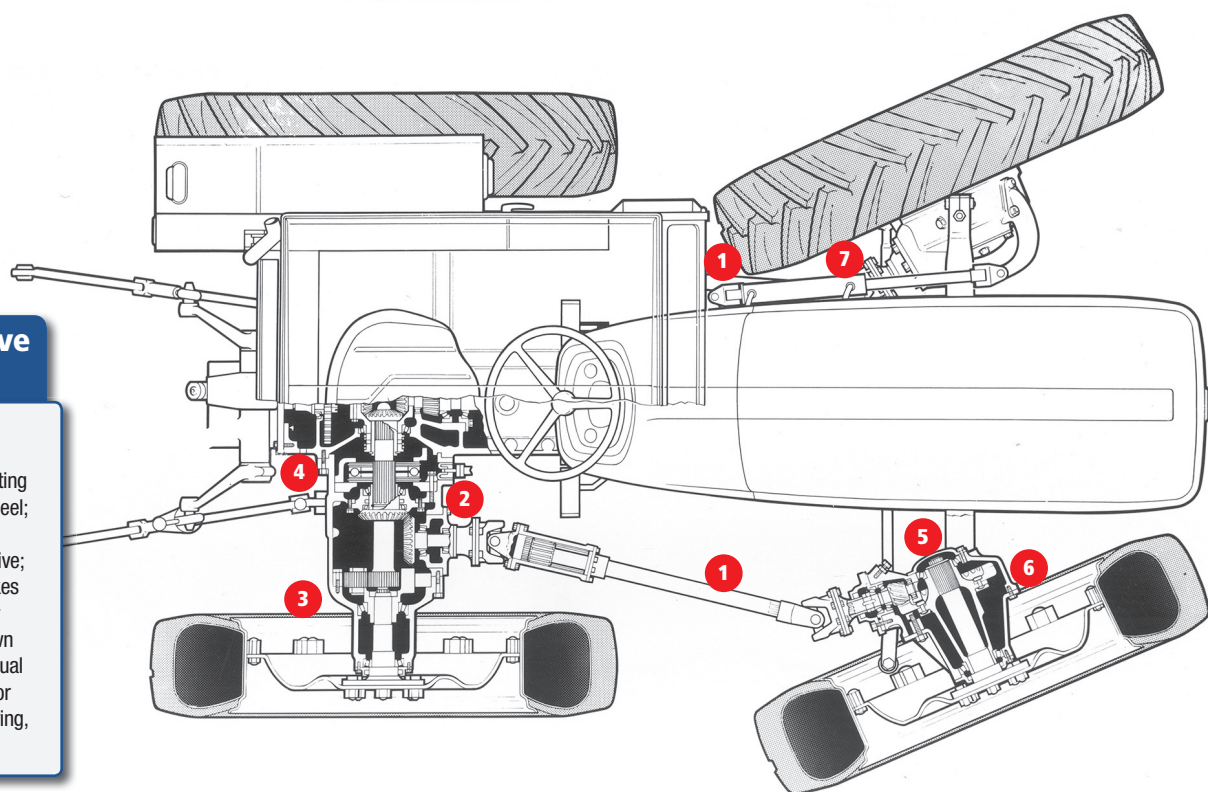


### Key features

1 High-torque six-cylinder; 2 large capacity fuel tank; 3 stressed main frame; 4 10 forward and two reverse gearbox; 5 spacious cab; 6 sliding rear window screen; 7 unobstructed floor; 8 power adjusted variable track rear wheels (100hp), adjustable rear wheel rims (85hp); 9 two-speed PTO; 10 dual assister hydraulic rams; 11 press-button adjustable suspension seat; 12 epicyclic rear axle; 13 wet multi-plate brakes; 14 front end weight kit; 15 massive category II lower links; 16 hydrostatic power steering; 17 front-mounted hydraulic pump.

### Four-wheel drive main features

1 Telescopic drive shafts universally jointed at both ends. Twin shafts transmitting full power to each front wheel; 2 bevel gear drive to front wheels; 3 epicyclic final drive; 4 multi-plate wet disc brakes operating on front and rear wheels; 5 spiral bevel crown wheel and pinion; 6 individual casing pivotally mounted for steering; 7 full power steering, hydrostatic type.







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.....RING FOR DETAILS



PAIR OF ORIGINAL IH 955XLs  
.....RING FOR DETAILS



IH 1056XL 4,400 HRS TIDY RARE  
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IH 955 2WD W REG 2 OWNERS  
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and a cross brace under the clutch. The 10 x 2 gearbox was still being used and frequently failed.

Very few Leyland 485 and 4100 models were eventually built, less than 30 in total, and they quickly gained a bad name for being unreliable and under-powered. Inevitably, due to these and other problems, the 485 and 4100 were withdrawn in 1977. No four-wheel drive models were built with Synchro gearboxes, but when this transmission became available, a number of machines were retrofitted to improve reliability.

Returning to the subject of the gearbox, the 10 x 2 with sliding gear engagement had its origins in the late 1940s. At that time it had sat behind a TVO engine producing 38hp and 138lb. ft. of torque, but in the 1970s tractors it was required to withstand

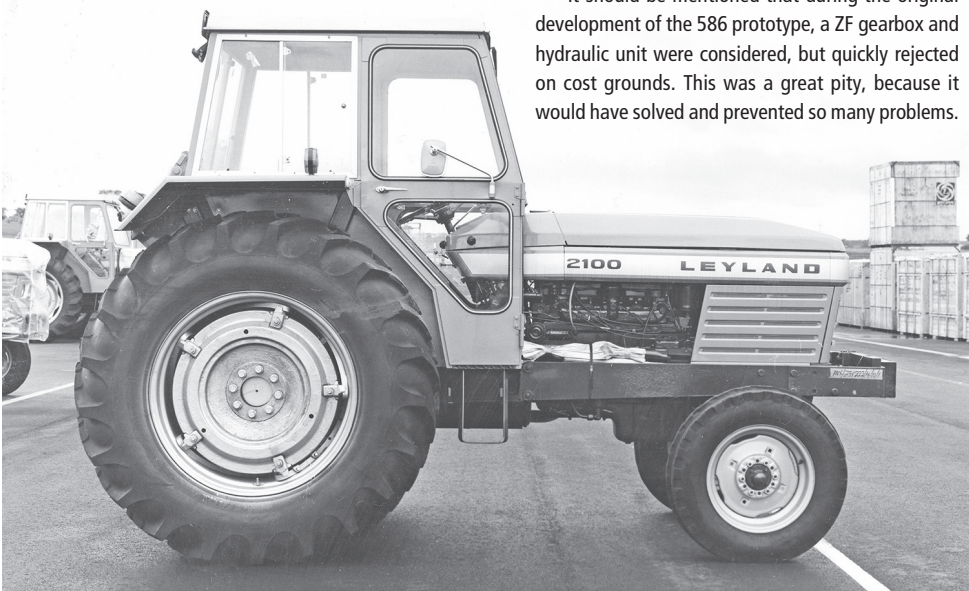
**Above: A Leyland 285 Synchro from the company's UK demo fleet working in 1979. Due to the need for a longer period of testing, it was 1979 before Synchro versions of the Leyland 'Heavyweights' became available.**

100hp and 276lb. ft. of torque! This was an impossible task and one that was asking for trouble, which duly came in bucket loads, as the gearbox just wasn't man enough for the job. Under full torque, in third gear, the gear on the main shaft came partially out of mesh with the third gear on the lay shaft as the lay shaft was flexing. We tried all sorts of different gear material to overcome the problem, but nothing worked. These gears were identified with yellow, blue and green spots to denote the hardness of the gear material.

Other items such as bearings, hardened washers and circlips were changed to try to improve reliability. At one particular Royal Show a disgruntled customer came onto the Leyland stand and emptied a box full of badly damaged gears in the middle of the entrance. He was quickly ushered away so that he could be calmed down.

It should be mentioned that during the original development of the 586 prototype, a ZF gearbox and hydraulic unit were considered, but quickly rejected on cost grounds. This was a great pity, because it would have solved and prevented so many problems.

**Below: A 1978 Leyland 2100 waiting to be loaded onto a ship at Grangemouth docks, for onward shipment to an overseas distributor. Note the crates in the background with Leyland logos stencilled on the side. The company's tractors were exported to over 70 different countries.**



## Product perspective



**Tony Thomas was an area sales manager for Leyland at the time of the time of the launch of the company's six-cylinder 'Heavyweights'. He continued to be involved with the higher-hp models during his time as a product training manager at Bathgate.**

**TONY THOMAS** was working for Leyland as a UK territory-based area sales manager at the time of the introduction of the six-cylinder models in late 1972. As the 1970s progressed, he was promoted to the role of product training manager, based at the tractor training school at Bathgate, just down the road from the factory.

"Back in the early 1970s, the trend towards higher-horsepower had not only been noted by Leyland's product planners, but was being acted upon," he recalls. "With turbocharging still in its infancy, it was generally agreed that a proven, big-capacity six-cylinder engine would be a far more attractive proposition in market places around the world than a turbocharged four-cylinder.

"The engine in question was the long-stroke, low-revving, high-torque Leyland 6/98 with a capacity of 5.8 litres," says Tony. "It had all the right characteristics needed for tractors in the top end of the horsepower bracket.

"We decided to launch the new tractors at the 1972 Royal Smithfield Show," he explains. "While the engineers and production people were doing their bit leading up to the official launch, a small team, including Ron Kettle, myself and Ernie, our top in-house photographer from the Nuffield Press at Cowley, spent several weeks in a photographic studio at Penicuik, just outside Edinburgh, doing the necessary work for the new brochures.

"In virtually every market, both at home and abroad, the six-cylinder concept was initially greeted with enthusiasm," recalls Tony. "The Leyland 285 and 2100 were some of the first British-made tractors to be powered by six-cylinder engines; they also had spacious cabs with an almost flat floor, side-mounted gear levers and, new to Leyland, oil-immersed brakes and epicyclic final drives, these last two components being bought-in items from County Commercial Cars of Fleet in Hampshire.

"However, almost from day one, the Leyland 285 and 2100 models that were used for ploughing and cultivation began to suffer from gearbox problems," he notes.

"It is difficult to know in which direction to point any accusing finger. Had sufficient prototype testing work been carried out and, if so, had it been with suitable implements in really tough going? Perhaps the pressure from above to get the new models into production was just too great? There may even have been a lack of understanding in some quarters as to what tractors of this size and power were expected to do," adds Tony.

"Whatever the cause or reason, the concept itself, to produce a range of tractors in the 85-100hp sector, was spot on. The execution, however, was definitely wide of the mark," he concedes.

"As a result of the Leyland 285 and 2100's poor record of reliability, and their subsequent failure to achieve a decent level of market penetration, they were quietly dropped from the Leyland range in around 1979. This left the firm's established four-cylinder tractors in a position where they had to fight it out with the competition," concludes Tony.



## Final word

**PERHAPS THE FINAL WORD** on Leyland's six-cylinder tractors should go to the late Bob Turner who, as the company's tractor sales director throughout most of the 1970s, had his pulse on what was selling and what wasn't, and the reasons why.

In February 1978, while addressing overseas Leyland distributors at the launch of the Synchro range at Torquay in South Devon, he said: "Even after the product announcement we have for you today, there are still some difficulties to face in your individual markets. I refer, particularly, of course to the heavyweight tractor which, although without exception has been acclaimed as an excellent machine in operation, has nevertheless been bedevilled with a long series of reliability and durability defects.

"We will be telling you later on what we have done to improve the situation," he added. "Whilst we can be a great deal more confident about selling heavyweights in the market place, from now on, I think we have to concentrate on selective selling in non-sensitive areas. By doing this we will avoid damaging the new image we will be creating with the middleweight range

"Believe me, I am very conscious of what needs to be done, but it will be a matter of months now before we have a fully competitive heavyweight model for you to sell," said Bob.

These were quite extraordinary statements to make, as not only was Leyland's own sales director admitting to his distributors that the six-cylinder models had not at all been satisfactory, remembering at this time that they had been in production for over five years, but also advising them to be very selective about the customers they sold them to. The message at these sort of conferences was usually 'Sell, sell, sell!'

One assumes that the 'fully competitive heavyweight model' Bob referred to in his 1978 address to export dealers was the Synchro versions of the 285 and 2100, which were launched in the late spring of the following year.



**Above: The Leyland 2100 Synchro was not offered in the UK, although a handful of machines, including several units originally destined for the Scandinavian market, did end up in the hands of domestic market customers.**

Once again, the lack of money for development blighted the project.

The Leyland 2100 soon earned a bad name for itself and in about 1978 it was withdrawn from the domestic market. Among a number of other poor design points was the fibreglass fuel tank mounted at the back of the cab, which was frequently punctured by the top link. Loose fibres inside the tank would block the fuel system, and although an in-line filter was fitted, it remained a problem. A service fix was to drain and remove the fuel tank, place a quantity of nuts and bolts inside it, give the tank a vigorous shake, wash it out and refit it to the tractor.



**The Leyland 285 Synchro made its first appearance at a dealer launch in Italy in March 1979. The UK introduction took place at the Royal Show in late June.**

The engine-mounted hydraulic pump drive failed and had to be redesigned. The hydraulic filters couldn't cope and disintegrated, necessitating a quick redesign. The rear engine mounts failed, allowing the engine to drop, causing subsequent clutch failures. New improved mounts were fitted. The rear-mounted exhaust was prone to burning the operator's arm as he or she stretched backwards to make implement adjustments, and the shield that was fitted to remedy this soon fell off.

Other problems were that due to severe cost restraints during its design, the Synchro gearbox ratios were compromised, and the top speed was too slow. Export cab-less tractors were supplied with heaters and windscreen washers – you just couldn't make it up!

## Improvements

It was recognised that something had to be done to salvage the hitherto good name of Leyland Tractors. Since the award-winning Synchro gearbox had been successfully designed and thoroughly tested to accept 100hp, it was decided to re-launch the 285 on the home market and make the 2100 available for export only. A whole catalogue of improvements was made, including new clutch shafts and couplings, new engine mounts, a new flexible PTO clutch plate, new pump drive and new oil filters, to name but a few of the changes.

Despite all the poor management decisions and

**Right: Cab-less versions of all four of the Leyland 'Heavyweights' were available for countries where cabs were not a legal requirement.**

design faults, when a six-cylinder Leyland tractor was running well, there was nothing quieter, more comfortable or easier to drive. The engine was beautifully quiet, smooth and pulled well, while the hydraulic clutch actuation, oil-immersed brakes and hydrostatic steering made for easy control. The epitaph of the Leyland 'Heavyweights' would be poor design, bad management decisions and lack of available finance, all of which spoiled what would have been a great tractor. A further curious quirk of the six-cylinder tractor was its habit of auto-combusting overnight after being delivered to a dealer. It didn't happen often and the cause was never found.

On the plus side, there are still quite a few Leyland 285 and 2100 Heavyweight tractors earning their keep, which is testament to certain aspects of their design concept. After they had retired from frontline work, it was common to see these tractors being used to power irrigation pumps, a task ideally suited to the six-cylinder engine.

With the increasingly strict noise levels and the need for a new cab, not to mention lack of money, the Leyland Heavyweights didn't make it into the Golden Harvest range. That's not quite the end of the story, as during the late 1970s and into 1980/81, development work was progressing on an unequal-wheel four-wheel drive six-cylinder tractor that used a Carraro front axle. This unfinished tractor still exists and is in private ownership.

Today, with tractor horsepowers up in the hundreds, the Leyland 285 and 2100 would be considered under-powered and certainly not 'Heavyweights'. How times change.





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# CHOPPING FOR CHARITY

Mercedes-Benz classics, along with selected other machines, were out in force at a charity maize harvesting event held at Lohne-Wietmarschen in Germany last autumn. German correspondent Sascha Jussen took in the sights at what turned out to be a very successful event, one that entertained the crowds with its classic maize harvesting action, as well as raising a significant amount of money for a good cause.

**IT IS A SAD BUT TRUE** fact of life that many children and young people do not reach adulthood due to incurable health conditions. Thankfully, there are specialist hospices that can provide the professional care that young people who find themselves facing adversity need at such difficult times.

Because the health insurance companies in Germany only cover around 95 per cent of the costs for in-patient children's hospices, there remains a funding gap that can only be closed through voluntary work and donations. It was for this reason that the Youngtimer Landtechnik im Einsatz e.V. (which roughly translates as Classic Farm Machinery at Work Club), a club founded by farmer and MB-trac fan Hartmut Diekmann from Nordhorn on the Germany/Netherlands border, decided to hold a charity maize harvesting event near Lohne-Wietmarschen last autumn.

The event, which took place on World Hospice and Palliative Care Day on 9 October 2022, was organised with the assistance of other volunteers in the region and the Löwenherz Children's Hospice. Surrounding clubs and tractor owners, including the well-known Tractor Cub Nordhorn, supported the event which was held on land farmed by Stefan Weiß, who originally came up with the idea for the demonstration.

Around 50 vehicles, mostly MB-tracs and Unimogs, came together to harvest approximately 25 acres (10ha) of maize and haul the harvested material to a nearby biogas plant. The tractors, equipped with either mounted or trailed two- to four-row forage harvesters, were joined by a New Holland 1895 self-propelled harvester.



**Above: This 156hp MB-trac 1600 turbo was busy carting the harvested maize crop with a 10t twin-axle tipping trailer.**

One of the more novel ways of raising funds was to offer spectators the chance to get really up-close to the machinery at work, in return for a voluntary donation. Many children (through their parents), as well as big-kid adults, put their hands in their pockets and took advantage of this offer.

A telescopic loader with a safety cage was on hand to provide these 'special access' spectators with a perfect elevated overview of the action, or alternatively they could sit in the passenger seats of the tractors and trailers that were running alongside the chopping teams. It is worth noting that in Germany, the laws on children riding on the passenger seats of tractors are less stringent than in the UK.

Even though most of the children from the local hospice were too ill to take the machinery rides themselves, around 1000 visitors attended the event, which benefited from some mild, sunny autumn weather. Among them were many children whose eyes





## Reverse-drive gear

shone at the sight of the classic machines at work.

At the end of the day, the field had been completely harvested, and around €6500 (£5400) in donations had been collected. It was an impressive result, both technically and from an organisational perspective, as well as in terms of people's willingness to help and donate. Plans are being made to hold a second event in October 2022.



**Above: A dark green Mercedes-Benz Unimog U1000 with a nicely-matched, German-made Obermaier twin-axle-trailer running alongside a reverse drive MB-trac 1300 and forager.**

**Far left: This 125hp reverse-drive Mercedes-Benz MB-trac 1300 was using a Champion 2200 forage harvester to open out one of the headlands in the demo field.**

**Below: One of the highlights of the Youngtimer Landtechnik im Einsatz's maize harvesting charity event at Lohne-Wietmarschen in Germany last autumn came when five harvesting outfits and attendant tractor/trailer combinations, all mostly powered or drawn by MB-tracs and Unimogs, went to work in unison.**

**Heiny Lubbers' MB-trac 1400 turbo is fitted with the optional reverse drive system, which enables the seat, steering column and pedals to be rotated 180 degrees.**



**TWO ALMOST IDENTICAL** machinery combinations, namely an MB-trac 1300 turbo and an MB-trac 1400 turbo, both equipped with Mengele SH-30H reverse-drive forage harvesters on their rear linkages, were being demonstrated by two different owners from The Netherlands.

The MB-trac 1400 turbo, owned by well-known Dutch MB-trac and Unimog dealer Heiny Lubbers, and its Mengele SH-30H forager were both in their ex-farm working clothes, while the MB-trac 1300 turbo and its Mengele harvester looked as if they had just rolled out of the factory doors of their respective manufacturers.

Both of these MB-trac models were introduced in 1987. They shared the same turbocharged version of the water-cooled Daimler-Benz six-cylinder OM 366 engine, albeit with differences in the fuelling. The MB-trac 1300 turbo had a rating of 125hp, while the 1400 turbo produced 136hp.

Both tractors were available with a reverse-drive option, allowing the operator's seat, steering column and foot pedals to swivel through 180 degrees. This allowed heavy harvesting equipment such as sugar beet or forage harvesters to be attached to the rear linkage, instead of the lighter front linkage, and operated in reverse-drive mode.

When working in reverse, the operator had a perfect view of the harvesting operation, without having to constantly twist around, while the engine acted as a counterweight for the implement. However, it seems that not that many buyers were prepared to pay the additional 4000 Deutschmark (£1335) for the reverse-drive option.

"The reverse-drive machines could not compete with their self-propelled competitors in the long-term, so it was a rather short-lived option", explains MB-trac 1400 turbo owner Heiny Lubbers. "Even for some of the more experienced tractor drivers and enthusiasts, this was the first time they had the opportunity to see MB-tracs working in reverse-drive format."



**Left: This impeccably refurbished MB-trac 1300 turbo and Mengele SH-30H reverse-drive harvester combination was one of the stars of the working event.**

**Below: Heiny Lubbers, a Dutch MB-trac and Unimog dealer, was using his MB-trac 1400 turbo and reverse-drive Mengele three-row harvester to load a trailer hauled by a smart MB-trac 1600 turbo.**





## John Deere outfit

**THE DOZENS** of Mercedes-Benz vehicles at the harvesting event were joined by a handful of John Deere classics, one of the most notable being a 4430 with hydrostatic front-wheel drive.

This model entered production in the USA in 1972, but a slightly modified version for the European market was also built at Mannheim in Germany from 1976-1977, prior to the introduction of the 40 Series. Only 333 John Deere 4430s were built at the plant. In Germany, the 4430 was only available with the combination of hydrostatic front-wheel drive, a Quad-Range-transmission and the Sound-Gard cab.

Werner Thüning, the owner of the German-assembled John Deere 4430 that was working at Lohne-Wietmarschen, is not a farmer or contractor himself, but he comes from a farming family.

"I'm a big fan of John Deere tractors, some of which I use for real work on my brother's land or for events like these," he explained. "In some of the original advertising brochures for the John Deere

4430, the tractor would often be shown pulling a John Deere 3760 forage harvester, so that was a combination I wanted to recreate. Luckily, after a fairly long search, I finally found a 3760, although it was in quite poor condition. Having managed to bring it back to full working order, I am now very pleased to be able to show it to the public today."

With its six-cylinder turbo engine pushing out an impressive 145hp, Werner's John Deere 4430 easily handled his trailed John Deere 3760 two-row forager.

**Below and above right: This 145hp John Deere 4430 is one of only 333 that were assembled at Mannheim in Germany for the European market during 1976 and 1977. It was working at the field day with a trailed two-row John Deere 3760 forage harvester from the same era.**

**Right: Werner Thüning using his Mannheim-assembled 1976/77 John Deere 4430 and John Deere 3760 forage harvester to side-load a silage trailer.**



**This former municipal Unimog 417 was helping to cart the chopped maize to a nearby biogas plant. Between 1988 and 1993, Mercedes-Benz made 2285 Unimog 417s in 15 different versions, most of which were used for non-agricultural work.**





**Above:** A 100hp Mercedes-Benz Unimog 1000 from 1980 working with a two-row Kemper semi-mounted forage harvester attached to its three-point linkage.



**Above:** The Krone 6t trailer being pulled by this 66hp Eicher 3066 turbo, circa 1982-1990, would not usually be used for this type of work. Although Eichers of this age do not have a following in the UK, they are sought-after in Germany, Holland and France.

## New Holland harvester

**ONE OF THE RARER** classics at the working event, at least from a German market perspective, was a Sperry New Holland 1895 self-propelled forage harvester. With domestic brands like Claas, Menzies and even John Deere beginning to produce their own self-propelled forage harvesters from the early 1970s, New Holland foragers did not achieve the same level of popularity in Germany as they did in France, Belgium or The Netherlands.

The New Holland 1895 Crop Cruiser, produced from 1977 to 1982, was the first forager to be offered with a built-in metal detector. This was a real milestone and is now a feature that is standard equipment on all forage harvesters, the aim being to protect the machine and livestock from digesting metal material left in the field by other equipment.

The New Holland 1895 was fitted with hydrostatic four-wheel drive and it could be equipped with either a 7ft-wide grass pick-up or a three-row maize head. The cutterhead's 12 knives could be re-bevelled using a handy in-built power sharpening system. Power from the 250hp Caterpillar 3306 six-cylinder diesel engine made the New Holland 1895 one of the most powerful forage harvesters of its time, with a claimed output of 50 acres/day.

The example shown working at Lohne-Wietmarschen was built in 1978. As it was being used to open up the working field, it was equipped with a more convenient Champion 3000 row-independent header, instead of its original New Holland three-row maize header.

**Below:** The New Holland 1895 was not a common sight in Germany, where most buyers opted for machines from domestic manufacturers. This 1978 example was being used to open out the field using a more-recent Champion 3000 header.



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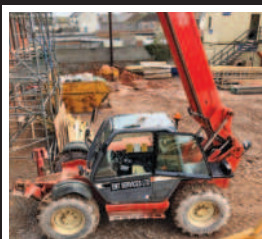
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Above: Mike Carvey with his refurbished IH 574 and a new Claas Axion 960 TT owned by Claas Eastern. He started his 43-year career as a machinery demonstrator and sales representative with Sinderby-based IH dealer Richardson & Calvert in 1978 and remained at the depot, now a Claas Harvest Centre, until his retirement last October.

Below: The first new tractor Mike sold for Richardson & Calvert after he took on a sales role in the very early 1980s was an IH 684 like this one. The customer, a local farmer, traded-in an older IH 574. Photo: Sandy Cox.



# STAYING AT ONE SITE

During a career in the farm machinery industry that spanned almost 43 years, Mike Carvey witnessed several mergers, takeovers and management buyouts, all whilst working as a demonstrator and then sales representative at the same dealership site at Sinderby in North Yorkshire. David Laley has been talking to Mike, who retired at the end of last year, about the companies he worked for and the machines he demonstrated and sold.

**MIKE CARVEY** was brought up surrounded by farm machinery on his grandfather Jack's 250-acre mixed farm near Great Smeaton in North Yorkshire. Jack ran the farm in partnership with his three sons, including Mike's father John.

"The first tractor I recall seeing on the farm was a Fordson Dexta," recalls Mike. "When I was 10 years old, my father left the farming partnership and my uncle William took over the farm with my grandfather."

"When I was 13, I had begun to earn pocket money by operating tractors, such as a Nuffield Universal Three and a Massey Ferguson 35, on a neighbouring dairy farm, as well as working part-time for my uncle after school. The family farm grew barley, wheat, potatoes and turnips alongside cattle, sheep, pigs and hens."

When Mike turned 15 in 1971, he left school and

began working full-time for his uncle. He would cycle 12 miles from his parents' home to the farm, and remain there all week before cycling home at weekends. It was during this period that Mike's passion for IH tractors blossomed.

"My uncle had taken delivery of one of the first IH 574s built at Doncaster, which was fitted with independent power take-off, power steering and the three-paddle clutch," he explains. "It was supplied by Richardson & Calvert, the local International dealer, and despite only having a safety frame instead of a complete cab, it was by far the most advanced tractor I had ever driven."

The 62hp IH 574 owned by Mike's uncle was latterly retro-fitted with cab cladding before being replaced with a newer, 68hp version in the mid-1970s. Although Mike loved the 574, it wasn't the tractor he drove the most when he began working



Mike Carvey first became involved with IH tractors when he operated a 574, like this one, and a 674 on his uncle's 250-acre mixed farm during the 1970s. These tractors were supplied by local dealer Richardson & Calvert of Sinderby, North Yorkshire.



**Above: Howard Rotavators (this is an HB Series model) were among the implements sold by Mike following his move into sales at Richardson & Calvert in the early 1980s. Photo courtesy of Stuart Gibbard.**

full-time on his uncle's farm. Instead, he operated and looked after a David Brown 990 Implement, which he admits he didn't particularly enjoy.

"It was fitted with the dual clutch, which was a bit of stretch for a young lad like me, and the PTO selector was also awkwardly-placed behind the 990's seat," he says. "I never complained, but it wasn't the nicest tractor to operate, particularly when conditioning grass with a crimper behind the finger bar mower we were using. If you didn't get your foot down on the clutch quick enough, especially in challenging conditions, it would block up regularly."

The mid-1970s proved to be a prosperous time and Mike saw a whole host of new kit and tractors arrive on his uncle's farm.

"In 1975 we bought two new tractors from Richardson & Calvert, a 68hp International 574 and a 674, along with an International 431 combine and a grain dryer," he recalls. "I was entrusted with the 674 and used it with a Lemken three-furrow reversible. It performed exceptionally well, even on our heavy clay land. I also operated the 574 and the 431 combine and began driving our 7t-capacity Bedford TK lorry."

**Right: When Mike joined Richardson & Calvert at Sinderby as a demonstrator in 1978, it was still selling Whitised potato harvesters like this Vulcan model. He later went on to demonstrate two-row AMAC trailed harvesters for the dealership and helped it to achieve a large number of sales. Photo courtesy of Stuart Gibbard.**

## Demonstrator role

Mike's lorry driving led him to gain his HGV license and up until 1978 he spent a significant amount of time using the Bedford to haul straw, hay and cattle throughout the north east. In 1978, he spotted a job advert in the local press, one that would have a profound impact on his future career. Richardson & Calvert from Sinderby, near Thirsk, was advertising for a lorry driver and machinery demonstrator.

"Richardson & Calvert supplied all of our International tractors along with the majority of our machinery, and we got on very well with them," says Mike. "I was really enjoying lorry driving at the time, and was keen for a new challenge. The chance to be a machinery demonstrator was exciting too, so I ended up enquiring about the position which led to an informal interview with managing director, George Calvert.

"His company was enjoying significant success selling International square balers and he was looking for a dedicated demonstrator to show off their credentials further afield," he adds. "I'll never forget during the interview he asked me if I played cricket. I replied 'No,' to which George responded, 'Good, because good cricketing weather is good baling weather.'"

Following the interview, Mike became the dealership's main machinery demonstrator for the next three years, running one of two wagons they owned.

During the late 1970s and early 80s, Mike also demonstrated AMAC two-row trailed potato harvesters to prospective customers.

"They were excellent harvesters that were far less complicated and cumbersome than the Grimme GB harvesters we were competing against," he notes.

Around this time, stone separators for removing excessive stones from potato beds also came into fashion, and Mike enjoyed a lot of success demonstrating Reekie two-web separators. This led to his boss selling a record 23 machines in one year, and was the catalyst for Mike's interest in the sales side of the business.

## Sales position

"In the early 1980s I became more involved with sales at Richardson & Calvert," recalls Mike. "This coincided with a financial down-turn for UK farmers and as a result, the company sold off one of the wagons and the machinery hire business that had been established, so I made the transition over to sales, which kept my career on track."

Mike revelled in his new role. The first new tractor he sold was an IH 684, a deal that involved taking in a 574 from a local farmer. The first six-cylinder tractor he sold was an IH 956XL. It was equipped with a Quicke loader as the owner wanted a tractor that could pull a four-furrow







**The Case-IH Maxxum 5100 Series provided Mike with another quality tractor range to sell in the early 1990s, following his earlier success with the popular 956XL and 1056XL models.**



reversible plough and lift bags of fertiliser off lorries.

He also enjoyed success selling equipment from the other manufacturers represented by Richardson & Calvert at the time, including SKH cultivation kit, Lely power harrows, Howard Rotavators and Malgar slurry tankers. However, Richardson & Calvert was soon to disappear, triggering a whole host of business restructures, takeovers and management buyouts, prior to Claas purchasing the Sinderby depot in 1998.

"A huge number of changes took place in a very short time, and it would have been all too easy to become distracted with what was going on behind the scenes," says Mike. "I made sure I focused on the task I was employed to do, which I'm certain led to my lengthy stay at Sinderby."

During the early to mid-1980s, Richardson & Calvert belonged to the Elswick Group, which also owned the late Paul Seward's depot at York and the Holderness Plough Company. All these branches represented International Harvester and many of the same machinery franchises. The Elswick Group also owned an old aircraft hangar at Bishopthorpe, near York, which acted as a distribution hub to supply the depots with tractors.



George Calvert was the agricultural director of the Elswick Group up until the formation of Case-IH, when he decided to retire from the role. Paul Seward took over from him and all of the depots were renamed Seward Agricultural Machinery Ltd.

Shortly afterwards, the Elswick Group also chose to leave the agricultural industry, which led to a management buy-out taking place, headed by Paul Seward and sales director Peter Draper. Swards continued to expand during this time, opening new depots at Malton, Wigginton near York, and Middleton St. George, near Darlington.

The latter depot had previously belonged to Tees Ag, and Mike was transferred there for two years before being re-integrated at Sinderby.

## Claas agency

"During this period, Swards became agents for Claas harvesting equipment," says Mike. "The first combine I sold was one of the very last Dominator 96s. The 98 and 108 then became very popular."

"Things were going very well and we were selling a lot of Case IH 956XLs, 1056XLs and Claas



**Top: Claas self-propelled foragers have traditionally sold well in the area surrounding the Sinderby depot. Mike sold a good number of Claas Jaguar 682, 690, and 695 models in the 1990s, many of which picked up grass from some of the first Claas Liner 660 and 760 twin-rotor rakes.**

**Above: A new Case-IH Magnum 7220 on display on Swards' stand at the 1996 Driffield Show. The dealership would later lose the Case IH franchise in the wake of the 1999 merger with New Holland. Photo: John Laley.**

**Left inset: After Claas purchased a majority stake in Renault Agriculture in 2003, Mike found himself selling the former range of Renault Celtis and Ares tractors, but in Claas livery.**

**A pair of Claas Dominator 108SL combines working in the UK during the late 1980s. The Dominator 98 and 108 models were ideally suited to the medium-to-large mixed farms in North Yorkshire and Mike enjoyed a lot of success selling them for Swards. Photo: Claas/Four Seasons Publicity.**





## Other interests



**Mike bought this IH 574, originally sold new by former IH dealer Richardson & Calvert of Sinderby, North Yorkshire, four years ago after seeing it advertised in CLASSIC TRACTOR. He has since given it a full refurbishment.**

**LONG BEFORE HIS RETIREMENT**, Mike became interested in refurbishing tractors and model making. Around 20 years ago, he bought a rare IH 634 All-Wheel Drive which he 90 per cent restored, before selling to a local collector.

Four years ago, he decided he wanted to restore another classic, but this time he wanted something that was more manoeuvrable and easier to transport. While browsing the classifieds in **CLASSIC TRACTOR**, he found an IH 574 that had originally been supplied by Richardson & Calvert. It was just like the one he drove for his grandfather and uncle in the mid-1970s.

"I bought the tractor, becoming its third owner," he says. "It required a full engine rebuild, which I completed in a friend's workshop. Then 18 months later I bought a compressor and a spray gun and completed the restoration with a new paint job and decals.

"I have since used my IH 574 on a road run, and also displayed it alongside a Claas Axion 960TT at the Sinderby depot's open day last December, to mark my retirement and to thank all of my colleagues and customers for their support over the years."

Mike has also become a talented scale model builder, an interest he shares with his enthusiastic son, Jack. He is fond of machinery from the 1960s and 70s and recently made a 1/32-scale model of an IH 634 All-Wheel Drive, like the one he used to own.

Dominator combines," he continues. "They were highly-regarded by farmers who praised their reliability and the service back-up we offered.

"Claas had also opened up an import depot at Wilberfoss, near York, to support Swards. This was critical to maintaining our success, because the Bishopthorpe site had to be sold to inject some much-

**Below: Mike Carvey spent almost his entire 43-year career as a demonstrator and sales representative at the same site at Sinderby in North Yorkshire. The dealership has had a number of different owners over the years, but is now part of the Claas Eastern group of dealerships.**



**Above: Following the loss of the Case IH franchise and the purchase by Claas of the Sinderby depot, Swards briefly sold McCormick and Valtra Valmet tractors. Mike did a number of deals involving Valtra Valmet 6000 and 8000 Series models.**

needed working capital into the business," notes Mike.

"The Case IH Maxxum 5100 and Magnum 7100 Series also provided us with two more ranges of quality tractors to sell. I also enjoyed selling several of the first Claas Liner 660 and 760 twin-rotor rakes to local contractors," he says. "These were well-matched to the Claas self-propelled foragers we were selling to contractors, such as the Jaguar 682, 690, and 695, before the industry-leading Jaguar 800 Series was launched, which I was able to demonstrate and sell. I also sold a large number of Claas Quadrant 1200 square balers during the 1990s, and despite sales dropping during the Quadrant 2200 and 3200 era, I sold several of the latest generation 5200 and 5300 balers prior to my retirement."

In 1997, Claas launched the Lexion range of combines which led to Swards doing a significant number of two-for-one part exchange deals, with larger farmers swapping pairs of Dominators for a single Lexion 460.

"We ended up selling 47 Claas Lexions in a single year, which was a huge boost to Swards," recalls Mike.

A year later, things were very different. The price of wheat fell and, as a result, Swards found itself with nearly 80 second-hand combines that it was struggling to shift, placing immense financial strain on the business. This was exacerbated further when Swards lost the Case IH franchise following the CNH merger, which then led to Claas purchasing the Sinderby depot outright and restructuring the rest of the Seward business. This resulted in the closure of several depots from 1999, including those that originally belonged to the Holderness Plough Company.

"The Case IH franchise was given to neighbouring dealer Paxtons, and many of the people I worked with at Swards chose to maintain their allegiance to the brand and left for Paxtons," says Mike. "I chose to stay put because I wanted to

remain committed to Claas, as I held its products in high regard and the back-up and parts infrastructure were second-to-none. Because we were shifting a lot of Jaguar foragers, we also began carrying a lot more parts for foragers to support the rest of Claas Eastern's depots."

The Seward name continued to be used by the Sinderby depot until 2012. During this period, Mike had been tasked with selling McCormick tractors briefly, followed by Valtra-Valmet. When Claas purchased a majority stake in Renault tractors prior to the 2003 SIMA Show, Mike found himself selling the former Renault Celtis and Ares models in Claas colours.

"By 2012, the Seward name had disappeared and we were a full-line Claas Harvest Centre, with a refurbished and modernised depot operating under the Claas Eastern banner," he explains. "We were also responsible for selling equipment from the other franchises held by the business, including Lemken, Horsch, KRM, Samson and Cherry Products."

During his latter years at the Sinderby depot, Mike continued to complete some impressive sales deals, including retailing a pair of Claas Xerions to a customer in County Durham and one of the first Xerion 4000s to be equipped with a demountable slurry tanker to AWSM Farming Ltd, near Richmond.

"After 43 amazing years demonstrating and selling machinery, I decided to retire at the beginning of October last year," says Mike. "My final sale was carried out jointly with my successor, Ed Chilton, just before my retirement. We ended up selling one of the first Claas Trion 640 combines in the UK to a close friend who farms 1000 acres not far from Sinderby, which I thought was a fitting end to my career."

**Below: The final sale of Mike's long career came in October 2021 when, in conjunction with his successor, Ed Chilton, he sold one of the very first Claas Trion 640 combines in the UK to a friend who farms 1000 acres close to the Sinderby depot.**







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16 reg, 90hp, 40k Mac shuttle, hi-vis  
roof, Sigma4 loader. £37,000



**Hurlimann XT105**  
05 reg, cab suspension, one owner  
from new. £22,000



**Hurlimann XT105T**  
with loader fully serviced and ready  
to go. £28,500



**Zetor Proxima HS120**  
Full spec.  
£45,500



**Hurlimann XA90**  
09 reg, 3 speed power shift,  
std shuttle. £26,000



**Ford 4600**  
M reg, 4600, recently restored,  
runs well. £6,500



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06 reg, one owner from new.  
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## The winning classics

| Class                       | Exhibit                        | Owner       |
|-----------------------------|--------------------------------|-------------|
| Best in show                | 1957 IH B-250                  | T. Fowler   |
| Concours                    | 1984 David Brown 1690 Turbo    | S. Thornell |
| Post-Vintage 1960-1969      | 1964 Massey Ferguson 65 MkII   | J. Bartlett |
| Classic 1970-1979           | 1976 Massey Ferguson 188       | E. Warren   |
| 1980+                       | 1984 David Brown 1690 Turbo    | S. Thornell |
| Best Original Working 1970+ | 1982 Mercedes MB-trac 800      | M. Richards |
| Ladies                      | 1966 Massey Ferguson 165       | G. Boyer    |
| Junior (age 16 and under)   | 1969 Westwood W11              | H. Mitchell |
| Model display               | Massey Ferguson scratch builds | A. Clapp    |
| Implement                   | Massey Ferguson 721 grader     | B. Lock     |

The Ferguson and Massey Ferguson special feature at the 2022 Somerset Tractor Show attracted an impressive 65 tractors plus a host of associated implements.

# FERGIE FEATURE

After missing the past couple of years due to the pandemic, the Somerset Tractor Show made a welcome return to the Royal Bath & West Showground at Shepton Mallet on 29-30 January. There was great support for this year's 'special feature', which pulled in over 65 Ferguson and MF tractors. Rory Day keeps it classic in his report on the show's impressive red and grey display.

**THE LAST TIME** there was a red and grey theme at the Somerset Tractor Show was back in 2014, when the organisers celebrated the 50th anniversary of the introduction of the Massey Ferguson 100 Series with a striking display of these machines. This year's Ferguson and Massey Ferguson 'special feature' at the Royal Bath & West Showground wasn't so specific, so there was a much broader range of models on display.

The most popular model of Ferguson and Massey Ferguson among the 65 tractors on display, plus many associated implements, was the TE-20, with 11 examples present. There were 11 MF/Ferguson 35s, six MF 135s and four MF 165s, together with ones and twos of many other different models.

Visitors to the Mendip Hall that housed the show's Fergie feature were greeted by an impressive line-up of three articulated MF classics, these consisting of the 1200 of Colin Cloude, the 1250 of Dave Chamberlain and the 1505 of R. Targett. The latter enthusiast, clearly a fan of high-hp Masseys, was also exhibiting his Detroit-built MF 2805 inside the main exhibition hall. Other 'gate' guardians included an MF 3095 (T. Barrett), 6180 (J. Bowyer)

**Right: The judges really liked G. Bowyer's fabulous 1966 Massey Ferguson 165, one of four of these models displayed in the Ferguson/MF special feature, and placed it first in the Ladies class. It was exhibited with a Pressure Control hitch on its rear linkage.**

and an eye-catching MF 2203 industrial tractor equipped with an MF 207 loader and MF 220 backhoe (D. Scurlock). Another product of Massey Ferguson's Detroit factory, a very original tricycle/row-crop version of the MF 65 owned by M. Lawrence, was part of the themed display inside the hall.

Special mention must go Adrian Trount and his family, enthusiastic supporters of the Somerset Tractor Show, who between them fielded no less than eight MF classics from their working collection and fleet. Arguably the nicest of these was the 1995 MF 399 that has been owned by the Trount family







This impressive line-up of classic MF artics, from left, 1505 (R. Targett), 1250 (D. Chamberlain) and 1200 (C. Cloude), attracted lots of interest outside the Mendip Hall.



Above: Adding a splash of bright yellow to the predominantly red and grey display was D. Scurlock's 1969 MF 2203 industrial tractor equipped with a Winsam cab, MF 207 loader and MF 220 backhoe.



Above centre: One of a number of classic MF implements on display, this very original 1962 MF 711 potato harvester belongs to Oliver Lee. Prior to joining his collection in December 2020 it had previously sat in a barn in Cornwall for around 40 years.

Above right: Apart from the paint on its bonnet, which was resprayed under warranty back in the 1990s, and its recently added LED worklights, everything else on this 16,450-hour, 1995 MF 399

is totally original. It has been owned from new by A. E. G. Trout & Partners, who still use it for frontline work on their family farm.

Inset right: The 1980s period of MF tractor production was represented by, among others, a fabulous two-wheel drive 1984 MF 675, owned by P. Tarrant, and the most powerful MF tractor in the special feature, a US-built 1982 MF 2805 owned by R. Targett.



from new. The immaculate condition of this tractor, which still handles a considerable amount of frontline spraying, ploughing sand fertiliser spreading, belies its sizable clock reading of 16,450 hours.

The Ferguson Club and the Friends of Ferguson Heritage organisations were both in attendance, the

former with 11 tractors plus associated implements on its stand.

A number of the exhibits displayed in the Ferguson/MF feature area caught the eye of the judges. A very well-restored 1964 MF 65 MkII owned by J. Bartlett won the Post-Vintage 1960-1969 class; a 1976 Massey Ferguson 188 Multi-Power, again refurbished to a high standard but missing its original safety cab, won the Classic 1970-1979 class; a super-smart 1966 MF 165 owned by G. Boyer was the winner of the Ladies class; Brian Lock's pristine MF 721 grader, displayed behind J. Bartlett's MF 65 MkII, took the prize for Best Implement; and Alan Clapp's astonishing display of scratch-built MF models deservedly won the Best Model Display class.

The Somerset Tractor Show was originally set up to raise funds for charitable good causes and that still remains the case today. Thanks to the success of the 2020 event, the last to be held before the pandemic, the organisers were able to present an impressive £12,550 to the following charities at this year's show: Dorset & Somerset Air Ambulance (£3000), Mind (£2000), Brainwave (£2000), Dorset & Somerset Animal Rescue (£2000), Hot Rock Carnival Club (£1500), Smandys Carnival Club (£50).

The special feature at the 2023 Somerset Tractor Show will be John Deere. For more details and dates, as and when they become available, visit: [www.somersettractorshow.com](http://www.somersettractorshow.com)



## BEST IMPLEMENT

Brian Lock's pristine MF 721 grader was judged to be the 'Best Implement' on show, while the 1964 MF 65 MkII it was attached to, owned by J. Bartlett, won the 'Post-Vintage 1960-1969' class.



Alan Clapp, above right, won the 'Model Display' class at the Somerset Tractor Show with his fabulous set of scratch-built MF models, mostly in 1/8-scale. Alan has kept himself busy during the pandemic making, among others, an MF 30 seed drill, a set of MF 28 disc harrows and an MF 80 loader for his MF 240 tractor, foreground.





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# HANDY FOR LIGHT JOBS

This very tidy, very late and consequently very desirable New Holland 8340 is still plying its trade, albeit more steadily than used to be the case, for C. R. Bowen, a family run contracting and farming business from Church Stretton in Shropshire.

Steve Bowen, who is the eldest son in the family enterprise, was brought up on the Ford Series 10 and New Holland Series 40 tractors operated by his father, Colin. Despite now using modern Fendt tractors in their contracting operation, Steve and his family have a soft spot for the Series 40s.

A few years ago they were lucky enough to find this mint and very late New Holland 8340 in Lincolnshire. The R-plate tractor was purchased from Lincolnshire Motors of Louth in 2011. It must have been tucked away in a barn by the previous owner, because not only was it immaculate, but it had only done 4000 at the time, which was a low figure for what was then a 13- or 14-year old machine. With one eye on the running costs of modern tractors, Steve will often opt to use the family's 8340. As a result, he admits he's put a few more hours on it than he really intended to, but even so,



its current tally of 6800 hours is still nicely below average.

"It is very good on fuel, and a good bit lighter than our Fendts," he explains. "Plus, it's a nice tractor for grassland work, particularly as it still has a comfortable cab and has more than enough power."

However, the rising value of modern classics like this New Holland 8340 rather puts Steve between a rock and a hard place when it comes to thinking about his tractor's future. Light duties will probably be the way forward, in order to preserve its value, and by staying active, it should be possible to prevent age-related leaks and drips becoming too much of a problem.

Back in its 1990s heyday, the 8340 was regarded as anything but a light-work tractor. With its 120hp and latterly 125hp power rating, it was the top model in the Series 40, one that was equipped with all the modern refinements of the time. Befitting of a range leader, it was only offered in the UK in SLE spec, which included the Electroshift semi-powershift 16 x 16 transmission and electronic linkage controls. Also standard on the 8340 were two assister rams, air conditioning and an electronic dashboard.



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Steve says that the New Holland 8340 is great to have around during the peak summer period, when all of the Bowen family's more modern tractors are flat out on harvesting tasks or already hitched-up to equipment for the next job. Their New Holland is ideal for lighter jobs such as tedding out hay with a Claas Volto 52, as seen here, a task that certainly doesn't require a tractor with the very latest technology.

**Below: Shropshire contractor Steve Bowen enjoys using his very late New Holland 8340 for tedding hay and other light tasks.**

**Left: First registered in Lincolnshire in April 1998, this R-plate New Holland 8340 has been owned by the Bowen family in 2011.**





# SPLITTING THE LOGS

The Massey Ferguson 135 is a popular choice among those seeking a first tractor for light jobs around a smallholding, as well as enthusiasts and collectors of machines from MF's golden era of the 1960s and 70s. Its classic good looks and ready availability have resulted in it becoming one of the most popular tractors ever made.

This 1972 example has been a great hit with Stuart Edwards, who uses it on his Herefordshire smallholding to run a Hydrocut log splitter. He previously used a grey Fergie, but after deciding he needed something with a bit more power, he turned to local classic tractor enthusiast, Avon Williams, from Clyro, for advice.

Avon knew where there was an MF 135 for sale. He believed it was genuine and in good order, so he fetched it back home. Mechanically the tractor was sound, but Avon stripped it down to enable some cosmetic work to be carried out, mostly to remove some black paint from the chassis and to respray it in its original Stoneleigh Grey colour. Some fresh Silver Mist paint on the wheels was accompanied by a new pair of front tyres, the rears being left in place as they still had enough tread to last a couple more years.

After a full service, including a set of new oils and filters, there was one job still remaining. This 1972 tractor, which carries a local Herefordshire registration, is one of the relatively small number of narrow variants of the MF 135 that was built at Banner Lane in Coventry. It had originally worked on a farm on the Herefordshire/Worcestershire border, although more recently it had been carrying out row-crop work on a smallholding in Oxfordshire, until its owner sold up.

Compared to the standard MF 135, the narrow version has shorter trumpet housings and half shafts. Avon has fitted spacers to Stuart's tractor to widen the wheel track and make it more stable.

As this is a 1972 model, it incorporates the improvements that MF made to the model over the years after its launch in late 1964. The first of these took place in 1965, when flat-top mudguards took over from the shell-shaped wings fitted to the early tractors. In 1969, the aluminium headlamp casings were changed to



**Above: Stuart Edwards's 1971 MF 135 left the Coventry factory as a narrow model. Spacers have increased its wheel track.**

## Shifter of seaweed

Whilst there's nothing unusual about a 1997 Massey Ferguson 390, some of the jobs carried out by the MacLean family's very tidy example of this popular model fall into the highly unusual category, at least as far as most UK farms are concerned. These jobs include the collecting, hauling, stacking and spreading of seaweed on his croft on the island of South Uist, in the Outer Hebrides.

The seaweed is used as a fertiliser for the oats and barley that are grown for silage. The family's croft supports 30 head of cattle, plus some sheep on hill land.

The MacLeans bought their 1997 MF 390 six years ago. "It was originally supplied new by Hamilton Bros," says Alex MacLean. "I've always liked the 390 and this one came up for sale locally. It was mechanically OK, but needed some work to get it looking good again."

As a result, it was repainted and has been working on the croft ever since. In addition to handling the seaweed, the other main task for this MF is hauling and handling big round bales at silage time.

Apart from the usual items like a starter and alternator, all that this 8000-hour MF 390 has needed is servicing. It is equipped with an MF 815 loader and works alongside the croft's other tractor, a loader-equipped John Deere 6110.

**Below: The MacLean family's MF 390 collects, hauls, stacks and spreads seaweed on his croft.**



plastic. One of the headlamps on Stuart's tractor is not original and he's also planning to take a look at the wiring, which needs some attention.

A later change came in 1971, a year before this tractor was built, when the fuel tank capacity was increased from 8.5 gallons to 10 gallons. This necessitated the raising of the model's radiator grille and the lengthening of the steering column due to the higher bonnet.

One attraction of the MF 135 for Stuart is that parts for this model remain readily available and also cheap. Of course, it's also a handy tractor for a smallholding. He is planning to get a chain harrow to use on his pasture. One final perk of MF 135 ownership is that if looked after, these popular models tend to not only maintain their value, but also go up a bit too.

**Left: Stuart's log splitter was made by Hydrocut of Essex, the same company that used to build long-reach hedge trimmers.**



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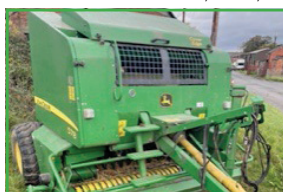
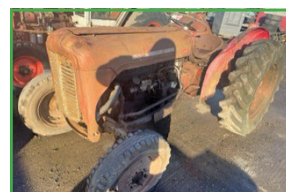
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**Charlie McCrick farms 614 acres in partnership with his brother at Whitmuirhaugh near Kelso in the Scottish Borders. Wheat is one of the main crops and there is an 80-cow suckler herd. The business also carries out contracting work and share farms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

## Pays to look after the soil

■ **Feeding cows and building sheds have been the main tasks of late, and thanks to a prolonged dry spell, all the winter ploughing is now complete. We have also mucked out and managed not to make a mess – result!**

By the time you read this, my pesky hernia will have been sorted and I will be back to full fitness. My mates Jack and Colin did offer to do a quick job on me with some weld mesh, a bit of sisal string and a sack needle, but I passed on that, thank you!

Our crops are all presently looking well and it will not be long before we are out with the 'sugar shaker' applying some well-priced fertiliser as well as some very expensive stuff. The urea was bought last summer for sensible money; the compound wasn't too bad; but I am rueing not buying the one load of Nitram we require back then. As Captain Mainwaring would say, 'You stupid boy!'. Nitram is now over three times what it was last year – ouch!

Thankfully, we keep a lot of cattle, so 2-3 fields receive their muck and also that of chickens, along with the muck that the sheep leave as they graze the stubble turnips. We apply chicken muck prior to spring oats, which boosts the four fields that are in that rotation. Once the over-wintered sheep go back to the hills, chicken muck is applied to the grass that's destined for silage, so there are not that many fields that are in a pure arable rotation. Chopped straw, correct lime, fertiliser and a sensible rotation keeps them right. Look after the soil and it will look after you is the motto.

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**Our move to 28m tramlines and an accurate GPS section control sprayer has prompted a rethink on the fertiliser spreader.**  
=====

We all enjoyed a good season of ploughing matches with the weather generally on our side. Our local vintage match was greatly enhanced by the presence of my good friend Alistair Robertson's Doe 130. His tractor with my six-furrow Ransomes TS96 plough working behind it made a formidable rig of 45ft-long.

I've noticed that it takes a while for spare parts to turn up nowadays, but at least I can get a personal delivery service now that my daughter Libby works for Lloyds, our local New Holland dealer, in its stores department. She drops off parts for us on her way home and usually gets her tea from her mother! She is very happy (and better paid) at Lloyds, so it's their gain and Harbro's loss.

Our move to 28m tramlines and a very accurate GPS section control sprayer has prompted a rethink on the fertiliser spreader. We are changing it for another Kverneland, but this time with GPS control for greater on/off accuracy, which should help to prevent some of that expensive fertiliser being wasted.

Yes, all of this kit does cost a lot of money, but if there are clear benefits and savings to be made over the longer term, I will do it. We don't have lavish lifestyles and profits are always reinvested back into the farm. So, if we can make our working days easier and happier, surely it is a good thing? After all, you are only on this plant once, so always give it a bloody good go!



**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.**

## Merc gets stronger springs

■ **Some people ask me what I do all winter, which is the off-season for spreading. My usual response is something along the lines of, "Well, I don't seem to earn much money, but I don't have many days doing nothing!"**

For example, this winter I've already undertaken 2200 acres of soil sampling.

I have also been busy fitting stronger leaf springs to my Mercedes Zetros spreader, a fair undertaking for a bunch of blokes in a draughty shed. The wheels had to be removed first, along with all the mudguards and surrounding brackets. We then took off the U-bolts, followed by the heavy springs, all whilst keeping everything safe to work around. Fitting the new, even heavier springs, was a hell of a task, as was adapting the anti-roll bar and the shock absorbers.

Genuine parts are expensive things so we needed to get everything right. I took the opportunity to remove various parts and have them powder-coated, and I've also had the central tyre inflation system adapted from the

troublesome electronic set-up to a manual system. The wheels have also been set out just a little wider by Moreton Tyres. While doing this job, they discovered that there had been some delaminating of the tyre beads, which as they are only around six months old is very concerning. Moretons are speaking to the tyre manufacturer about the problem, so we will see what becomes of that.

=====  
**Fitting the new, even heavier springs, was a hell of a task, as was adapting the anti-roll bar and the shock absorbers.**  
=====

All of that work took well over a month, and then before you know it, Christmas was on the horizon. My son, Sam, was bursting to attend the R. C. Baker Charity Christmas Road Run, so he entered three of our vehicles. I was a bit sceptical, thinking we would just cause a monumental load of traffic bother, but how wrong I was. The event was attended by 100 tractors and machines and to say we looked completely under-dressed was an understatement I can tell you!

Even with 700-800 lights on my spreader it looked completely rubbish next to some of the machines that must have had thousands of lights. There were literally thousands of people cheering us on and waving at us along the route, and the whole evening felt like a very worthwhile exercise from a fund-raising perspective. I spoke to Mr Baker after the event and thanked him and his family. He then told me his thoughts on the hugely successful retirement sale he had held just a few days earlier. What a shame to see such a well-respected and busy firm bowing out of the contracting sector.

Let's hope the new red versus white diesel guidelines don't make it very difficult for events like charity road runs, although I have a feeling they will. Ploughing matches and local shows could also suffer as I doubt many tractor owners will want to go to the trouble of draining tanks to use road fuel, especially if they are trying to shoe-horn such events into a busy work schedule.

All that, together with me buying a nice little Massey Ferguson 362 and refurbishing a KV reversible plough that used to belong to my late Dad, added up to very a busy time at the end of last year.





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.

## Hunting down rival brands

**■** The winter months are a lot different and generally busier than they used to be. Back in the days when there were more dairy herds, we used to spend the winter working on feeder wagons, replacing muck spreader bearings and fitting clutches to loader tractors, as well as attending training sessions at Ford New Holland's Boreham House training school.

Of course, things change, and now we spend the winter servicing the many combines we've sold, along with tractors and forklifts. Training now accounts for a lot more time over the winter. People complain about main dealer rates, but it costs a lot to send service technicians on courses.

I strongly believe in making sure my team have plenty of training and I also make sure I do the training myself as well. I can't support my team properly without up-to-date training and knowledge. I have already been trained on the latest New Holland T7 HD Series with PLM Intelligence and I'm waiting to do the update training on tractors, combines and balers.

Talking of the latest New Holland T7 HD Series with PLM, we can't wait to get our hands on the demo tractors, particularly as the feedback so far has been very positive. There has been a good response to the major redesign of the cab interior, while the optional dashboard in the centre of the steering wheel has caused plenty of debate on social media. For us, this is another tool with which to go Deere and Raging Bull (Fendt) hunting!

### I was finally able to give my Ford TW-15 a run out last autumn in the Trade class of the Avebury Plough Match.

Talking of hunting down those brands, I'm pleased to say we have already started and have taken out one of each with New Hollands. An ex-demo T7.315 HD has replaced a John Deere 8R Series and a new T7.270 with Superglide cab air suspension has taken out a Fendt 828 Vario. Both customers run New Holland CR combines, one of which replaced a machine from another brand last season. We have also

converted a couple of customers who previously ran combines made by our biggest competitor in the market over to New Holland. One of them has bought a flagship CR10.90 with a Macdon header.

On the classic side, I've been able to make some additions to my own fleet. After learning that a customer was about to skip a Ransomes TSR200 five-furrow plough and a Howard Rotavator, I stepped in and saved them both. The plough needs skims and arms before I put it to work, while I need to find a drive chain joining link for the Rotavator. Both would look good behind my ongoing long-term refurb project, a two-wheel drive Ford 6610 with AP cab.

Talking of my tractors, I was finally able to give my Ford TW-15 a run out last autumn in the Trade class of the Avebury Plough Match. The TW had been inactive for 30 months, but I'm pleased to say it ran faultlessly on the practice day and during the match itself. The top three competitors in the Conventional Trade class were separated by three points. I managed second place, which I was very pleased with, especially as I had not used my outfit for three years.



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.

## Oil changing is compared

**■** As I write this column, it is 32 degrees C outside and very humid, although I sense another big downpour is on the way. It has been a wet spring and summer, and the windows for getting work done have been tight, but that's farming. I have just finished drilling all our winter feed crops, so another rain won't hurt.

A fortnight ago, I had to change the engine oil in our New Holland TM155, and while doing so I was reminded of how easy this process is on these older models, compared to modern machines.

The TM155's dipstick, oil filter and filler point are all on the same side and easily accessible, and all you need to undo the sump plug is a socket. What a pleasure. In contrast, our more modern New Holland T6070 has two sump plugs and an inaccessible filler and dipstick that enrages my inner core.

This, combined with having to work around the loader's sub-frame, puts me off working on the thing. But don't get me wrong, I still love the T6070.

Our tractors have recently been busy making hay and silage, and pulling cultivators. The New Holland TS115 is currently awaiting a new shuttle lever. A melt-down in the shuttle switch rendered the tractor inoperable, to the point where it wouldn't start or even wind the starter over. My dream run of no breakdowns has come to an end!

### The TM155's dipstick, oil filter and filler point are all on the same side and easily accessible.

Meanwhile, our Volvo FH 12 460 eight-wheeler has been busy carting bales around. There really is no sacrifice for horsepower on the open road, as proven by our Swedish powerhouse's ability to pass cars, even with a load on.

I was recently talking to a New Holland salesman about the model that has replaced the T6070, the T6.180 Dynamic Command. Order one today and get it in a year's time, apparently. It's not a spur of the moment sort of decision for sure, but locking the price down

is also reasonably important in the current climate. Watch this space!

I'm booked in for the 15th operation on my leg in March, so I'm scrambling to get some big jobs finished up. I will be out of action for a couple of months again, but thanks to our great staff that's not too much of a problem. My orthopaedic surgeon is going to trim off a piece of bone that's sticking out the side of my calf muscle, and a plastic surgeon is going to cover some of my skin grafts with an extra layer of skin. This will all be Covid dependent as the Omicron variant is creeping into our community.

Next weekend I'm taking my boys on a trailbike ride. Don't worry, after breaking my leg on a motorbike, I will be avoiding any challenging terrain. I look at things differently now, but I'm not going to let it stop me having a bit of fun with the kids.

My 2008 Toyota Hilux has just come back from a major service. It was starting to struggle for power, which I initially suspected was an injection problem, but I was wrong as it turned out that the inlet manifold was blocked with soot and carbon, a common problem I'm told. It has got 280,000km on the clock, but it's running like a new one again now.





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**JOHN DEERE 6910S, 2001, 7,400 hours, loader, linkage, PTO. £P0A**



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**CLAAS 640, 2011, 7,500 hours, full spec, 50k, front links and PTO. £25,995**



**MCCORMICK MTX 175, 2002, 5,600 hours. £22,995**



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**RENAULT 80.14, 1985, comes with McConnell Hy reach hedge trimmer. £7,500**



**DOOSAN DX80R, 8 ton machine, 3 buckets, 2012, 9,700 hours. £18,995**







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## Care for the combine

**ALTHOUGH HARVEST** is many months away, combines will still benefit from some care when in storage, advises Alan Kellett, who provides the following tips to help ensure these machines are operational when they go back to work.

If practical, move the combine a metre forwards or backwards every 2-3 months. This will minimise tyre flat-spotting that will cause vibration on the road when the combine is first used again.

Engage the air-conditioning for a minimum of five minutes to ensure remixing of the system's lubricant with the refrigerant. If this is not done, the two substances separate out with a possible life-shortening effect on the compressor.

Trickle charge the battery until the charge rate drops below 1 amp. Battery removal to a warm storage area is inadvisable as in a colder ambient temperature, a wet cell battery will retain charge for longer. Insurance may also require a battery to be always present.

If practical, engage the drum for a minimum of 2-3 minutes. This will prevent tensioned belts shaping to the pulleys, which will cause vibrations initially when the combine goes to work.

### TIP OF THE MONTH

## Keep clutch working

Most pre-1990 tractors were fitted with dry-plate single or dual clutches. Although reliable and cost effective, such units are susceptible to failure when the tractor is parked-up and unused in cold damp winter weather, notes Alan Kellett.

Under these conditions the dry plate lining can bond to the flywheel, pressure plate or separator plate, resulting in the operator being unable to disengage the transmission clutch and/or the PTO clutch.

To prevent the need for a labour-intensive repair it is advisable to start the tractor engine once a month, run it for five minutes to warm and lubricate the crank thrust surfaces, and then depress the clutch pedal and PTO lever for five seconds. This will induce relative motion between the spinning clutch unit and the now stationary plate(s), avoiding any unwanted bonding and a possible need to split the tractor.

With no tools needed and only five minutes of time required, it is surely the cheapest, easiest and quickest maintenance procedure.



### MOD OF THE MONTH

## SUPPORT FOR THE LEVERS

**MATTHEW KIDNER** from Worcestershire has used a David Brown 996 with a Bomford Turner 468 hedgecutter for more than 30 years. The bank of cable-control levers for the trimmer were mounted on the side of the tractor toolbox, over the nearside wheel arch. However, the weighty controls eventually fatigued the thin-gauge sheet steel of the toolbox, causing cracks to form.

To save further wear and tear on the toolbox, Matthew fabricated a support for the control levers. He started with a length of 5mm steel flat for the main support, and offered it up hard against the nearside wheel arch. Setting this at an angle allowed existing fixing points to be used, avoiding drilling extra holes in the wheel arch.



"I tacked the next two pieces of 5mm steel flat to form a crank in the support and, once I was satisfied the geometry was good, I added small gussets to remove any chance of the support flexing," he says. "The final fabrication operation was to spot hole positions that suited the M8 studs on the control levers, then turn these into slots to speed-up the fitting and removal of the control levers.

After checking the fit of the control levers to the support post, and the support post to the tractor, I cleaned the fabrication and finished it with some Bomford yellow paint."

This season, this mod not only relieved the strain on the toolbox, but also allowed the operator's elbow to rest on the rear of the control levers, as it naturally does.

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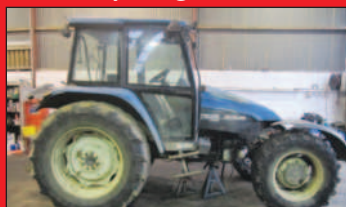
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It's been a few months since our last visit to Swinnerton Machinery, the Warwickshire-based agricultural engineering business that specialises in transmissions, and things certainly haven't stood still. Business partners Tom Swinnerton and Rich Aldridge, and their workshop team, have been busy carrying out repairs and also building themselves a transmission test cell facility to allow gearboxes to be fully tested before they are reinstalled. Ken Topham paid the team a visit at the start of February to see what they have been working on and how their new test facility is taking shape.

**Left:** This New Holland T5070 is almost back in one piece after receiving a simple but invasive repair to its failed first and second gear synchro.

**Below:** Rich Aldridge, left, Luke Cope, centre, and Tom Swinnerton in the newly-completed transmission test cell facility at Swinnerton Machinery's base at Warton in Warwickshire.

## Team work on transmissions

**A**GRICULTURAL ENGINEERS sometimes have a quiet spell during the winter, but at Swinnerton Machinery Ltd they have been up to their elbows in work. When **CLASSIC TRACTOR** recently visited the firm's premises at Warton in Warwickshire, Tom Swinnerton was able to give us an update on some of the tractors that have been in the workshop and what has been happening at the transmissions repair end of the business.

The first machine we saw was a John Deere 7530 AutoPowr. Following a brake failure at just under 8000 hours, fine steel contamination entered the system, resulting in the inevitable breakdown of the Ecom 2.0 IVT transmission. This unit is, in Tom's opinion, a solid and refined transmission, which dates back to the 6010 Series and goes forward to the current 6R tractors, in various evolutionary formats. With proper servicing and a good operator it can reach high hours without any problems along the way, he says.

On this particular John Deere 7530, the speed clutch element had failed fairly catastrophically too. Tom says the hydrostatic module from Rexroth that fills the gaps in the speed clutches, giving the infinitely variable speed, is actually very reliable, but this breakdown was typical of what can happen.

The bundle of epicyclic gears and clutch packs, which give the unit its wide range of speeds, had essentially eaten itself. The contamination had caused a lack of lubrication and the control valves to fail, which led to a poor shift quality. The packs were not disengaging at the right time, and were trying to drive two gears simultaneously at times. Fortunately, the forward and reverse element was not damaged. Tom's advice to anyone with this problem is to

remove the transmission to have it cleaned/refreshed, which could be a huge saving on cost.

One tractor that was just on its way back together was a New Holland T5070. These machines have what is essentially a Fiat 90 Series transmission, which is normally a solid, mostly mechanical unit with a two-speed splitter. On this one, the first and second gear synchroniser and detents had failed, causing the tractor to jump out of both gears. The job involved a major strip down, and Tom explained that the splitter and forward-to-reverse components, which are usually reliable, are in the front section of the transmission behind the bell housing. They are reached relatively easily, but the synchros that can give problems are in the rear section, resulting in a need to split the diff housing. All in a day's work!

At the less difficult end of things was a customer's New Holland 7840 SLE. This was just a right-hand rear wheel-off job. The customer had reported poor shifting after doing some repairs. What had happened was that some sediment that had found somewhere to hide had been disturbed and made its way into the ElectroShift transmission control valves. It was a less invasive repair than the previous ones, but you still need the knowledge to know where to look first.

**Above right:** Parts from a John Deere 7530 Autopowr's Ecom 2.0 transmission. This tractor's brakes had failed and subsequently contaminated the transmission, which is normally a reliable unit.

**Right:** An overview of the transmission workshop at Swinnerton Machinery shows that there is not a spare bench in sight. The spotlessly clean environment is essential for working on transmissions.





## Setting up a transmission test cell

**Rich Aldridge and Tom Swinnerton believe that if their business is not going forward, then it would be going backwards, unlike some of the transmissions they repair. The duo saw a gap in the market for service exchanges for common transmissions and have begun offering the service that should save customers money and get them back in the field sooner.**

It has been an expensive project to set up, but Swinnerton Machinery had a number of service exchange units in stock at the time of our visit. For CNH tractors, they had powershifts for New Holland T7 Series and Case IH Puma long-wheelbase machines and CVX/AutoCommand units for the same chassis, as well as a short-wheelbase Range Command box. On the AGCO side, they hold ML180 and ML160 exchange units, and ML200 and ML260 transmissions for the larger models. They also currently have two Manitou PS6 transmissions in stock.

As a company that repairs and exchanges sophisticated transmissions, a logical progression was to be able to thoroughly test the work that had been done. So in 2021, with the assistance of engineer Luke Cope, they built a test cell. **CLASSIC TRACTOR** was there when the unit ran for the first time with a recently-rebuilt transmission.

When Tom says, "We made it out of a shipping container," the expectation for the test cell might be a dark and noisy cabin. However, the result is far from that, and what they have actually produced is a laboratory-like environment where they can test transmissions to their maximum.

The project began when Rich and Tom bought an old shipping container and let Luke loose with some cutting gear. By trade, Luke is a diesel locomotive engineer/fabricator.

The container was extensively chopped about, and Luke cut the side out to allow even the largest test bed through the roller door. The engine end was partitioned off and insulated for heat and noise, and another partition installed at the opposite end for the control room. There is a wooden floor, but as this one-off system evolves, there will likely be an oil pan, so that any leaks can be caught and recycled.

The cell is powered by a 7.1-litre Sisu engine rated at 260hp, which came from a scrapped combine. A new turbo was fitted and the radiator has been re-cored. A simple, reliable motor was the order of the day, so it is a classic-era one, with an in-line Bosch fuel pump supplying the juice. The steel rails on which the engine was mounted in the combine have been utilised for the test cell, and the electromagnetically-engaged clutch for the combine threshing system provides the safety cut-off. Originally, the idea was to use a hydraulic engagement system, but the electric clutch is a simpler solution.

In the workshop, Dan Smith, a technician with Swinnerton Machinery, was installing an AGCO ML180 Vario unit into a test housing. The ML180 Vario is found in Fendt Vario 700 Series tractors and

the JCB Fastrac 4200 Series. The cast test housing is from a JCB Fastrac 4200 Series tractor. Its modular nature lends itself to a test bed, with a simple, round flange for an output that is easy to connect up to. The casting came from a fire damaged machine, with mostly superficial topside damage.

Dan was meticulously making connections. Holes had been cut in places where the team want to monitor the tests and be able to see any known trouble spots. Perspex covers with IP-rated LED lighting will be added later when it has been established that everything works. The output shaft from the unit will ultimately allow the connection of a dynamometer for high load testing of transmissions under conditions as close as possible to real world testing.

The dyno element may take some working out for the Swinnerton team, as some transmissions will be connected to a diff housing, and dummy back ends to suit several manufacturers will be needed, with means of connecting to a pinion in some cases.

Anyway, with the ML180 installed in the test JCB casting and filled with oil, the moment of truth was approaching. Tom brought it into the bay, lined up the PTO, checked the electro-clutch cut-out, and kicked the engine into life. And then, in a surprisingly undramatic style, it all just worked. The input power worked and the transmission worked. Some oil did splash out of the inspection holes that had been cut in the housing, but for a first run, it demonstrated that the months of work had paid off and the cell functioned as it was intended.

A high output hydraulic pump has also been acquired for testing transmissions that don't have internal pumps. While some transmissions need an oil supply, the ML180 has an internal oil feed, so it was one less layer of complication to worry about during the test cell's maiden run. The ability to pressure test transmission systems outside the tractor will be very useful as normally the only time this can be done is with the engine running. The ability to run full tolerance tests on the test bed will allow the Swinnerton Machinery team to deliver fully-tested units.

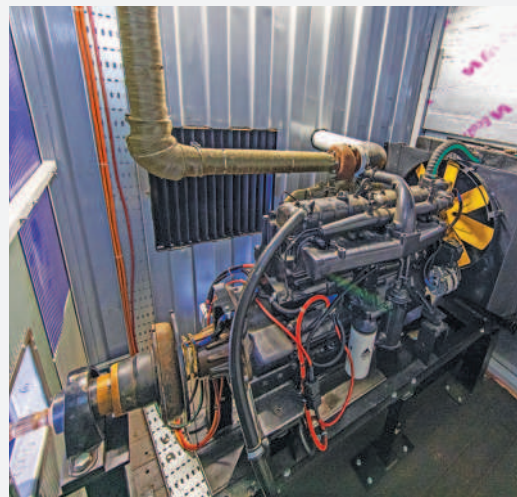
The next step will be to fit the dyno, which is on the way from Italy. There will be a monitor screen in the control room and the software to be used with it will allow load cycles. Tom and Rich will design controllers to actuate the transmissions so they can also be connected to the dyno software to facilitate shifting cycles as well as power cycles in the test. Running units to working temperature at all speeds and directions under load will be a further aim.



**During the test cell's first run, Tom and Dan were standing ready by the stop button, but everything went according to plan.**



**Tom Swinnerton, left, helps technician Dan Smith to prepare the AGCO ML180 transmission for its run in the test cell.**



**A scrapped combine provided the 7.1-litre Sisu engine that powers the test cell. The 260hp unit has a mechanical fuel pump.**





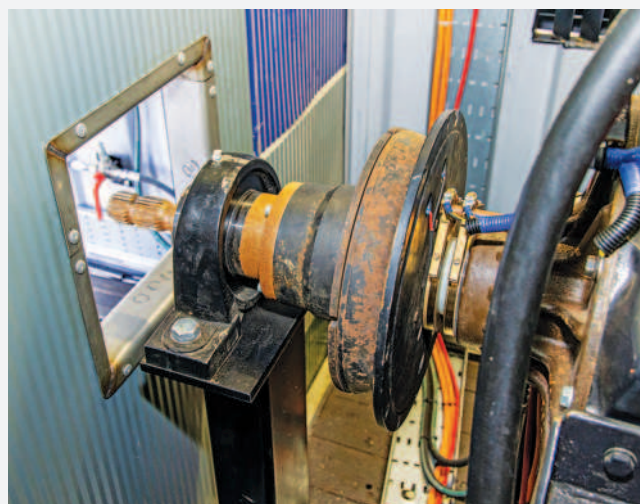
It is hard to believe the test cell building was once an old shipping container. It has been modified, insulated for noise and finished off with cladding to become a dedicated transmission test cell.



Technician Dan Smith double-checking the connections for the AGCO ML180 Vario unit after it has been loaded into the JCB casting for testing.



The ex-JCB casting that is used to hold the transmission units while they are being tested has been equipped with openings, so that known trouble areas can be observed.



The main electro-magnetic engagement clutch from the scrapped combine that provided the Sisu engine that powers the test cell has been used as a simple safety cut-off.



The ML180 Vario transmission performed as expected during the test, with nothing but a few oil splashes to see. Dan Smith, left, is standing by the remote engine and clutch controls.



Swinerton Machinery is making a significant investment in order to be able to offer modern transmissions as service exchange units. Here is some of its current stock.





The cab of an IH 88 Series 'Snoopy' waiting to be refitted. This tractor came to Swinnerton Machinery for a transmission repair.

### Snoopy progress

A CUSTOMER'S IH 88 SERIES 'Snoopy' has recently had its manual transmission rebuilt. The chassis has been reassembled, and while this wasn't quite as straightforward as splitting a fixed chassis tractor, the skid unit is now back in one piece. It had been wheeled outside to make some shuffling space in the workshop. The next stage will be to carry out some structural repairs to the cab, which will then be refitted so that the engine can be started.



A Steyr CVT tractor from the early 2000s is something of a rarity in the Swinnerton Machinery workshop as they are normally a very reliable unit. This one was suffering from a long working life.

### Steyr's bad teeth

A STEYR CVT TRACTOR is a rare sight in Swinnerton Machinery's workshop, mainly because the transmissions in these machines rarely give any trouble, says Tom. They are also rare because it was mainly the badge-engineered Case IH CVX versions that came to this country. The Steyr 'box' dated back to the dawn of IVT in the early 2000s. Tom thinks the problems with this unit were just a combination of age, wear and metal fatigue. The result was some chipped teeth on one of the epicyclics, which obviously doesn't just break one tooth when it fails. The worn appearance of some of the components certainly suggested they had seen some serious revolutions in their life.

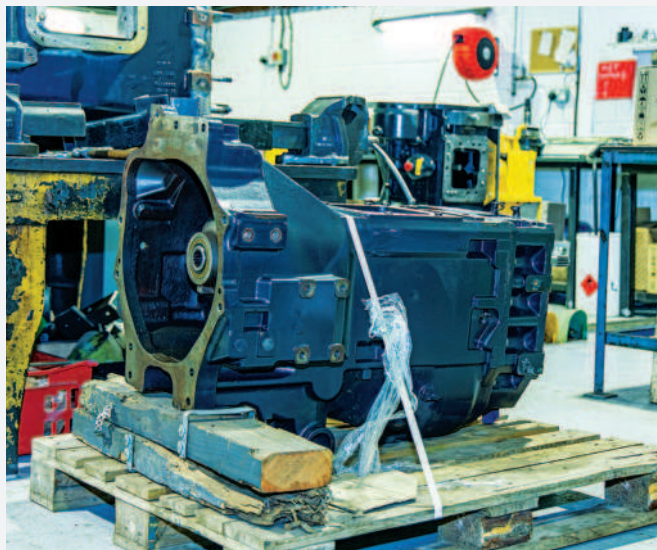


The source of a transmission rumble at 1500rpm in this John Deere 7230R was being investigated by the Swinnerton Machinery team.

### Knocking box

AT THE TIME OF OUR VISIT, the Swinnerton team were investigating the cause of a loud knocking noise coming from the transmission of a customer's 2012 John Deere 7230R IVT. This model's American-built Saur Danfoss gearbox is much more involved than ZF unit used in the 6R Series, while the design of the 7R Series involves more hours to take out and strip the transmission than a more-modular 6R Series machine.

Machines like this are becoming common in Swinnerton Machinery's workshop. Tom says owners need to budget for a transmission repair on most 150-250hp tractors if they are not changing them while still under warranty. He stresses that the need for a transmission repair at higher hours should not be thought of as life-ending for the machine. When they are well-maintained, they are more than capable of doing high hours, he says, with transmission and engine repairs costing a fraction of a new replacement tractor.



A service-exchange CNH powershift unit for the company's long-wheelbase tractors is ready and waiting for its next recipient.

### Ready and waiting

SOURCING TRANSMISSIONS that can be rebuilt and then offered as exchange units is an on-going process. Providing customers with a quick turnaround on replacement transmissions has required a significant investment at Swinnerton Machinery. So far, they are covering CNH and AGCO's more common units with their service exchange programme. They have also bought a four-pot Perkins short motor, which will fit many side-engine telehandlers. While setting up the test cell has been quite time-consuming for the team, it is an element of the business that will take them to a level that only the OEMs can really only offer, and one that most dealers can only dream about. We look forward to seeing the next evolution.





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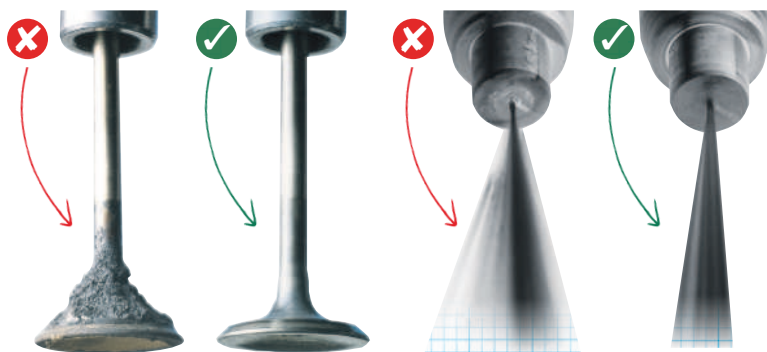
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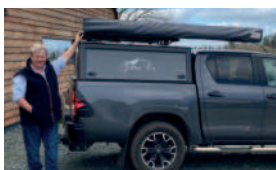
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**LOGAN MCMASTER** operates a tractor cab supplies business, Tractor Cab Specialists, which supplies cab trim kits for a wide variety of makes and models, including Ford, Case, Fiat, IH, John Deere, Marshall, Leyland and MF, from its base at Ballymena in Northern Ireland

Logan has been involved in the tractor refurbishment sector for over 25 years. He initially specialised in refurb projects, but then began to use the knowledge and experience he had gained to develop a range of fabricated cab panels for tractors.

"My experience of refurbishing many types of tractors over the last two decades has helped to shape the business," explains Logan. "We have a lot knowledge and experience that can now be used to assist others who are seeking parts to refurbish their cabs."

Tractor Cab Specialists' range of replacement panels for the Ford Q and Super-Q cabs, for example, continues to grow. Steel panels now include door sills, lower rear panel, lower side panel, front windscreen panel inner and outer sections, plus rear pillar pieces. For more information, call Tractor Cab Specialists on 028 25 861300 or visit: [www.lmcmaster.com](http://www.lmcmaster.com)

# Repairs for Ford Q-cab

Work on the cab is often the most time-consuming part of any refurbishment project, and Andrew Walters' 40-year-old Ford 8100 was no exception. As is so often the case with Ford Q and Super-Q cabs, the base of the windscreen and both sides of the cab where the mudguards are attached had suffered from corrosion. Machinery journalist Geoff Ashcroft, who is helping Andrew with the project, describes how the repairs to the corroded areas were carried out.

**CORROSION** is the biggest nemesis of Ford's Q and Super-Q cabs. The cab on Andrew Walters' Ford 8100, while certainly not as bad as many units, had corroded in all the usual areas. It was only when the cab had been totally stripped in preparation for sand blasting and painting, that the full extent of the corrosion could be properly assessed.

The 'usual suspect' areas include the front of the cab at the base of the windscreen and the areas below both side windows, where the mudguards bolt onto the cab. Right enough, the front windscreen area of the cab fitted to Andrew's Ford had rotted through at half a dozen points where the window rubber sits, and it was a similar theme where the mudguards bolt on.

Attempting to address the blistering that was clearly visible soon resulted in holes being poked through the rotten metal. It didn't take long to decide that the best way forward, one that would give the

cab the best chance of surviving another 40 years, was to cut-out the poorer sections and weld-in replacement pressed steel parts.

Help was on hand from Logan McMaster who, through his business, Tractor Cab Specialists, now supplies a variety of weld-in panels for the Ford Q and Super-Q cabs, along with many other makes and models of tractors (see panel).

Logan was quick to advise that there is no set way of dealing with what you find. His replacement panels provide scope for you to decide what you need to remove from the rotten areas of a cab, before cutting suitable sections from replacement panels, to repair the badly affected areas.

It is a time-consuming and painstaking process. It demands thought and consideration when it comes to marking out, removing the corroded sections from the cab, and then welding in new sections to suit. As the old adage states, measure twice, cut once.



## New steel sections for cab

1

**Tractor Cab Specialists supplied the required front windscreen lower frame section and the lower side panel sections that were needed to repair the Ford 8100's Q-cab below the side windows. The mild steel pieces have been pressed and shaped, and are a very good match against the Ford cab's profile.**





### Rot below the windscreen

**2** Most of the corrosion on the front of the 40-year old Ford Q-cab was located in an area that is concealed by the window rubber at the bottom of the windscreen. The only way to repair this area would be to remove the corroded section and replace it with new steel, restoring the integrity of the Ford Q cab.



### Checking area to cut out

**5** With the outline of the replacement steel panel marked on the Ford cab, it was much easier to carry out a full assessment of how the new piece was likely to fit once it was welded in place. At this point, it was easy to make further careful adjustments, before cutting out the corroded section of cab.



### Sections are prised apart

**8** When grinding out spot welds, it was important to be careful not to go too deep, to avoid cutting through into the inner panel. With the spot welds mostly removed, the sections were gently prised apart using a cold chisel. With that done, it would allow the removal of the cut-out section of corrosion.



### Time to test fit the section

**3** The replacement steel section was trimmed down, in both length and depth, to enable it to be test-fitted to the Ford cab. It was cut to fit only over the corroded areas as this would allow the necessary welding to take place on flat surfaces, ultimately leading to a high-quality finish for the end result.



### Cuts made inside the line

**6** A thin cutting disc in an angle grinder was used to make the necessary cuts required to start removing the corroded section from the cab. The cuts were made on the inside edge of the marked line, to allow for any re-adjustment once the new section was offered up. Remember to wear gloves and safety glasses.



### Sharp edges get removed

**9** With the corroded section of metal removed from below the windscreen, any rough edges or surfaces could be addressed as they would influence how the replacement section was going to fit. At this point there was also the opportunity to inspect the inside of the cab frame and remedy any internal corrosion.



### Marking replacement area

**4** Marking out the area for replacement was done by clamping the new steel section into place on top of the existing framework, making sure the edges and corners sat squarely, along with alignment of any profile curves. The outline was then carefully marked on the cab using a fine-tipped permanent marker.



### Removal of the spot welds

**7** The Ford Q-cab's panel edges had been spot-welded during the manufacturing process, and these welds needed to be detached to allow the cut-out corroded section to be removed. We chose to use a grinding wheel to remove the spot weld locations, releasing the outer section of the cab from the inner piece.



### New section is offered up

**10** The replacement steel section was offered up to check alignment. Clamping the piece to the cab at both ends allowed final adjustments in readiness for welding. The position for each spot weld was marked and suitable holes were drilled in the new steel in readiness for welding the top edge in place.





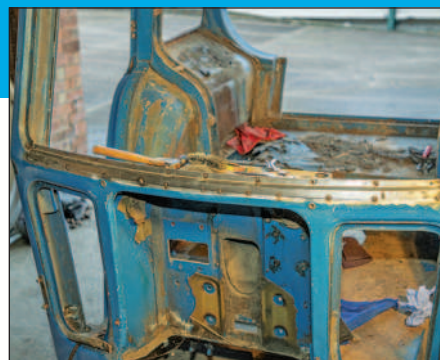
### Packing ensures flush fit

**11** Packing was used as required to get the new piece sitting flush with the existing frame when it is clamped into place. The lower edge is where a quality join needs to be achieved. The upper section will eventually be hidden by the window rubber, and is easily pulled into place once the lower section is welded.



### Tack welding it into place

**12** The new steel section was tack-welded in place at both ends and the middle, then assessed for fit. The alignment of the steel profile was checked to ensure the new piece would sit correctly in-line with the existing cab profile. Once satisfied with the fit, tack welding continued across the bottom edge.



### Panel gets firmly secured

**13** With the bottom edge securely tacked into place, clamps were used to squeeze the two top edges together, then tack welded at the holes to replicate spot welding. Once the panel was secure, full welding was carried out, but in stages. It was important not to weld continuously to allow heat to disperse.



### Cleaning-up the surface

**14** With the welding completed, the entire surface needed to be cleaned and dressed. It was essential to grind and sand back the raised surface to restore a smooth, even finish on the panel in preparation for paint. Any holes that appeared during this process were welded over and the surface prepared again.



### Working on the nearside

**15** The next stage was to carry out a similar process of repair to the sides of the Q cab, where the mudguards bolt on below the side windows. Corrosion was in isolated places and would require two distinct repairs, one to the B-post and the other to the flange where the outer mudguard attaches to the cab.



### Test fitting cab side panel

**16** The replacement steel panel was again put in place over the corroded metal to determine how it would need to be cut to replace the rotten areas. The panel would be trimmed to allow the welding to take place on flat surfaces as this would make it easier to produce a high-quality finish ready for painting.



### Marking the area to be cut

**17** The position for this replacement panel was again marked on the cab using a fine-tipped permanent marker pen. This would allow us to determine how the new piece would blend into the cab's construction as well as ensuring that we could completely remove the corroded areas of the cab underneath it.



### Corroded metal is cut out

**18** Having marked out the area to be removed, the cutting process began using an angle grinder equipped with a cutting disc. Again, we had to be mindful of the width of the cut, to ensure the area removed would not exceed the area of the replacement panel. The spot welds on the top edges were also ground off.



### Treatment for cut-out area

**19** With the corroded piece cut out, the area needed to be cleaned and dressed to remove the sharp edges and to flatten any remnants of the spot welds from the original cab construction process. It was also an opportunity to clean and treat any corrosion that could affect the integrity of the replacement panel.





### Checking fit of new panel

**20** With the area prepared, the new steel panel could be put in place to test fit. We paid attention to the positioning and alignment of the panel's profile against the existing section of the cab to match them up as closely as possible. The end section could be cut and folded as required to close off the panel.



### Drilling holes for welding

**21** In the absence of a spot-welder, the top face of the new panel would need to be secured against the cab's existing structure. A series of holes were drilled, evenly spaced along the top of the panel, where weld could be applied to secure the replacement steel section against the original cab metalwork.



### Side panel is fully secured

**22** Having achieved the correct fit and alignment of the replacement steel panel, the new piece was secured to the cab using clamps. Then it was tack welded into place at both ends to secure it firmly before continuing the welding process. Again, it was important to weld in stages to avoid heat build-up.



### Flattening raised surfaces

**23** Once the welding was completed, a combination of grinding disc, flap disc and files were used to flatten the raised surfaces. This provided an opportunity to inspect the integrity of the welding, and allow any further remedial work to be carried out before further grinding and sanding to finish off.



### Slots cut for mudguards

**24** The bottom edge of the new panel needed to be modified to complete the fit. The areas where the mudguard support brackets protrude were marked out and then the necessary pieces were cut out of the panel's edge. Applying pressure to the remainder of the lower edge lined it up with the existing profile.



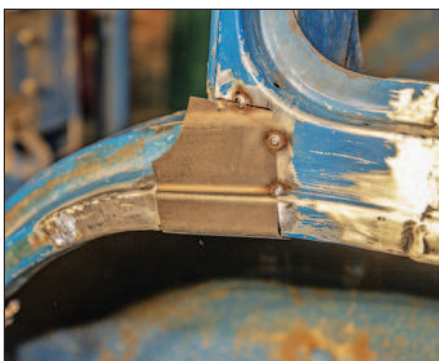
### Removal of the B-post rot

**25** An off-cut from one of the side panel pieces provided enough material to use for the metal repair that was needed at the base of the cab's B-post. After marking the area of metal to be removed and cutting it out, this repair to the cab would need to be extended onto the curved wing support below the door.



### Strengthening piece used

**26** With the rot cut from the centre of the mudguard support cut away, a strip of steel to match the curve of the cab was cut and inserted. This piece of steel was also bent to create a kink in it that would allow the B-post repair to sit over the top of it, creating additional strength to carry the mudguard.



### Welding in the final patch

**27** With the mudguard support rebuilt, the new piece of metal was tacked into place. The alignment was checked to ensure the mudguard and its plastic spacer would sit correctly. Heat was used on the over-lapping curved edge to make a neat fold into the door jamb, then the mudguard mounting holes were drilled.



### Repeat on the other side

**28** When the metal repairs to the front and the left-hand side of the cab had been completed, the next job was to repeat the procedure on the right-hand side. Once this had been done, the cab structure could then be sand-blasted and prepared, ahead of applying acid-etch primer, high-build primer and paint.



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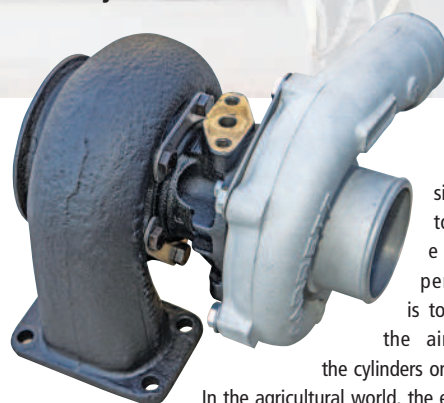
## PART TWO



**Above: A turbocharger forces more air into the cylinders, allowing more fuel to be burnt and therefore increasing the power and torque. Turbochargers first appeared on tractor engines just over 50 years ago and are now a standard fitment on most new models.**

**Right: A refurbished Garrett T04 Series turbocharger from a mid-1980s Ford TW-25 Force II. Photo: Geoff Ashcroft.**

# Air is very important



The simplest way to improve engine performance is to pressurise the air entering the cylinders on induction.

**In the second part of his series looking at how it is possible to boost the output of older tractor engines, Lance Butters discusses the importance of the air supply to the engine and examines the internal workings of a turbocharger.**

**B**EFORE ANY ACTION IS TAKEN to boost the output of an engine, the unit firstly needs to be assessed and tested to ensure it will be able to cope with the additional power. The assessment and test procedures were outlined in part one of this series, published in the March 2022 issue. We also looked at the combustion process in tractor engines in relation to increasing the output in terms of power and torque.

It is important to remember that the amount of fuel that is burnt determines the overall output, and that the amount of fuel that can be burnt depends on the amount of oxygen available. The amount of oxygen is dependent on the induction process.

At cranking speed, each induction stroke creates a partial vacuum in the cylinder, resulting in ambient air at atmospheric pressure flowing through the induction system to replenish the vacuum. While we tend to

think that the air is sucked into the cylinder, in fact it is atmospheric pressure that forces the air in. A simple analogy is when the valve is removed from an inflated tyre; the compressed air is not sucked out of the tyre, but rushes out into the lower pressure atmosphere.

Once the engine starts, the piston speed increases, resulting in an increase in the velocity of the air entering the cylinder. The resulting friction in the induction system means less air enters the cylinder. Air is elastic and expands to fill the space, which means that the density of the air in the cylinder is less than at lower speed.

Reducing the density of air reduces the amount of oxygen available to burn the fuel, and the compression pressure is reduced due to compressing a partial vacuum. Limited available oxygen limits the amount of fuel that can be burnt, which controls the engine power and torque output.

From the 1960s to the early 90s, the automotive sector offered a wide range of methods for increasing the air flow into the cylinders to boost the performance of car engines.

For some classics that are still in commercial use, a little bit more power and torque can be advantageous or desirable, but the process of achieving it is not as simple as it might be for a car. For example, a tractor cylinder head is difficult to modify as the inlet valves tend to be at the maximum diameter and it is a major precision-engineering job to change the cam shaft cam profiles.

In the agricultural world, the exhaust-gas turbocharger began to make its presence felt in the 1970s and by the late 1990s most tractor engines had a turbocharger as standard. Waste energy produced by the engine disappears through the exhaust system which, with the silencer, slows the gas flow and releases it into the atmosphere while reducing the level of noise at the same time.

Using the energy stored in the exhaust to drive a turbine and air pump is an obvious way of pressurising the air entering the engine. It utilises what would otherwise be wasted energy, allowing the engine to run more efficiently and lowering the exhaust noise level.

Initial development of turbochargers was restricted by the problem of lubricating the turbine/compressor drive shaft. Extremely high temperatures carbonised the lubricating oil, which quickly destroyed the units. The solution came from Saab, the car and jet fighter manufacturer. Jet engines require lubrication at high temperatures and a synthetic lubricant was developed for this purpose. Saab solved the problem of lubricating the turbo by using the same oil in a car engine equipped with an exhaust gas-driven turbocharger. In doing so, it became one of the first car manufacturers to introduce a successful turbocharged engine into the general market.

Since then, all other manufacturers have used this technology. Lubricating oil has improved so that a standard grade of oil now suits all purposes. Turbocharged engines are now commonplace, enabling a 1.0-litre car engine to produce more power and torque than the old 3.0-litre units.



## How a turbo works

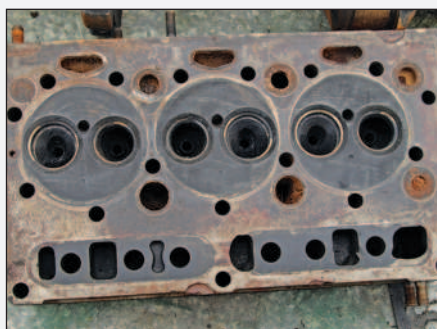
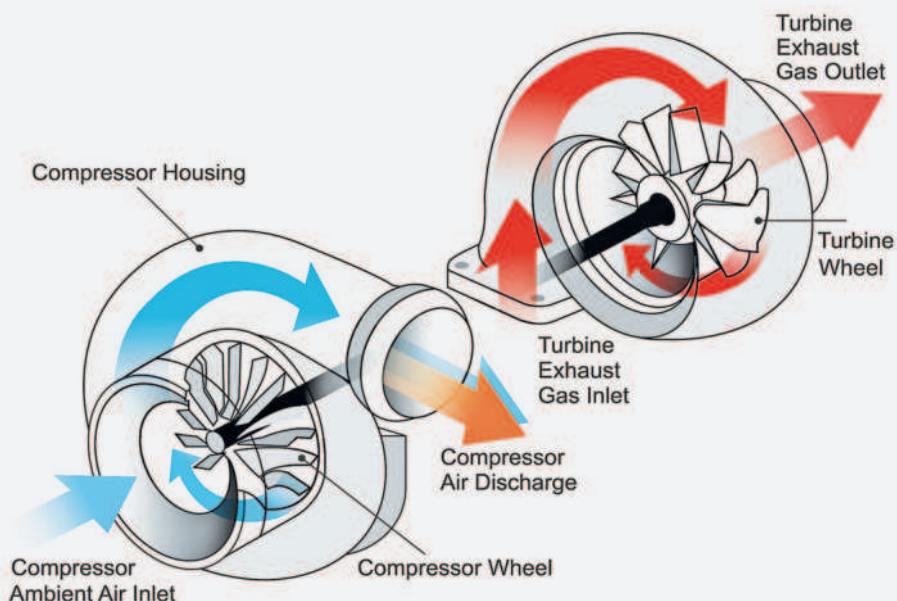
**Right: A sectional drawing showing how the turbocharger works and the direction of the air and exhaust gas through the unit.**

**The turbocharger is fitted to the exhaust manifold and the exhaust gas passes through the turbine blades, causing the turbine to spin. The more exhaust gas that goes through the blades, the faster the turbine spins.**

A compressor on the other end of the turbine shaft takes air from the filter and forces it into the cylinders. It is a type of centrifugal pump, drawing air in at the centre of the blades and pushing it outwards by centrifugal force. The faster it spins, the greater the air flow.

Rotating at speeds up to and over 150,000rpm, the turbine shaft has to be supported and accurately balanced. As ball bearings would explode at these speeds, most turbochargers use a bush-type bearing. The bush is free to rotate in the housing and the support shaft can rotate inside the bush. This type of bearing is supported on a thin layer of oil that is constantly pumped around the shaft. Both the shaft and bush rotate, resulting in a halving of the shaft speed relative to the bush. The oil flow lubricates and cools the bearings and turbo unit. To improve cooling, many turbos are connected into the engine cooling system.

The high rotational speeds of the turbine and compressor wheels create a centrifugal force. Its strength increases with speed, causing the rotating turbine and compressor wheels to expand slightly. Engineers have to calculate the expansion caused by heat and centrifugal force when designing a turbo, along with exhaust gas dynamics to make sure the flow of hot gases is free from excessive pulsating which would add extra stress to the high speed components.



### No room for bigger ports

**1** The opportunity to increase the air flow into the cylinders by increasing valve diameter can be very limited. This cylinder head shows the closeness of the cylinders and how both the larger inlet valve ports and exhaust ports are close to the inside edges of the cylinders, with no room for enlargement.



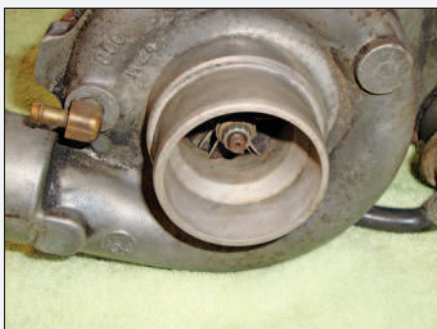
### Cylinder head could crack

**2** The gasket has been positioned correctly on this cylinder head, and it can be seen that the larger inlet valve is very close to the gasket. The space between the valves is narrow. Cutting valve seats for larger diameter inlet valves is not practical; the cylinder head would crack between the valves.



### Pressure of the air raised

**3** The only way to get more air into the cylinders is to pressurise the partial vacuum created in the inlet manifold on the induction stroke. An exhaust gas-driven turbocharger is generally accepted as the most efficient method available to raise the pressure of the air entering the engine's cylinders.



### Filtered air enters the inlet

**4** Filtered ambient air enters the inlet side of the air compressor. It is essential the air is free from contamination, so the air filter on a turbocharged engine is usually larger than for a naturally-aspirated one. It must also offer minimal restriction to the flow of air into the compressor wheel.



### Building-up air pressure

**5** The compressor turns atmospheric pressure into air pressure. More air goes into the compressor than can come out, creating a pressure build-up at the outlet, caused by the resistance in the inlet manifold, valve ports and cylinders. Each cylinder fills with pressurised air on the induction stroke.





### Compressor is like pump

**6** With the end casing removed, the inside of the compressor looks like a conventional centrifugal pump, which it is, except it pumps air and not a liquid. The end casing can be fitted in six different positions so the outlet can be aligned to the inlet manifold and keep the pipework as straight as possible.



### Manifold pressure created

**7** A turbocharger compressor wheel looks similar to a simple turbine, but it works in the opposite way as an air pump or compressor. The volume of air moved against the resistance in the inlet manifold creates pressure, which then fills the cylinder with air having a greater density than ambient air.



### Inlet directs exhaust gas

**8** The compressor wheel is driven by a turbine. The turbine inlet directs exhaust gas onto the turbine wheel at a tangent. The turbo unit bolts directly onto the exhaust manifold, minimising the distance from the cylinders to the turbine. Sometimes the turbine housing is integral with the exhaust manifold.



### Turbine rotates very fast

**9** Exhaust gas hitting the turbine rotates it at 25,000-250,000rpm. The turbine and compressor wheels are mounted on the same shaft and rotate at the same speed. This uses up a proportion of the energy from the exhaust gas, which means the silencer restriction can be reduced to avoid excessive back pressure.



### Turbo has a cracked body

**10** On examination, this unit has a large crack in the turbo body, although when hot it will close with no noticeable deterioration in engine performance. It needs to be replaced with a new one. If a replacement is not available, the crack could be 'vee'd out', welded and machined flat, but the repair may not last.



### Spilt gives smoother flow

**11** The distance between the exhaust port and turbo is not the same on all cylinders. During operation, exhaust gas flowing at a high velocity will be a series of rapid pulses as each cylinder exhausts. Many turbochargers have a two port entry system, splitting the exhaust stream for a smoother gas flow.



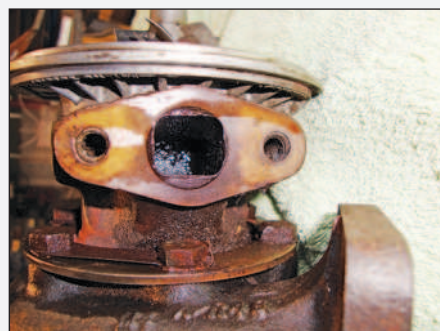
### Bushes and shaft rotate

**12** This sectioned turbo shows the compressor and turbine shaft supported in the casing on bush bearings. The bushes are free to rotate in the casing and on the support shaft. At high speed, the bushes and shaft rotate, effectively halving the bearing speed. Lubricating oil keeps the metal surfaces apart.



### Engine oil is the lubricant

**13** Lubrication in the high-speed turbo is vital. A fixed oil pipe is connected to the oil gallery and the upper side of the turbo bearing casting. It is a very simple arrangement with no valves or any flow control, providing filtered oil directly from the oil filter via the oil gallery in the engine block.



### Oil drains as engine stops

**14** Oil flows into the top of the bearing and drains from the base via a pipe to the sump. When the engine stops, the oil flow stops and residual oil drains. On start-up, the engine should be idled until full oil pressure is reached, and idling for a few seconds at shutdown allows bearings to slow and cool.





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## Causes of turbo failure

- **A turbocharger unit** should last the life of an engine or longer, but if misused its life will be reduced significantly.

- **Revving cold engine on start-up.** Oil takes a few seconds to build-up pressure and circulate, so if revved immediately from start, the turbine and compressor shaft can get up to speed before the oil reaches the bearings.

- **Suddenly stopping** the engine after it has been under load or high revs results in oil circulation stopping and the bearings not being lubricated while the shaft is still be rotating at around 80,000rpm. The heat from the hot turbo housing carbonises the residual oil, eventually blocking the oil feed and drain. Always allow a turbocharged engine to idle for a few seconds after starting and before stopping.

Photo: Geoff Ashcroft.



- **Cracked turbine housing** due to overheating.
- **Rubbing or distortion** of turbine housings due to overheating.
- **Compressor housing distortion** due to overheating.
- **Compressor wheel failure** due to creep.
- **Compressor wheel failure** due to contaminated air supply.
- **Cracked compressor wheel.**
- **Cracked turbine wheel.**
- **Turbine wheel blade loss.**
- **Loose bolts.**
- **Cracked flanges.**
- **Engine settings** out of adjustment.
- **Contaminated air** entering the compressor.
- **Problems in the engine** causing debris to enter the turbine.
- **Dirty oil** and oil contaminated with diesel fuel. Regular oil changes are essential.

## Turbocharger materials

**A turbocharger operates in a very harsh environment so special materials need to be used in its construction.**

**Exhaust manifold:** This is made from nickel-based cast iron. It is extremely hard and resilient to shock loads and extreme heat.

**Turbine housing:** Made from a nickel-based cast iron similar to the exhaust manifold.

**Turbine wheel:** The turbine wheel is produced using nickel-based superalloys and titanium alloys. Titanium alloy is very expensive and generally used for specialised operations.

**Compressor housing:** The housing is made from cast aluminium alloy.

**Compressor wheel:** This is again made out of cast aluminium alloy. It could alternatively be a wheel that has been machined out of a solid block of aluminium alloy.

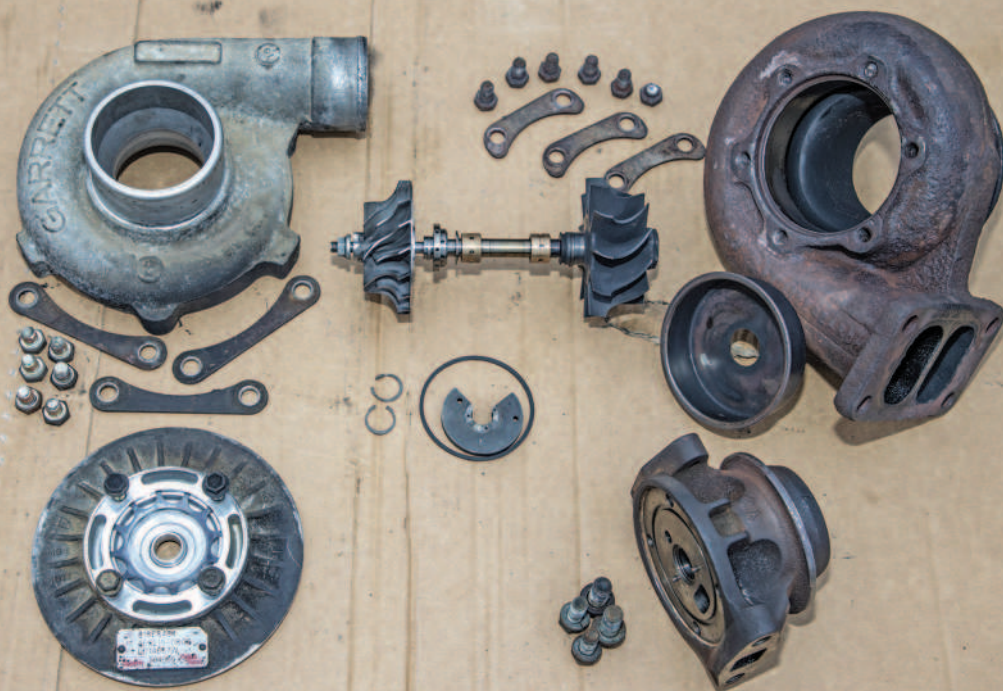


Photo: Geoff Ashcroft.



## Wastegate relieves pressure

**To prevent over pressurising the induction cycle, the turbo unit is fitted with a pressure relief valve, referred to as a wastegate. The wastegate consists of a diaphragm and spring.**

Pressure in the compressor housing is fed into the wastegate and as the pressure builds up against the diaphragm, it compresses the spring. There is a mechanical linkage between the diaphragm and a simple flap valve in the turbine housing. When the compressor pressure reaches a pre-set level, the valve opens allowing a proportion of the exhaust to bypass the turbine.



### Turbo pressure controlled

**A** The rotating turbine and compressor can shift a huge volume of air, but forcing a large amount of air into the induction cycle would create excess pressure build-up, leading to mechanical damage to the engine and turbo unit. A wastegate controls the maximum amount of turbo pressure in the inlet manifold.



### Hose connects wastegate

**B** A hose connector close to the compressor outlet enables a flexible tube to connect the wastegate or pressure relief valve to the compressor. A low pressure turbocharger will counteract the partial vacuum created during induction. A full pressure system will fill the cylinders with a positive pressure.



### Gas is allowed to bypass

**C** The cast iron cover of the turbine wheel has a simple one-way valve controlled by the wastegate unit. When the exhaust pressure reaches a pre-set level, the valve opens, allowing exhaust gas to bypass the turbine and flow directly into the exhaust system, preventing over-charging of the induction cycle.

## Atmospheric pressure explained

**Atmospheric pressure is a force created against a surface by the weight of the atmosphere of the earth. The pressure that is created acts in all directions, as we explain below.**

Mountainous regions, for example, do not have as much air above them, resulting in a lower air pressure

Naturally-aspirated engines lose performance as altitude increases and the density of air decreases. Additionally, human beings can have breathing difficulties at higher altitude due to less air entering our lungs for the same reasons.

The pressure of air is measured using a barometer with one atmosphere or 1000 millibars (Mb) at

sea level equalling 14.7psi. This means our whole body and everything else is under a pressure of approximately 14.7psi at all times.

Near the Earth's surface the pressure decreases with height at a rate of about 3.5 millibars for every 30m (100ft). However, in cold air the decrease in pressure can be much steeper because its density is greater than warmer air.

Atmospheric pressure changes slightly with weather conditions. Weather maps detail the

exact pressure using isobars which are lines connecting points of equal atmospheric pressure. The performance of a tractor engine will vary with weather conditions and altitude, although it's fair to say that the altitudes encountered in the UK and Ireland would have a negligible impact on engine power. However, anyone using the same tractor in a mountainous overseas region, above 5000ft (1500m), would be aware of a reduction in engine power and torque.



### Air pressure demonstrated

**1** We are born into atmospheric pressure, but it can be a difficult concept to grasp. Like involuntary breathing, we do not notice it. This silicon food bowl lid is an excellent tool for demonstrating the power of atmospheric pressure and how it affects the function of engines and other everyday machines.



### Pressure on the top only

**2** Atmospheric pressure acts on all surfaces of an object. By pressing the thin, flexible silicon onto a solid non-porous surface, making sure no air pockets are trapped underneath, atmospheric pressure can only act on the upper surface to press it against the worktop. The worktop and silicon lid are dry.

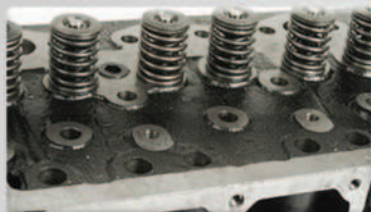


### Heavy force holds it down

**3** Trying to remove the silicon by pulling vertically on the centre knob proves impossible. It is 12.7cm (5in) in diameter giving a surface area of 19.6 sq. in. Multiplying this figure by 14.7 (the pressure exerted by the atmosphere measured in lbf/sq. in.) shows that the force holding it down is 288.7lb (131kg) or 1284.7 Newtons.



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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.

## IH 2400 SERIES A



**Q** I'm wondering if you would be able to help me trace the history and maybe some records relating to my Dad's IH 2400 Series A tractor, chassis number 2230021B100341/X. It has an R. Cripps & Co plate on the cab and I wondered if anyone has any records of the tractors that were supplied by this company around 1977, possibly by its Aycliffe depot in Co. Durham, and how I would be able to go about getting this information? We estimate this tractor was new/produced in 1977. It has a full L cab and is painted industrial yellow. My father has owned it since 2010.

■ Tracy Dodsworth, by e-mail.

**A** The IH 2400 was the industrial version of the 454. It was produced between 1971 and 1977, during which time a total of 709 were built. The serial number sequence for the 2400 began at 501 in 1971, but then changed to 100001 in 1973. The very last 2400, produced in 1977, was serial number 100418.

The serial number of the final 2400 to be produced in 1976 was 100349, which was just eight tractors after your father's machine. Your tractor was in all likelihood built at Doncaster in late 1976, and delivered to an IH dealership early the following year.

According to IHGB's sales and factory shipping records, your father's IH 2400 was one of 45 of these models shipped by the factory, all to UK market destinations, during the final production year of 1977.

It is not known if any of the records of R. Cripps & Co, a former IH agricultural and construction equipment supplier with eight depots across central England during the 1970s and early 80s, have survived. A successor company to R. Cripps & Co was dissolved in 1998. It may be that someone who worked for the company can help?

## MASSEY FERGUSON 590



**Q** I own a four-wheel drive 1981 Massey Ferguson 590 with an eight-speed gearbox and dual clutch.

I would like to know if it would be possible to fit a 12-speed gearbox from any other Massey Ferguson, and what changes would have to be done.

■ Michael Kennedy, by e-mail.

**A** Due to the number of variables involved, attempting to carry out a modification would be fraught with problems, many of which may not be visible until the job is underway. There is not really a definitive answer as to whether it can be done. If your present gearbox is faulty then the cost and risk of carrying out this change should be weighed up against the cost of a professional repair to the present 'box.

Finding a suitable gearbox will be the first problem. The shuttle-type gearbox has not been considered here due to the requirement of mounting the shuttle lever mechanism in the instrument panel and any obstructions which might be encountered in its path.

Assuming that your present gearbox is an eight-speed Synchromesh unit, then the best comparison would be a 12-speed synchromesh unit, termed the 'three-lever box', as may have been fitted to an MF 390. Serial number changes are relevant to some components and may cause additional difficulties.

There should be no problem mating the 12-speed casing to the engine or mating the rear gearbox flange to the centre housing. It is probable that the clutch unit would need to be replaced with one having a 21-spline split-torque cover. This may also require a different flywheel. The clutch release shafts are the same, so should readily connect to the existing pedal linkage.

In general, many of the input and output components are the same. The input housings at the front of the gearbox are different, but the epicyclic reduction units at the rear are the same. The gear ratios can be expected to be different due to the additional four gears. Accommodating the extra gear lever may require a minor reworking of the cab floor panel, but this is thought to be unlikely. The

## CONTACT US



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correct double gear lever boot will be required.

The plate in which the gear levers are mounted should still contain the transmission oil filler plug. However, this may not be readily accessible through the MF 500 Series cab floor. The 300 Series tractors used an extended transmission oil filler pipe from the top of the casing, which protruded around the lower region of the cab bulkhead. If this pipe is to be used, further modification to the cab or pipe may be required. The upper end of the gear levers may also require re-setting to provide adequate clearance with the underside of the instrument panel.

In other words, if you do decide to go down this route, it will be a real challenge.

## DAVID BROWN 1212



**Q** The Minimec fuel injection pump on my David Brown 1212 has recently suffered a terminal failure. I have been offered a Bosch unit from a David Brown 1210 by a local breaker who assures me it will do the same job as the Minimec. Can you confirm this is the case or will there be any decrease in performance?

■ Henry Askew, Honiton, Devon.

**A** The Bosch unit, pictured, will directly replace the original Minimec, provided you also replace the injector lines, throttle/stop rods and mounting plate. The Minimec pump was adjusted at the Meltham works to give an additional 3hp to compensate for the additional Hydra-Shift power requirement, so you will henceforth be 3hp down with the Bosch.

However, on the plus side, this will be offset by the far superior governor action of this pump. This change should transform the engine performance characteristics, so it is well worth the time and trouble. ►



## JOHN DEERE 6610



**Q** I have an oil leak from the oil seal on the final drive of my John Deere 6610. The oil is running down the inside of the wheel and the leakage is worse when the oil is hot. The seal is visible from the outside of the trumpet housing. My question is, what is involved in replacing this seal?

**■ Jim Williams, Launceston, Cornwall.**

**A** The seal you refer to is, in fact, a grease retainer to maintain grease in the outer final drive bearing. The trumpet housing should run dry of oil. The escaping oil you refer to is leaking through the oil seal inboard of the final drive shaft, located outboard of the inner taper bearing.

This oil is partially filling the trumpet housing before leaking out through the grease retainer and onto the wheel. To rectify the problem involves jacking up the cab, removing the final drive trumpet housing and then stripping out the final drive assembly. As the rebuild involves doing a rolling torque setting, this job is best carried out by a qualified service technician or engineer.

## DAVID BROWN 1210



**Q** My David Brown 1210 has developed a metallic screeching noise from the rear of the engine whenever I disengage the PTO clutch. With the clutch engaged everything is normal. The PTO works as normal and there is nothing else untoward on the tractor. Where should I look for the problem?

**■ Peter Prentice, Long Sutton, Lincs.**

**A** You have a partially-seized spigot bearing in the engine flywheel. The spigot bearing supports the cardan shaft which takes the PTO drive from the clutch to the rear PTO housing.

When the PTO clutch is engaged, there is no relative movement between the flywheel and cardan shaft, hence the quiet running from the non-rotating bearing raceway. On clutch disengagement, the stationary cardan shaft and still rotating flywheel are supported by the spigot bearing, which now has a rotating raceway. Any failure or partial seizure of this bearing will induce screeching.

Access to the clutch on your tractor can be obtained either by splitting or going in through the top, depending on your preference.



# One of last to leave factory

**Q** After years of searching, I have tracked down and bought a Leyland 604 that was purchased new by my uncle Peter around Easter 1984, when he registered it with the number WIA 8724. He sold it in 1988 and I'm trying to find out its early history. Perhaps Leyland and Marshall's former sales manager, Tony Thomas, may have a record or a recollection of this tractor. Its serial number of 253329 means it was among the final batch of Leylands produced at Bathgate before manufacturing transferred to Gainsborough. It was supplied to Kane & McPherson of Ballycastle, and may have been part of a deal for around 50 tractors which the dealership is reputed to have bought when the Leyland business was sold to Marshall Tractors.

It would be interesting to know more about these Golden Harvest tractors that may (or may not) have come to Northern Ireland when Bathgate closed, as well anything specifically about my 604, such as why it wasn't part of the buffer stock that went to Gainsborough. My uncle told me that he bought the tractor new, although it had apparently sat in a shed at Kane & McPherson for a long time. He believes it was part of a large number of tractors purchased by the dealership when Leyland sold its tractor division.

**■ Jonny Young, Belfast, N. Ireland.**

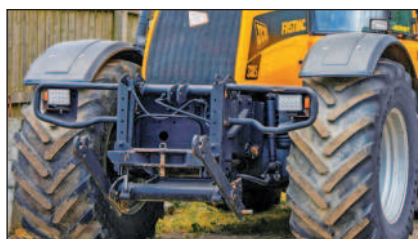
**A** We passed this on to Tony Thomas, who was working as an area sales manager for Leyland at the time, and he has responded as follows: "Around this time, I was still in sales and based at the Guild Centre in Preston. Northern Ireland

and therefore Kane & McPherson were part of my responsibility. I think I can say with a high degree of certainty that in spite of the numbers of tractors Kane & McPherson used to buy from us, there was never a deal involving 50 Golden Harvest Leylands. There may have been, say, half-a-dozen, one of which might have been this 604, but the despatch records from Bathgate are mainly long gone.

"As far as the buffer stock is concerned, the deal between Leyland and Marshall would certainly have included a cut-off date, after which no further tractors could be sold to the dealer network by Leyland. If, as is suggested, this 604 was supplied to Kane & McPherson direct from Bathgate, then the despatch date would have been prior to this cut-off date, whatever that was.

"A Leyland 604 with the Explorer cab was a fairly rare specification which is unlikely to have been produced against an actual Kane & McPherson order. It may have been built against an order from another dealer which was subsequently cancelled, and gone into factory stock. Then it may have then been offered to Kane & McPherson at a special price, as an inducement to take it before the aforementioned cut-off date took effect. A lot of conjecture here I know, but it is the best I can do.

"All this has brought to mind a deal I did do with Kane & McPherson after the move to Gainsborough. The buffer stock, which by this time was all in Gainsborough, included 20-25 cabless blue tractors, mainly 272s. I was given authority by Charles Nickerson (CJN) to discuss these with Hunter Kane, who knew of their existence, and late one evening CJN phoned to say that he was happy with the price I had negotiated. It may have been these blue tractors that gave rise to the reputed bulk buy by Kane & McPherson."



## JCB FASTRAC 3185

**Q** I have owned a 2001 JCB Fastrac 3185 Smoothshift for 12 months now and during this time it has been faultless, with great power coming from its Cummins motor. Just recently I have lost the dipped

headlights. I checked all the fuses and couldn't find a fuse for the headlights, although the tractor hasn't got a manual to identify the fuses, so I checked through all fuses in the fuse box, and they were all good. I then checked the headlights themselves and found one bulb had blown, so I replaced this with a new bulb. But I still have no dipped headlights. Should I get a service technician out or is there something I am missing?

**■ Alan Wilkins, Bedford, Bedfordshire.**

**A** You are correct in going to the fuse box and checking all the fuses, although what you may not know is that the JCB Fastrac 3000 Series models like yours have a mini-fuse box for



## DAVID BROWN 1690



**Q** The hydraulics on my David Brown 1690 recently stopped working when I wanted to lift the power harrow to turn on the headland. The system is completely dead and neither the arms nor the remote valves are working. Do you have suggestions where the problem may lie, please?

**■ Harry Parkinson, Droitwich, Worcs.**

**A** As you say the remote valves are also not working, it is best to start at the hydraulic pump drive coupling, as this is a fairly common fault on the larger DB models, particularly those with tandem pumps.

The easiest way to access the shaft is to drain the coolant and remove the radiator. Then remove the four bolts holding the drive flange to the crankshaft pulley. You will see midway between two of the bolts holes there is a thread hole and a second one opposite it. Using two of the bolts you removed, the flange can now be 'jacked' away from the pulley. We would recommend that you clean the threaded holes out with a 3/8in UNC tap beforehand.

Once the flange is free from the pulley it can be slid

along the shaft. There should be a thick rubber disc between the crankshaft and the shaft. The shaft can now be pulled out of the hydraulic pump drive coupling. You should now see the damaged splines on the shaft, but also examine the splines in the flange and pump drive coupling for wear. If the pump coupling is worn, it will be necessary to remove the pump to fit a new coupling. There should be an O-ring in the flange and one in the pump coupling, which act as dirt excluders and anti-rattle devices. It is advisable to fit new ones.

Upon re-assembly, lightly coat the splines with high melting point grease, and ensure that the rubber disc is refitted and the two O-rings are inserted correctly.

Once re-assembled, ensure the hydraulic pump and drive shaft are aligned, as mis-alignment can cause premature wear on these couplings. The mis-alignment is usually caused by the pump mounting brackets bending. This was overcome in later tractors by welding gussets on the bracket to reinforce it. Many operators also fit a spare fanbelt while the coupling is split and secure it safely out of the way of the fan and shafts. This will save time and frustration because belts always break at the most inconvenient time.

some of the road lights, separate to the main fuse box under the ignition key. The mini-fuse box is below the steering wheel and above the clutch pedal.

There are four screws to remove a steel panel, and inside there are six fuses. Fuse number two is for dipped headlights. We presume the damaged bulb will have blown fuse two and caused your problem. Replace the fuse and try again.



## MASSEY FERGUSON 6150

**Q** I have a friend in Australia who has sent me the following request for advice, so hopefully someone at CLASSIC TRACTOR can help: He says: "The local organic farm where I work in Australia runs a MF 6150 Dynashift. All of a sudden, we lost the ability to select reverse, raise the rear link arms or turn the PTO on this tractor. Our local mechanics have had a look and have indicated it is a 'computer' problem. They have told us that the 'computer' part we require is no

longer available. Do you know of any Massey Ferguson experts that might be able to throw any light on this problem?"

**■ Simon Heath, West Sussex.**

**A** The answer might be a relatively simple fix or an expensive one. The level to which diagnosis tests have been carried out is unknown. However, if the Autotronic system detects low oil pressure or a sudden drop in pressure it will go into 'Alarm' mode and shut down or significantly restrict some aspects of tractor operation to safeguard itself from future damage.

If the system pressure should fall below the nominal 17 bar, the red 'Low Pressure' lights on the instrument panel should illuminate to warn of a fault.

Aspects that are controlled by this function are as follows: shifting from Hare to Tortoise ranges will be prevented; the PTO will disengage automatically; the differential lock will also disengage automatically; the four-wheel drive axle, if fitted, will automatically engage; the transmission, in this case Dynashift, will automatically shift into the 'D' range.

The above loosely covers several of the faults mentioned. The tractor is likely to have the Autotronic 'brain' mounted under the right-hand cab floor area. The control unit and its cover can be

## 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

removed. If the problem is due to low oil pressure several checks can be carried out initially. The system pressure switch control unit plug is located to the left of the larger plug and is marked 'D'; ensure that all terminals within the plug and socket are clean and in good condition. Check that the connections at the oil pressure switch are also in good condition and clean. Check and clean the earth connections as appropriate.

There is a test procedure for the hydraulic pressure switch and one to ensure that power is reaching the control unit. Ideally, these tests should be carried out with the assistance of the appropriate MF test gear and trained MF technicians. If a new pressure switch can be fitted this may resolve the problem, otherwise the system oil pressure will need to be tested and the cause of the low oil pressure warning investigated. Ensure that all filters have been replaced

The statement that the new control units are no longer available would appear to be correct, however, remanufactured units should still be available from Massey Ferguson, or the unit could be sent to a specialist that is familiar with this type of repair, once it has been ascertained that the control unit is faulty.

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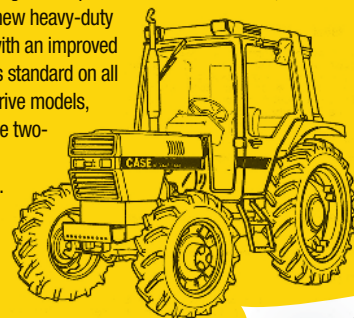
### UPDATING THE 85 SERIES

A package of improvements to the Case-IH 85 Series was announced to the company's UK dealers in a Product Bulletin issued in November 1986. Foremost among the updates to the popular Doncaster-built models was the adoption of a new centre-drive four-wheel drive system which, it was said, reduced the turning circle by 18cm (7in) when using the brakes.

The four-wheel drive system on the 85 Series utilised well-proven ZF 300 Series axles.

Engagement of the four-wheel drive on all models except the 485 and 585 L cab models was via a servo-hydraulic system controlled by an electrical rocker switch on the dashboard. Electro-hydraulic control of the optional two-speed powershift/splitter was now a standard feature and was actuated using a flick-switch on the left-hand side of the dashboard.

Other updates included the fitment of new double-acting auxiliary hydraulic valves as standard; the availability of air-conditioning as an option on all XL cab models; and the fitment of a new heavy-duty park brake with an improved hand lever as standard on all four-wheel drive models, along with the two-wheel drive 685 and 885.





# IH ACQUISITION

A retired Welsh farmer introduces the latest addition to his working collection, a very tidy 1980 IH 784, and explains why he's got a soft spot for this model. Words and pictures by Roger Van Praet.

## FACTSHEET

- **TRACTOR:** 1980 IH 784
- **HOURS:** 5030
- **OWNER:** Roger Van Praet
- **OCCUPATION:** Retired farmer
- **LOCATION:** Carmarthen, Wales
- **PURCHASED:** November 2021



Above right: A life of light work beckons for this IH 784, which thanks to a refurb by its previous owner, looks and runs a treat.

Right: The pick-up hitch was retro-fitted by a previous owner. Its yellow paintwork suggests it came off a highway model.



**B**ACK IN 1978, I concluded that university was not for me, so I walked out and got in touch with a local dairy farmer. He said he would take me on for a year as long as I would commit to milking in the morning. I loved it so much I stayed for four years, before deciding that agricultural college was probably a good idea.

All the tractors on the dairy farm where I worked were tidy, but it was a brand new two-wheel drive IH 784 that left the biggest impression on me. I enjoyed using it, especially for doing all the fertiliser spreading, which was the standout job at the time. There was some quite challenging ground on the farm, but the IH 784 was as steady as a rock. It would literally climb a vertical wall when buck-raking on the silage clamp, and the only job that made it sweat a bit was leading muck with a Howard 250 Rotaspreader.

To cut a long story short, by 1984 myself and my wife were dairy farming in our own right. We had a modest IH fleet consisting of a 354, 574, 946 and a Sekura-cabbed 784. Following rationalisation, career opportunities, subsequent retirement and the letting out of our land, I am a dog-and-stick farmer these days.

There has been a space in my shed for an IH 784 for some time. Clean examples proved hard to find and I wasn't brave enough or sufficiently skilled to refurbish a wreck, but last November a smart 784 appeared online. A telephone conversation confirmed the vendor was genuine and a deal was done.

The tractor I bought started life as a Hydro 84

and was first registered in February 1980. Other than the 'H-84' stamped on its serial number plate and the larger transmission oil cooler, there are no other clues to its past identity. I am the fifth owner and prior to me it spent seven years on a farm at Carlisle,

**“** There was some quite challenging ground on the farm, but the IH 784 was as steady as a rock. It would literally climb a vertical wall when buck-raking on the silage clamp **”**

which is where the conversion was carried out. Before that it was at Ormskirk, but I have no idea who bought it new or the supplying dealership. It would be nice to know.

Failure of the Hydro transmission and lack of available parts led to the previous owner sourcing a replacement gearbox from Inta Trac. A technician from Rickerby did a first-class job of rebuilding the

gearbox, even to the extent of replacing the Hydro dashboard. The head also came off and had its valves reset. The engine now starts instantly, even in cold weather, and runs beautifully.

A new set of Vredestein 420/85R34s, matching the original 14-34 option, were fitted at the same time and gave the tractor a bit of presence.

When I got the tractor, the electrics were a bit random. However, the loom was good and after cleaning up all the earth and fuse connections, everything now works as it should. Amusingly, a loud siren has been fitted to warn you when the handbrake is on.

I have fitted a wiper motor, halogen headlights and plastic cowls for the sidelights, all sourced from TractorParts.co.uk, plus a reupholstered seat from Inta-Trac.

At some point, this tractor has been fitted with a replacement pick-up hitch off a highway version. I know this as the hitch is still yellow. I have replaced the previous non-standard work lights with LED types, which look the part. As a finishing touch, I've had some replica EM Tractors dealer stickers made.

My 'new' IH looks very smart, but I won't be afraid to use it for jobs like harrowing, rolling, log splitting, driving a saw bench and flail mowing. The well-worn clutch pedal and range lever mechanism must have come off a high-hour, less well-maintained tractor, so sourcing replacements is something for the future.





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# GETTING A LIFT

The owner of a small farm in south Devon shares his experiences of using a David Brown-based 1983 Bonser LS55 rough terrain forklift over the past four years. Words and pictures by Jeremy Burgess.

## FACTSHEET

- **MACHINE:** 1983 Bonser LS55
- **HOURS:** 1930
- **OWNER:** Jeremy Burgess
- **LOCATION:** South Devon
- **OCCUPATION:** Company director
- **PURCHASED:** 2018



Right: A fault with one of the in-board drum brakes on the Bonser's David Brown skid unit proved to be cheap and easy to fix.

Below right: The trusty Bonser LS55 shifting hay bales during 2021. As well as pallet tines it also has a large bulk grain bucket.



**H**AVING BOUGHT A SMALL FARM in Devon and about to embark on a major project of demolishing a large cattle shed to make way for a new house, I found myself in need of some budget lifting power.

Back in the early 1980s, I served my apprenticeship with a David Brown dealer in Yorkshire. During the course of our work, we serviced and repaired quite a few Bonser forklifts, so one of these machines was therefore the obvious choice, partly as I knew how to repair them and partly for nostalgic reasons.

For those unacquainted with these machines, the majority of Bonser forklifts were built around a reverse-drive David Brown skid unit, the design of which lent itself to being converted to this type of use. The rear PTO unit was deleted and blanked off, the differential was inverted to reverse the drive, the final drives were rotated through 180 degrees to shorten the wheelbase and the dual clutch was cleverly adapted to create a twin-plate transmission clutch to extend the service life.

The engine was the standard AD4.49 four-cylinder unit, as used in a DB 990, as was the six-speed crash gearbox. The mast, frame, steering axle and hydraulic system were all Bonser components, the latter being powered by a 74 litres/min pump driven direct from the crankshaft.

My search for a Bonser LS55 led me to an online advertisement placed by machinery dealer Henry Parrish in Bedfordshire. The machine he was selling

was a relatively late model from 1983. It looked straight and tidy in the pictures, but came with two declared faults: the brakes were very poor and the main mast ram had a significant leak.

The brakes didn't worry me as they are standard David Brown in-board drum brakes, which are easy and cheap to fix. The mast ram was more of a concern.

**“** For those who are unacquainted with these machines, the majority were built around a reverse-drive DB skid unit, the design of which lent itself to being converted to this type of use. **”**

If the ram itself was pitted or scored then it could render the whole machine beyond economic repair.

Henry assured me the ram looked good, so a deal was done and the machine was sent down to Devon. It came complete with a tipping backplate, a large

bulk grain bucket and pallet tines, so all-in-all, a useful outfit assuming I could repair the known faults.

The brakes were straightforward enough; one side was seized solid, but a strip-down and an off-the-shelf lining kit got that job sorted. The mast ram was a bit of a tussle. Being a three-stage mast, the ram is quite a lump, but after making a special spanner to grip the lower rod, and with careful use of a block and tackle, I soon had the ram out and on the floor. Local ram specialist Benbrit Engineers at Cheriton Bishop measured up the ram, identified the old imperial-size seals and ordered them for delivery the next day, all at a very reasonable price too. Excellent service.

The now fully functioning Bonser has since performed all manner of lifting jobs, clocking over 150 hours without incident. However, its reliability record was broken a few weeks ago when the main gear lever broke off in my hand while manoeuvring in the yard. The Bonser gear lever is much longer than that used on a tractor and it had fatigued at the top of the pivot ball where it enters the gearbox.

It was not practical to weld it at that point, but a trip to local tractor breaker Ron Greet yielded a standard tractor gear lever to which my broken Bonser stick could be welded to get us up and running again. It was a perfect example of why I bought a Bonser; they are so simple and easy to repair, and the bark of the David Brown engine makes me smile every time I hear it.





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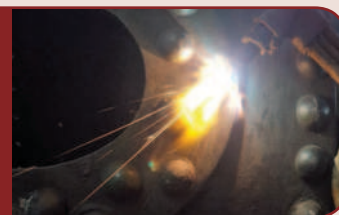
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# SUPER FRESH

A very special New Holland Fiat 110-90, one with low hours and an all-original factory fresh appearance, has just come up for sale in Northern Ireland. Words by Sandy Cox; pictures by Lee McDermott.

## FACTSHEET

- **TRACTOR:** 1998 New Holland 110-90 DT
- **ENGINE:** Fiat 8065.05, 5.9-litre, six-cyl
- **POWER:** 110hp
- **HOURS:** 1081
- **LIST PRICE (1998):** n/a
- **PRICE NOW:** POA



Right: The interior of this Supercomfort cab is original, unmarked and spotlessly clean. It's like a 1990s time capsule.

Below right: Vibrant lustre of the original paintwork indicates this 1081-hour tractor has never spent long in direct sunlight.



**T**HE FIAT 110-90 has become a very sought-after classic among enthusiasts and collectors, especially in Ireland, where it's at the top of many wish lists. While some prefer the late models in blue livery, for many true Fiat enthusiasts there's only one colour and that's the terracotta worn by this month's Forecourt Find.

The Fiat 90 Series, and its 80 Series predecessors, have a style of their own which was quite unique in their production era. The French might say the tractors have that 'Je ne sais quoi' while the Italians would put it as 'Un certo non so che' (a certain "I don't know what" in English), but what does that mean?

The angular shape of the 110-90's bonnet and nose gave it a purposeful and solid appearance at a time when other manufacturers were moving to softer lines without sharp angles. And then there's the Pininfarina-penned cab; it just exudes style, like everything else that came out of that famous Italian design house. Who else would have had the courage to continue the angle of the front of the mudguard all the way up the B-pillar to the roof, and slant the back and front of the cab at precisely opposite angles so that the cab's side window is virtually triangular? And only the Italians would set the exhaust pipe at an angle to match.

The result is a tractor that looks like the workhorse that it was built to be, yet one with a unique style that's

instantly recognisable from several fields away. The 90 Series was introduced by Fiat in 1984, but it would be another three years before the 110-90 joined the range in 1987. This 110hp model is powered by Fiat's six-cylinder 5.9-litre naturally aspirated engine, which has a reputation for reliability and low fuel consumption. The 'Hare' decal on the bonnet and cab indicates the

**“** *The Fiat 90 Series, and its 80 Series predecessors, have a style of their own which was quite unique in their production era.* **”**

transmission has a 40kph top speed, while the 'DT' letters denote four-wheel drive. In fact, the 110-90 was only ever produced in four-wheel drive format.

The 15F/3R synchromesh transmission, controlled by two gear levers to the right of the operator, provides five forward and one reverse speed in each of three ranges. These tractors did not have a powershift so all the shifting is mechanical.

The 1998 New Holland Fiat 110-90 featured here is

owned by Lee McDermott, a Northern Ireland-based fan of the model. He spotted an advertisement for it in 2016, just 10 minutes after well-known used tractor specialist Parris Tractors of Taunton, Somerset, had advertised it for sale on its website.

This tractor has a UK market spec, but it never worked here first-time around. This is because not long after it arrived from Italy it was exported to Sweden. Over the next 18 years it was used very lightly and by the time it was repatriated to the UK by Parris Tractors it had only done 980 hours. During its time in Sweden it was obviously well-looked after and always kept under cover.

Unlike some examples, this tractor hasn't been modified or messed about. The only change that has been made has involved the fitment of a battery isolator at the front of the tractor, a wise anti-fire precaution. Fiat equipped the Supercomfort cabs of these tractors with speakers, but no radio. Many were retro-fitted with radios, but not this one, which means its interior remains just as it left the factory.

The Pirelli tyres are completely original, as is its paintwork and interior. Everything is working as it should. During his six years of ownership, Lee has put just 100 hours on the clock, taking the total to a mere 1081. In short, this is a real peach of an original tractor. If you want to be its next owner, give Lee a call on 07858 532033





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These two-wheel drive versions of Britains' John Deere 3140 and 3350 became available in February. Just 2500 of each tractor will be made available to collectors in the UK and Ireland.



The pandemic has prevented Europe's leading farm model manufacturers from previewing their upcoming releases at recent industry trade events, but it hasn't stopped them from telling David Pullen what they've got planned. In the first of two previews, he looks at what's just come out and what's on the way from Britains, Siku and a number of other well-known farm model makers.

# WHAT'S OUT AND EXPECTED

## Britains

**BRITAINS HAS ANNOUNCED** 26 new and updated items for 2022. By the time this issue of **CLASSIC TRACTOR** appears, the Claas Jaguar 980 self-propelled forage harvester and Claas Disco front and rear mowers that were due in 2021, but then subject to a delay, will have arrived in shops. Four new Heritage tractors should also be available. These consist of a John Deere 3140 and 3350, both in two-wheel drive, and four-wheel drive versions of the IH 1056XL and Case-IH 956XL. There will be 2500 of each of the John Deere tractors available for collectors in the UK and Ireland, and only 800 of each of the IH and Case-IH tractors.

Later in the spring, Britains is planning to reintroduce an updated version of its four-wheel drive Ford TW-20, complete with the company's latest strengthened rear linkage, along with an At Work 'muddy' version of the Land-Rover Defender, a metallic olive-green Valtra T254 play set and

a New Holland T8.435 Genesis. The play set includes the tractor, a double bale lifter, two round bales, a cattle feeder and animals, while the New Holland T8.435 has new decals and a working front linkage.

Britains is planning to bring out 13 new items during the summer, with the first of these scheduled to appear in July. The mid-year introductions include a 1/32-scale JCB 3CX Plus SiteMaster backhoe loader and a remote-controlled 1/16-scale Case IH Maxxum 150. Modern tractors in 1/32-scale will include a New Holland T6.180 BluePower, a John Deere 9RX 590 and a John Deere 7R 350. Both of the John Deere tractors will join the Prestige range aimed at collectors.

A Massey Ferguson classic tractor play set, which will include the MF 6290 that was originally released in 2002 and the fold-up cultivator that Britains first released in the early 1980s, is being added to the Heritage range. Following a survey on Britains' Facebook page, another modern classic, the Valtra

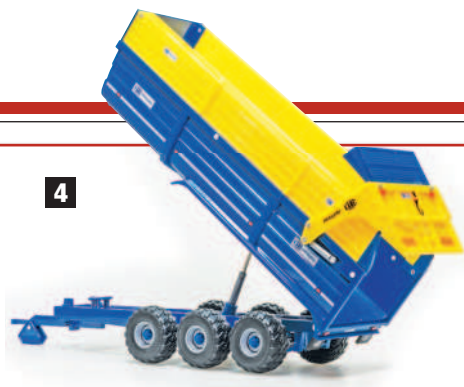
Valmet tractor from the 1990s, is making a comeback, this time badged as an 8950.

Other Britains releases planned for the summer will include a special limited edition Prestige collector version of the John Deere X9 1100 combine, complete with 75th anniversary decals. A Kane tri-axle silage trailer with a sprung drawbar and steerable wheels, but not the expected detachable silage extensions, is also on the way mid-year. Alongside these new models, Britains is reintroducing its Kane 16t tandem-axle grain trailer, NC manure spreader and flat land roll, and Kverneland five-furrow reversible plough with furrow press.

The autumn of 2022 will see the long-awaited release of a New Holland 1290 Plus big baler and a Massey Ferguson 6S.180 tractor, plus a European-spec John Deere 8R 410 in the Prestige collectors' range and a John Deere 8R 370 in Britains' standard range.







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1. Britains' limited edition four-wheel drive IH 1056XL and Case-IH 956XL tractors hit the shops in February. Only 800 of each version will be available in the UK and Ireland.
2. Claas Disco 3600 front and 1100C rear mowers, priced at around £21 and £32 respectively, are the latest additions to the Britains range.
3. Britains' new play set, due this spring, contains a Valtra T254 in metallic olive-green livery, a double bale lift, two round bales, four animals and a cattle feeder.
4. Summer releases from Britains will include this Kane tri-axle silage trailer with a sprung drawbar, tipping body, opening tailgate and steerable axles.
5. The latest addition to Britains' At Work series is a muddy version of its classic Land-Rover Defender. This 1/32-scale vehicle also has a detachable roof rack.
6. Britains' existing 1/32-scale New Holland BluePower T8.345 is being joined this spring by a New Holland T8.345 Genesis version. It is expected to cost about £33.
7. This spring will see the reintroduction by Britains of an updated version of its classic Ford TW-20, complete with a strengthened two-point linkage.

The only 1/32-scale farm model that Siku is adding to its Farmer range is a New Holland T7.315 with an interchangeable front linkage and front weight.

## Next month

We conclude our preview of this year's new farm models by looking at what Schuco and a number of other major manufacturers have in the pipeline.



**SIKU ANNOUNCED ITS PLANS** for 2022 at the start of January. Highlights of the first half of the year include a black Fendt 942 Vario with a front loader in 1/50-scale, and a Fendt tractor with tandem-axle trailer and a Deutz-Fahr tractor with Fortuna four-wheel trailer in the smaller Super range.

Siku is only planning to bring out one 1/32-scale tractor or farm model in 2022 and that item, a New Holland T7.315 HD, will be released in the second half of the year. Like the John Deere tractor released by Siku in 2021, the New Holland will be supplied with an interchangeable front weight and front linkage.

Siku's range of remote-control models is set to be bolstered by four new additions during the second half of the year. The front loader-equipped New Holland T7.315 that the company released last year will be issued with detachable dual wheels, but without the loader. There will also be a triple-axle low-loader trailer, an updated Liebherr R980 tracked excavator that works with a Bluetooth app, and an all-new Fendt 1167 Vario MT. In a first for Siku, the Liebherr excavator and Fendt tractor will make realistic engine sounds.



Above: Siku expects this 1/50-scale black Fendt 942 Vario with front loader to be on sale by the summer.



Above: Following the introduction of a remote-control New Holland T7.315 with front loader last year, Siku plans to release the same tractor with detachable dual wheels, but minus the loader, this autumn.



Above: The latest edition of Siku's remote-control Liebherr R980 tracked excavator now uses Bluetooth and can be operated using Siku's free Apple/Android app. It also now makes an engine sound.



Above: The all-new remote control Fendt 1167 Vario MT from Siku makes a realistic engine noise. It is one of new four remote control models that Siku is launching this autumn.



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## Miscellaneous manufacturers

### CHALLENGER MT867



USK Scalemodels is planning to release this 1/32-scale Challenger MT867 rubber-track crawler in 2022. Availability has yet to be confirmed.



### MF 188



Left: Replicagri's new 1/32-scale four-wheel drive MF 188 Multi-Power is now available from MF and other outlets. It follows last year's release of a two-wheel drive version.

Below: This modern classic 1/32-scale Case-IH 845XL Plus is one of two models that Replicagri has so far announced for 2022. The real tractor was built at Doncaster.

Below right: Following the launch of a standard 1/32-scale Massey Ferguson 8S.285 in red/grey livery last year, Universal Hobbies is bringing out a special black edition in 2022.

**USK SCALEMODELS** is planning to add a 1/32-scale Challenger MT867 rubber-track crawler in North American market livery, and a Fendt 211 Vario and narrow 211V Vario to its range this year. No images are available yet of the Fendt tractors, but the sand-coloured Challenger crawler looks very impressive. Befitting of its North American spec, it has a drawbar but no rear linkage.

Universal Hobbies' black edition of the Massey Ferguson 8S.285 and a new Massey Ferguson 5S Series tractor were due in the shops in February, along with a four-wheel version of Replicagri's Massey Ferguson 188 Multi-Power that will be available from Massey Ferguson dealerships and other outlets. The two-wheel drive version of the MF 188 Multi-Power was a big hit with collectors last year. Neither version has a cab, but that makes them ripe for conversion to UK-market spec, providing you have the skills to either make your own cab or the funds to get someone else to do the job from scratch.

Replicagri has also announced a 1/32-scale four-wheel drive Case-IH 845XL Plus. The real-life tractor was never offered in the UK and Ireland, but it was actually built in Britain at the Wheatley Hall Road at Doncaster. Features include a detachable top link and a linkage drawbar attachment that fits onto the ends of the lower link arms.

ROS is issuing a new and highly-detailed Claas Axiom 870. Production of this impressive 1/32-scale tractor will be limited to 1000 pieces, which will only be available through Claas and its dealer network. This tractor comes with a folding front linkage, front mudguards, opening cab doors and some very realistic Trelleborg TM900-branded tyres.

MarGe Models' New Holland FR780 self-propelled forage harvester, which comes with both a maize header and a grass pick-up, should now be widely available. MarGe Models has also just released a Kemper 490 Plus maize header with adaptor as a separate attachment.



**CASE-IH 845XL PLUS**



**MF 8S.285**

Right: The new Claas Axiom 870 from ROS is limited to 1000 pieces and only available from Claas and its dealer network.

Below: MarGe Models' new 1/32-scale Kemper 490 maize header attachment is supplied with an adaptor. It went on sale in January.

### CLAAS AXION 870



### KEMPER 490







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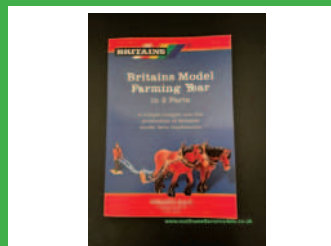
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# TRACTORFILE

Classic items of interest from the archives of editor Rory Day and our readers.



## SEARCH FOR PAIR OF MUIR-HILLS

**RICHARD CHAPPELL** has sent me a couple of great archive photographs of a Muir-Hill 111 and a 121 that his family used to own in the 1970s, in the hope that someone may know where they are now.

"My father bought the 111 new in 1973 from Lincolnshire Motors of Caistor," explains Richard. "The photo was taken at Benniworth in the Lincolnshire Wolds; you can see Belmont radio mast in the distance. I was driving the tractor at the time and using it to pull a Mather & Platt MX MkII viner for Wold Farm Foods.

"The photo was taken in the mid-1970s by a representative of Mather & Platt from the top of another viner," he says. "The company used the image on its stand at the Royal Smithfield Show, I think in 1974 or '75.

"The tractor was later traded-in with Lincolnshire Motors for a new Muir-Hill

121 Series II in 1976," adds Richard. "The dealership's sales representative, David Fawcett, told us it went over to Ireland. The registration number was NFU 409M."

According to the records held by the DVLA, the last time the Chappell family's old Muir-Hill 121 was taxed was in May 1983, which was also when its last logbook was issued.

Richard would also like to know what became of his family's Muir-Hill 121 Series II, inset picture, registration number STL 63R. He used this tractor on his own farm until 1981, at which time it was replaced by a Massey Ferguson 2680. Richard then sold it to Spencer Prestidge of Banbury. The last 'new' logbook for STL 63R was issued by the DVLA in December 1981 and it was last taxed in April 1993, so there's a chance it is still in circulation.



## MF 760 IN 1974 HARVEST



**A NUMBER OF READERS** have responded to the recent Tractorfile thread on the Massey Ferguson 760 combines that underwent evaluation trials in the UK during 1973. A number of farmers placed orders for

MF 760s for delivery the following season, and thanks to Kevin Clarke of Norfolk we now know the names of three of the first commercial buyers.

While reading a recently-acquired issue of Massey Ferguson's *Modern Farmer* newspaper, Kevin came across a report on how three MF 760 combines had fared in the hands of their new owners during the 1974 harvest.

The customers who took the plunge and bought one of the giant new MF combines were Godfrey Fisher from Hatcliffe, near Grimsby, Lincs, whose MF 760 is shown in the accompanying clipping, Graham Maaz from Ettington, near Stratford-upon-Avon, Warwickshire, and Rob Cockerill, from Towcester, Northamptonshire. Their machines cut 690, 1000 and 850 acres respectively during the 1974 harvest.

## 60 years clock

**HAVING READ** about my interest in the items that Ford produced to celebrate the 60th anniversary of its tractor division in 1977, one of my collector friends from Devon, Nick Gilbert, sent me a photo of his rare Ford wall clock.

"I've owned it for several years and believe it came from the Spalding Model Tractor Show for not a great deal of money," he tells me. "Like most of my Ford clocks it is battery-powered."

The attractive '1917-1977' logo that Ford created to celebrate the Diamond Jubilee of its tractors was the ideal shape for using as a background on the clock face. The inscription underneath the dial, reads: '60 years Service to British Agriculture'.

It's another item of Ford Diamond Jubilee memorabilia I had never seen before, and one that's definitely now on my 'Wanted' list.





## Converted to farm spec

**ONE OF THE BEST** responses so far to my Tractorfile piece on the Marshall 502-based Cripps Airway 50-50 tractor loader compressor models (February 2022 issue) has come from former Leyland and Marshall employee, Julian Bown of Somerset.

He tells me that back in the late 1980s and early 90s he bought at least four Airway 50-50 models and converted them to agricultural-spec machines, which he then sold to local farmers for yard scraping, etc.

"The Synchro gearbox and oil-immersed brakes made the Airways ideal yard scraping tractors," says Julian. "When I purchased the Airways they had already been stripped of their loaders and compressors. At this point, they were not suitable for use on farms as they had no rear hydraulic lift or drawbars.

"Firstly, I returned the front axle to its correct position, as Cripps had previously turned the

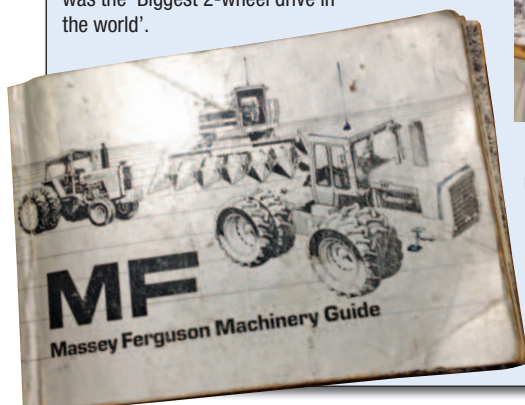
front axle 180 degrees to increase the wheelbase," he recalls. "Secondly, I removed the blank housing where the hydraulic unit was normally located and then fitted complete hydraulic units, linkage and drawbars from scrapped donor tractors. If parts were available, I gave the tractors the proper 502 tinwork, or even that of Leyland 245 models."

Two of Julian's conversions ended up on a dairy farm in Dorset. The first one used by this farm gave 27 years of service before succumbing to excess cab rot and engine failure. The second one, which retains its original Cripps bonnet, is still in current use, see photo, and has been scraping on the farm for the last three years.

"Broken bell housings were always a problem on the Airway tractors, back in the day," notes Julian. "The longer wheelbase and the fitment of heavy loaders put the housings under a lot of strain."

## BIGGEST 2WD ON MARKET

**ONE OF MY HIGHLIGHTS** from last year was driving a Massey Ferguson 2805 over in Worcestershire. When I wrote about that experience in the February 2022 issue, I stated that the 2805 was one of the largest two-wheel drives in the world at the time of its launch in 1978. To be totally correct, I should have repeated MF's own marketing claim, which was that its mighty 2805 was the 'Biggest 2-wheel drive in the world'.



I'm grateful to David Brown of Bushmills for reminding me of that fact. After reading my article, he delved into his collection of farm machinery literature and came up with a well-thumbed catalogue of what Massey Ferguson was offering in North America in 1979. There, on pages 12-13, is the 'new leader in 2-wheel drive horsepower, the 2805, a 190 (PTO) hp giant'.

## READERSRESPOND

**LEYLAND 2100 SYNCHRO** Nick Gilbert had only just finished reading about Leyland 2100 Synchros in a recent Tractorfile when he came across this forlorn example in Devon. This tractor's extra-wide rear mudguards, the same as those fitted to the Leyland 2100 Synchro owned by Derbyshire contractor Roy Harvey, mentioned in Tractorfile, March 2022 issue, indicate that it was originally destined for export, most likely to Scandinavia. Interestingly, it has been fitted with a front loader, something that wasn't recommended by Leyland for its six-cylinder 'Heavyweights'.



**AIRWAY 50-50** Former Marshall employee Chris Chapman has been in contact about the Airway 50-50 tractor loader compressor conversions (TLC) mentioned in recent Tractorfiles (**CLASSIC TRACTOR** February and March 2022).

"I remember seeing one at Gainsborough, but had forgotten what they were called," says Chris, who worked for Marshall in the mid-1980s. "One of the problems with the Airway 50-50 was that the 502 model it was based on had a Perkins engine which did not sit in a strong frame, unlike the larger Leyland-engined models. Some operators drove their loading shovels too enthusiastically into piles of aggregate, etc, causing the tractor to break in half when coming to a sudden stop. Apparently, one customer reported that he could see the clutch assembly without having to split the tractor, which sounded to be rather bad and expensive news."

**LEYLAND 2100 SYNCHRO** When discussing Leyland 2100 Synchros in recent Tractorfiles, I had forgotten about the example I photographed at the 2019 Somerset Tractor Show. Its owner, Colin Phipp from Somerset, has been following the coverage of these models and he recently called to remind me of the existence of his tractor. He bought his machine 8-9 years ago, but knows nothing of its earlier history. Thanks to former Leyland tractor service training supervisor John V. Paterson, we have been able to establish that Colin's Leyland, serial number 2100/NS/239171, was built towards the end of 1978, so some months prior to the launch of the Synchro versions of the six-cylinder models. It is a bona fide Synchro, as evidenced by the 'S' in the serial number. Its build code has a 'Z' suffix, indicating it was originally destined for export, probably to Scandinavia, as it has extra-wide rear mudguards. The plot thickens as the UK registration of VBH 379W wasn't issued by the DVLA until May 1981. So what was this 2100 Synchro doing between the end of 1978 and mid-1981? Questions, questions.



## GET IN TOUCH

**Contact us by e-mail:**

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72 year old **Reg Sheppard** from Chesterfield was suffering from a bad back and neck. Despite taking 8 paracetamols a day he had not left the house for 6 weeks and was very depressed.

Reg says, "I couldn't drive my tractor or enjoy my usual active lifestyle. I've always kept busy and was really missing shooting, gardening and walking in the countryside. When I saw an advert for Bioflow magnetic therapy wristbands. I thought anything was worth a try so I contacted distributor, Jenny Ryan

I was amazed when my back soon felt better and I was able to move my neck more freely! I'm now back out of the house and enjoying shooting and gardening. An added bonus is that I've lost the pain in my left knee which I've suffered from for years.

I recommended Bioflow to my friend, Robin, for his bad knees. He was thrilled by the improvement. A few days ago, the 2 of us moved and planted 2000 trees. We ached a bit by the end of the day but we were fine the next morning. We've both said goodbye to our painkillers!



FOR MORE INFORMATION CONTACT: Jenny Ryan

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**NEXT MONTH**

## FARMING IN CANADA

When Alex Fuengeling moved from Germany to a 1200-acre cattle and arable farm in Alberta, Canada, in 1987, he took with him four Mannheim-built John Deeres. Since then he's been adding to his fleet, buying not only a succession of John Deere, Mercedes and Deutz machines made in his former homeland, but some powerful American classics too. The resulting line-up, profiled in our upcoming May issue, now consists of 16 classic and modern classic models, all in mint condition.



### PRIZE COUNTY

Dan Stephenson's stunning 1973 County 1164 won the Concours class at last year's Newark Vintage Tractor & Heritage Show. We find out more about its history and refurbishment in the next issue.



### MELTHAM LINE

A former David Brown employee reflects on the halcyon days of the company's Meltham factory, providing a stage by stage description of how tractors were built there during the period 1973-1974.



### CHUNKY TYRES

A very comprehensive guide to the 540/65R28 and 650/65R38 tyres that are available for tractors of 120-160hp is on the way in the next issue. All the options, from budget to premium, are covered.

**MAY ISSUE ON SALE 25 MARCH**



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**SATURDAY 7TH MAY 2022 AT 10.00AM**



# Lighthorne, Warwickshire

A wide range of classic and modern equipment was sold by Bletsoes at its auction for Luke White and other vendors at Lighthorne, Warwickshire, on 21 January. Sandy Cox reports; pictures by Charlie Mann.



Among the more recent tractors offered at Kingston Grange were, from left, a 2005 MF 5465 Dyna-4 (£18,200), two JCB Fastrac 4220s (£61,500 and £62,000) and a JCB Fastrac 8310 (£45,000).

## Main results

|       |                                                                                     |         |
|-------|-------------------------------------------------------------------------------------|---------|
| 2012  | <b>Kuhn FC313</b> 3.1m front mower conditioner. Good.                               | £5800   |
| 2012  | <b>Claas Volto 770</b> six-rotor tedder. Good.                                      | £3900   |
| 2012  | <b>MF 2170XD</b> baler, 60,000 bale count, weigh cells. Good.                       | £47,000 |
| 2014  | <b>Krone Swadro 900</b> twin-rotor rake. Good.                                      | £5600   |
| 2015  | <b>Rolland Rollforce 6119</b> manure spreader. Good.                                | £13,000 |
| 1950s | <b>Massey Ferguson 65 Mk1</b> , hours? Tyres F/R 50%. Good.                         | £4700   |
| 1970s | <b>MF 590</b> 2WD c/w MF 880S loader. Tyres F/R 80%. Average.                       | £5200   |
| 1974  | <b>Roadless 120</b> , c/w Ford Q-cab. Tyres F10%/R20%. Good.                        | £16,900 |
| 1984  | <b>Ford 4610</b> 2WD, 3850hrs, c/w Quickie 3260 loader. Tyres F/R 50%. Average.     | £5000   |
| 2005  | <b>MF 5465 Dyna-4</b> , 7200hrs. Tyres F10%/R40%. Good.                             | £18,200 |
| 2011  | <b>JCB Fastrac 8310</b> , 10,230hrs. Tyres F10%/R30%. Good.                         | £45,000 |
| 2016  | <b>JCB Fastrac 4220</b> , 3200hrs. Very good.                                       | £62,000 |
| 2018  | <b>JCB Fastrac 4220</b> , 5600hrs, recent engine rebuild. Tyres F/R 10%. Very good. | £61,500 |
| 2018  | <b>John Deere 6175R</b> , 2000hrs, c/w Greenstar. Tyres F/R 80%. Very good.         | £67,000 |
| 2005  | <b>Manitou MLT 741-120 LSU</b> , 8000hrs. Tyres F/R 20% Average.                    | £17,000 |
| 2010  | <b>JCB Loadall 531-70</b> , 6000hrs, recent engine/gearbox rebuild. Gd.             | £30,000 |
| 2010  | <b>JCB Loadall 531-70</b> , 6500hrs. Average                                        | £23,000 |
| 2013  | <b>Caterpillar TH407C</b> telehandler, 7900hrs. Tyres F/R 20%. Good.                | £16,400 |
| 2020  | <b>JCB Loadall 525-60</b> , 870hrs. Tyres F/R 50%. Very good.                       | £46,000 |

**LUKE WHITE'S** partial dispersal sale at Kingston Grange, Lighthorne, with many input lots from other farmers in the area, attracted around 400 people, as well as bidders on the phone.

The star attraction among the older tractors was a 1974 Roadless 120. Despite being equipped with a non-standard Ford Q-cab, it sold for a resounding £16,900. A faded but reasonable MF 65 Mk1 made £4700, a late 1970s MF 590 with MF loader went for £5200 and a Ford 4610 with Quickie loader and a tired appearance achieved £5000.

Leading the way among the modern tractors was an entered 2018 John Deere 6175R Premium Edition with only 2000 hours on the clock. The high-spec Deere ticked all the right boxes and topped the sale at £67,000. Not too far behind were Luke White's pair of JCB Fastrac 4220s. His older 2016 JCB Fastrac 4220, which had done a low 3200 hours, made £62,000, while his younger but higher-hour 2018 machine made £500 less.

The farm's more powerful 2011 JCB Fastrac 8310 had racked up quite a few hours (10,230), but despite this it still managed to achieve a very decent £45,000.

Modern telehandlers have been selling well recently and this trend continued at Kingston Grange. A 2005 Manitou MLT 741-120 LSU made £17,000, two 2010 JCB Loadall 531-70s sold for £30,000 and £23,000, a 2013 Caterpillar TH407C achieved a modest £16,400 and a 2020 JCB Loadall 525-60 went for £46,000.

**TRADE VERDICT** Unlike many recent auctions, bidding at Kingston Grange was only possible in-person or by telephone. This helped to boost the size of the crowd and certainly added to the competition for the lots on offer. The bargain among the tractors was probably the 7200-hour 2005 Massey Ferguson 5465 Dyna-4 at £18,200. It was sold to the trade and is now advertised at £20,500.



Model Roadless 120 Year 1974 Hours n/a



Model Manitou MLT 741-120 LSU Year 2005 Hours 8000



Model Massey Ferguson 590 Year 1970s Hours n/a



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1975 County Super-4 4WD Tractor



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1970 Massey Ferguson 135 Tractor

1975 Massey Ferguson 168 Tractor c/w 4 WD Axle

PLUS: 1950 Fowler Challenger 33 Crawler c/w 12' blade (Ex-Army), c.1950 Fowler Challenger 33 Crawler, c.1973 Hymac 580C Excavator

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# Everton, Nottinghamshire

A small but interesting fleet of mostly classic equipment went under the hammer of joint auctioneers DDM Agriculture and J. H. Pickup & Co at Everton, near Doncaster, on 5 February, watched by David Laley.



## Main results

|       |                                                                                         |         |
|-------|-----------------------------------------------------------------------------------------|---------|
| 1920s | J. C. & T. Yates turnip drill, Doncaster-built. Average.                                | £75     |
| 1960s | Lister electric elevator. Average.                                                      | £5      |
| 1970s | Faun two-row potato planter. Average.                                                   | £35     |
| 1970s | New Holland 370 conventional baler. Good.                                               | £1350   |
| 1980s | Lemken DL110 four-furrow reversible plough. Average.                                    | £800    |
| 1980s | Flexicoil furrow press. Average.                                                        | £100    |
| 1980s | Maschio 4m power harrow. Average.                                                       | £220    |
| 1990s | Twose 2.4m ballast roller, c/w gang arms. Good.                                         | £880    |
| 1980s | Accord DL 4m pneumatic drill. Good.                                                     | £320    |
| 1990s | Amazone ZA-M N1500 twin-disc fertiliser spreader. Average.                              | £140    |
| 1980s | Irrifrance irrigator. Average.                                                          | £150    |
| 1980s | Castle C2000 straw chopper. Average.                                                    | £220    |
| 1980s | Bomford 457-LH flail hedge cutter c/w 1.2m head. Good.                                  | £1800   |
| 1980s | Deutz-Fahr KM22 drum mower. Good.                                                       | £600    |
| 1990s | Standen Turbobeeet three-row beet harvester, c/w toppler. Poor.                         | £380    |
| 2011  | Strimech 1.5cu. m. grain bucket. Excellent.                                             | £880    |
| 1961  | IH B-450 ex-farm, hours? Tyres F30%/R20%. Good.                                         | £3100   |
| 1983  | IH 885XL 4WD c/w Tanco 978 loader, 6148hrs. Tyres F30%/R40%. Very Good.                 | £9200   |
| 1998  | NH Ford 7635 4WD, hours? Tyres F60%/R80%. Excellent.                                    | £15,500 |
| 2002  | Manitou MLT 633LS Turbo telehandler c/w pallet tines, 9250hrs. Tyres F/R40%. Very Good. | £16,500 |

The main items of interest at Bellamy Brothers' dispersal sale included, from left, a 2002 Manitou MLT 633LS (£16,500), a 6148-hour IH 885XL with loader (£9200) and an IH B-450 (£3100).

**THIS DISPERSAL SALE** arose following the decision by the Bellamy brothers, fourth generation farmers from Pasture Farm, Everton, near Doncaster, to cease farming in order to pursue other interests.

Nearly all of the equipment sold by auctioneer DDM Agriculture and its associate J. H. Pickup & Co had been on the farm from new. The lots ranged in age from a turnip drill made in the 1920s by J. C. & T. Yates of Doncaster (£75) up to a 20-year old Manitou telehandler.

Many of the recent implements achieved solid prices. The farm's Twose ballast roller equipped with gang arms raced to £880, a clean New Holland 370 baler from the late 1970s sold for £1350, and a well-kept Bomford 457-LH hedge trimmer with a 1.2m head topped the implement section at £1800.

Most of the interest was predictably centred around the Bellamys' three tractors and Manitou telehandler. The oldest tractor, a 1961 IH B-450 that had been on the farm from new, needed a bit of mechanical attention, but was otherwise a nice genuine ex-farm example and worth its money at £3100. The local farmer who bought it says he intends to have it working this spring.

Both of the farm's main working tractors were in very good condition. A four-wheel drive IH 885XL with low hours and a useful Tanco loader in its favour made an impressive £9200, while a 1997 New Holland Ford 7635, again with a smart appearance, achieved an excellent £15,500. The 2002 Manitou MLT 633LS handler, a well-maintained example with 9250 hours clocked, looked fair value at £16,500.

**TRADE VERDICT** All three of the tractors on offer at Pasture Farm made the top end of their pre-sale estimates. It wasn't so long ago that £6000-£6500 would have bought a tidy IH 885XL with a loader, yet the example in this sale, which was admittedly very clean, made 50% more than that.



Model NH Ford 7635 Year 1998 Hours n/a



Model New Holland 370 Year Late 1970s Hours n/a



Model IH B-450 Year 1961 Hours n/a





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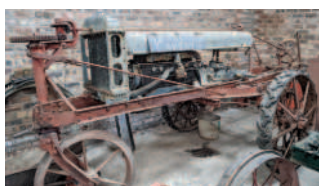
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**Allis Chalmers M series crawler**, 1930s, non-runner but would run with TLC, all there, offers. Tel: 01284 828929. Bury St Edmunds. [DEW59]

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**Avery 6-cylinder cultivator tractor**, 1915 (approximately), engine free, shouldn't take a lot to get running. Tel: 07836 545406. SE Scotland. [DEW22]

### CASE



**Case CS150**, front linkage, front axle susp, 580/70x38 tyres, 50k, air brakes, 4 spools, front fenders, off local farm, 9,100 hours. £19,500. Tel: 07718 367212. A. Mills, N. Ireland. [DEW67]



**Case 1494**, 2WD Synchro, 16.9 x 34 and 10 x 15 tyres, off local farm, good working order. £5,500. Tel: 07718 367214. A. Mills, N. Ireland. [DEW68]



**Case Maxxum 140**, c/w Case loader and adapter QJCB, 50k, 600 x 38R & 480 x 28, 2008, 8,501 hrs, front and cab suspension. £28,500. Tel: 07718 367212. A. Mills, N. Ireland. [DEW71]



**Case DC4**, lease lend tractor supplied by Ernest Doe, fitted with belt pulley and PTO, V5C, retro fitted electric starter, in nice condition. £2,500. Tel: 07961 948279. Somerset. [CDP1R]



**Case 956XL**, 1987, 8,474 hours, new back tyres, new battery, new back lift arm. Tel: 07967 340184. Scarborough. [CDW110R]



**Case 1494 2WD Synchro**, on 16.9 x 34 and 10 x 15 tyres, off local farm, in good working order. £5,500. Tel: 07718 367214. N. Ireland. [CDW66R]



**Case IH 3230**, 1994, 4WD, recent engine rebuild, had pistons, liners, shells, gaskets, rear brakes done both sides, new radiator, new key switch, runs great, everything working as it should, just needs the bonnet tidied up, has galvanised steps and wheels. Tel: 07583 964684. Cumbria. [CDW11R]



**Case CS94**, with low profile cab, passenger seat, rear fender controls on 16.9 x 34 tyres, 540/750 and 1000 PTO, one local owner from new, only 5,600 hours. £13,750. Tel: 07718 367212. N. Ireland. [CDW71R]



**Case Puma 160**, c/w FL and PTO with external controls, 50k, full axle and cab suspension, 2 mid mount valves and joystick, power beyond, exhaust brake, high visibility windscreen, on Michelin 650/65 R38 and Michelin 540/65 R28 at 98%, currently 2,704 hours, registered Jan 2015, dual wheels not included. Tel: 07718 367212. A. Mills, N Ireland. [CDW73R]

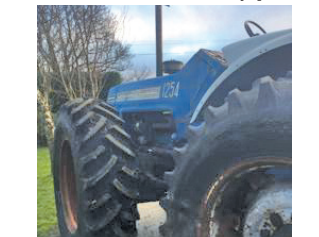


**Case C**, on steel wheels, 1934, been restored to a high standard by a renowned Scottish restorer, needs recommissioning, was shown at Fife and Scone in the past. £5,500. Tel: 07718 897765. Forfar. [CDW91R]

### COUNTY



**County 1184**, 1981 ag spec, 9,400 hours, all works as it should, very good original condition. £55,000. Tel: 07841 341101. Wetherby. [DEW60]



**County 1254**, drives with dual power, good steering and hydraulics. £POA. Tel: 07779 712148. Skipton, North Yorkshire. [DEW102]



**County FC1174**, good condition with 3 point linkage, spool valves, pickup hitch, wheel weights and good 480/70R34 tyres, known history from new V5 recent clutch plate and serviced, used on my farm 15 years with demount sprayer until retirement. Tel: 07909 974431. Dorset. [CDW86R]

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**David Brown 50D**, original paint and tin, new tyres, good starter, runs sweet. £22 000 no VAT. Tel: 07890 305120. Lincolnshire. [DEW50]



**David Brown 995**, very good rear tyres, good hydraulics, very original/ very straight tin work, gears smooth no crunches all glass is there, V5 present no leaks. £4,500. Tel: 07973 925263. Oxfordshire. [CDW32R]



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**David Brown 30D**, twin seater, diesel, 1952 model, series one, good starter and runner, good hydraulics, good tinwork, good tyres, original lights. Tel: 01484 845652. Huddersfield. [CD]

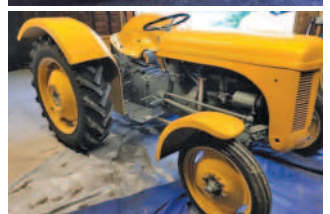
## FERGUSON



**Ferguson TEA**, 1954, a very nice tractor. £3,650. Tel: 07765 905083. Lincolnshire. [DEW95]



**Ferguson TEA20**, 1948, restored to show standard, full mech rebuild, bare metal respray, mainly original parts, PUH, drawbar, stays and some spares, new original Goodyear front tyres, new repro Goodyear rear tyres, has V5, photo record available, call for more details. £3,950 ono. Tel: 07971 020005 or 01661 881705. South Northumberland. [DEW1]



**Ferguson TEP20**, 1953, industrial 4-cyl straight petrol all been refurbished, very original except for the rear wheel arches have been refabricated along with the foot plates, unfortunately the ID badge got damaged in the refurb, not been used for around 4 years, hence sale. £4,500. Tel: 07872 378181. Meopham, Kent. [DEW5/DEW6]

## FENDT



**Fendt 308LS**, 2WD, showing 7,055 hours on the clock, 1984, 30k road speed, trailer brakes, two spools, PUH, good reliable tractor been in daily use, tidy condition overall, ideal for work or play, phone for more information. £15,500 ono no VAT. Tel: 07964 064664. Ross-On-Wye, Herefordshire. [DEW26]

## FORD



**Ford 7610**, 4WD, 7,060 hours, straight original condition. £11,500 ono plus VAT. Tel: 07452 833388. Leicestershire. [DEW118]



**Ford 7810 Force III**, 4WD, 1990 G reg, two owners from new, fully restored and in fantastic condition inside and out and mechanically excellent, with new tyres all round, two hydraulic spools. 6,500 hrs and just been serviced, a very genuine tractor. £30,000 + VAT. Tel: 07776 182638. North Essex. [CDW121R]



**Ford 4630 and Tanco loader**, c/w bale spike, 3rd service, floor change, off local small farm, 3,019 hours, in good working order. £7,400. Tel: 07710 372273. N Ireland. [CDW70R]



**Ford 3600**, in good condition, call us for more information. Tel: 07519 935279. West Sussex. [CDW3R]



**Ford 3000**, 3,000 hours on the clock (not verified), has been used for last 10 years to run log splitter, runs well but is a refurbishment project, more photos available. Tel: 07870 999531. West Sussex. [CDW49R]

**Ford 8210**, Super Q, D reg, very clean, tyres 80%, POA, also have several parts, TW front weight carrier, two Q cab doors, good condition, POA. Tel: 07973 796136. Bridgnorth, Shropshire. [DE]

**Ford 8240 SLE**, working order but PTO keeps turning, still in use regularly. £8,500. Tel: 07910 275577. Portsmouth. [CD]

## FORDSON



**Fordson Major**, with V5, 1955, good runner, PTO, brakes and hydraulics are perfect, new body panels, rear tyres 90%, front tyres on cast, located near Haverford west, Pembrokeshire (SA62) £3,000 no VAT. Email: max\_shackleton@outlook.com for more photos. Tel: 01437 742070. Haverfordwest, Wales. [DEW33]



**Fordson Dexta**, 1958 with a Ford V8 conversion, with cage wheels and 3-furrow Ford Sherman plough, call for full details. Tel: 07774 697761. Melton Mowbray, Leics. [DEW61]



**Fordson Dexta special**, 1960, age related plate and V5, all in good working order, swinging drawbar, fitted mirror for road runs, serviced regularly and has new tyres. Tel: 07949 571202. South Gloucestershire. [DEP4]



**Fordson Super Major**, fitted horndraulic loader mechanically good, runs and drives ok, tinwork needs attention. £1,600 ono. Tel: 07771 684128. Norfolk. [CDW117R]

## FOWLER



**Fowler VF**, 1948, registered 12/01/49, single seat, farmer fitted double for daughter to ride with him, in exceptionally good original working order, very good tracks, full history and books, includes RSJ crawler discs, very good Fowler spares, sold as one lot. £8,500. Tel: 07929 305546. Devon. [DEW124]

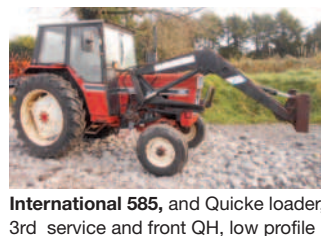
## INTERNATIONAL



**International B275**, 1959, with log book, tin work good, steering good with new ball joints, tyres 80% all round, runs well, needs little attention on brakes. £1,950 no VAT. Tel: 01947 895418 or 07773 347328. North Yorkshire. [DEW46]



**International 454**, starts and runs well, power steering, 1x spool valve, cab doors included, V5, 540 + 1000 PTO, good working condition. £2,500 ono, no VAT. Tel: 07817 400647 for more information. Cumbria. [DEW65]



**International 585**, and Quicke loader, 3rd service and front QH, low profile lift off cab, BKT 13.6 x 36 and 7.50 x 16 tyres c/w PUH and drawbar, year 1984 with 5,072 hours, tidy original UK tractor. £6,750. Tel: 07710 372273. A. Mills, N. Ireland. [DEW69]



**International 454**, R reg, swept back front axle and pick up hitch. Tel: 07860 805107. Norfolk. [CDW8R]



**International 955 XL**, X registration, 9,400 hours, will drive but rear brakes are seized. Tel: 07771 738990. Cullompton, Devon. [CDW22R]

**International 674**, with Tanco loader, mechanically sound, working order, needs cosmetic restoration, good project. £POA. Tel: 07764 150720. Bridgwater. [DE]





**International W4**, a very nice older restoration, good show condition, new tyres all round and just had the mag-recon refitted so good starter, always stored inside and cover over. Tel: 07976 888643. Somerset. [CDW15R]



**International 434**, 1969, restored to high standard, ready for show or work. V5. £POA. Tel: 07831 828014. Lincolnshire. [CDW103R]

## JCB



**JCB 520-50**, on 10.5/80 x 18 agri tyres, tool carrier quick attach and 3rd service, overall width 5' 10" height 6' 6", ex-UK machine with 5,010 hours. Tel: 07710 372273. A. Mills, N. Ireland. [DEW75]



**JCB/Sumitomo JS130 digger**, on 30 pads, Isuzu engine c/w Q Hitch and 6 ditching bucket, UK farmer's machine, 11,800 hours, VG original condition. £15,500. Tel: 07718 367214. [DEW79]



**JCB Fastrac 2140 Smoothshift**, 2006, 7,370hrs. Tel: 01603 712222. Norwich. [DEW204]



**JCB 419S**, 2020, 850 hours 5 year/3,500 hours warranty Contractor Pro package lots of extras. Tel: 07976 702858. Powys. [CDW62R]



**JCB 520 Farm Special**, on JCB Q Fit carriage with pallet toes c/w hydraulic trailer, PUH, starts easily/runs well, good mechanically, no oil leaks, clean tidy original condition. £8,400. Tel: 07710 372 273. N. Ireland. [CDW77R]



**JCB 520-50 compact**, 2010, in good working order, door missing, 5,000 hours. Tel: 07710 372 273. A. Mills, N Ireland. [CDW78R]

## JOHN DEERE



**John Deere 6250R**, 2020, Command Pro 50k 900 hours f/linkage and PTO, lots of extras. Tel: 07976 702858. Powys. [DEW114]



**John Deere 7530**, 2010, 50K 12,000 hours, 4 electric spools, Isobus, front linkage, air brakes, good tyres, reliable. £39,500 + VAT. Tel: 07974 479963. Canterbury, Kent. [DEW115]



**John Deere 6930**, Power Quad 50k, air brakes, full suspension, rears 90%, fronts 50%, 2009, 8,600hrs, very tidy, owner driver, excellent example. Tel: 07887 943348. Somerset. [DEW123]

## KUBOTA



**Kubota 900 RTV diesel**, 2007, with power steering and tipping body, road legal with full cab, off local small farm with just 2,800 hours, good overall original condition, new tyres now fitted, £7,500. Tel: 07710 372273. A. Mills, N. Ireland. [DEW82]

## LAMBORGHINI



**Lamborghini 190 racing**, excellent condition, more details. Tel: 07767 673493. Derbyshire. [CDW12R]



**Lamborghini 775 Turbo 775-F**, 4WD (orchard spec), only 4,200 hrs, on Pirelli 480/65 x 24 & 280/70 x 18 at 90%, 3 DA spools, very clean example. £9,900. Tel: 07710 372273. A. Mills, N Ireland. [CDW72R]

## LEYLAND / MARSHALL



**Marshall 752XL**, 5,134 hours, turbo, has a Leyland front axle and comes with a 2WD axle. Tel: 07899 713286. Yorkshire. [CDW33R]



**Marshall 802**, 1985, 5,500 hours, genuine original condition dry stored, owned for 30 years excellent. £8,250 + VAT. Tel: 07887 543683. Buckinghamshire. [CDW200R]

## MANITOU



**Manitou BT420 Buggiscopic**, c/w bucket and pallet toes, 7,063 hours, ex garden centre and in excellent condition. £12,900. Tel: 07710 372 273. A. Mills, N Ireland. [CDW75R]



**Manitou TR200 Powershift**, turbo, joystick control, very original condition off local farm. £12,750. Tel: 07551 520 108. A. Mills, N Ireland. [CDW76R]

## MASSEY FERGUSON



**Massey Ferguson 165**, 1976, P reg, one of the last, STD gearbox, power steering, MF 35 loader, 8,347 hours. £5,500 no VAT. Tel: 07754 782280 or 01334 828218. Fife. [DEW3]



**Massey Ferguson FE35**, very early, 1958. £7,000. Tel: 07765 905083. Lincolnshire. [DEW34]



**Massey Ferguson 265**, 4WD, a registration with V5 registration document, genuine tractor, I just don't use it nowadays as the land has been let out, restored some years ago, very nice order with all glass present and recent new cab padding, serviced with new oil and filters including fuel line, good usable classic 4WD tractor, topper available £400 extra. £8,000. Tel: 01548 521278. Totnes. [DEW38]

**Massey Ferguson 3655**, in very good condition, has been barn stored, back tyres 95%, front tyres are 50%, good working order, 9,000 hours. £20,000 + VAT. Tel: 01205 363684. Boston. [DE]

**Massey Ferguson 1200**, started restoration, has had engine fuel pump and injectors done, everything painted apart from cab and bonnet, all bolts and pins have been re-plated, lots of new parts. £POA no VAT. Tel: 07928 279995. County Durham. [CD]

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**Massey Ferguson 35**, 1960, 3-cyl diesel, V5 and road registered fully restored, original body work, new wheels and tyres all round, in excellent condition. £6,700. Tel: 07598 159377. Shropshire. [DEW58]



**Massey Ferguson 230**, very genuine, everything works as it should, good tyres all round on refurbished wheels, C reg with current V5, ideal for work or play, more photos/info available. £10,250. Tel: 07526 146445. East Midlands. [CDW109R]



**Massey Ferguson 4245**, 1997, very clean and tidy, complete with a 2003 Quicke loader, lots of money spent, straight to work, viewing welcome, for sale due to upgrade, 5,800 hours, owned for last 10 years. £18,250 + VAT ono. Tel: 07817 113053. North Yorkshire. [CDW50R]



**Massey Ferguson 1135**, 1978, 4,950hrs, immaculate condition, originally purchased and still reg'd on logbook to the Duke of Westminster. Tel: 00 353 (0)87 2119225. Co Galway, Ireland. [DEW105]

## MASSEY HARRIS



**Massey Harris 744PD**, with reg number and V5, engine, steering and radiator all rebuilt and complete with no rust, gorgeous patina which we have refurbished since the photo, obviously a very easy starter on the button, rare now and a gorgeous proper thing, more photos/details on request. £5,350. Tel: 07788 545873. Midhurst, West Sussex. [DEW8]

## McCORMICK



**McCormick FCC narrow vineyard**, extremely rare, came from the vineyards of Southern France so no rust, complete and starts on the button every time, it's a joy, please call for more photo/details. £3,995. Tel: 07788 545873. Midhurst. [DEW9]



**McCormick MC135**, on 18.4 x 38R & 14.9 x 28F, front weights and fenders, forward/reverse hyd shuttle with 4-speed power shift, 3 DA spools and trailer brakes, useful 6-cyl tractor, only 6,500 hours, 2007. Tel: 07718 367212. A. Mills, N. Ireland. [DEW72]



**McCormick MC130**, 2013, 4,573hrs, £28,800. Tel: 01603 712222. Norwich. [DEW205]

## NEW HOLLAND



**New Holland 75 4WD backhoe**, full spec with front QH and 4 in 1 bucket with pallet toes, optional grain bucket, Extendahoe and a selection of rear buckets. Tel: 07710 372 273. A. Mills, N Ireland. [CDW80R]



**New Holland TS90**, 53 reg, SLE gear box 7,300 hours, air con 40k. Tel: 07976 702858. Powys. [CDW94R]

## RENAULT



**Renault 70.34**, 4WD, on 16.9 x 28 and 11.4 x 24 tyres, F/R shuttle, low profile cab, 94 will go through 8 doorway, 2 DA spools, trailer brakes, off local small farm, in tidy original condition, 1992, 65hp, 10,421 hours. £8400. Tel: 07718 367212. N. Ireland. [CDW67R]

## ZETOR



**Zetor 3545**, 1972, 4 wheel drive, cab frame available, with V5 certificate, £4,250. Tel: 07860 413516. Welshpool. [DEP5]

## OTHER BRANDS



**Fiat 80 75 Crawler**, good condition, regrettable sale, no timewasters, genuine enquiries only please £10,250 ono. Tel: 00 353 (0)87 1381830. Co Mayo, Ireland. [DEW15]



**Weidemann 1070DM compact loader**, on 10.00/75 x 15.3 wheels, only 58 overall width (under 5 wide), front quick hitch and 3rd service, forward/reverse shuttle, joystick loader control, very original UK machine, 1998 with just 4,200 hours. £11,500. Tel: 07710 372273. [CDW74R]

## TRACTORS WANTED



**Marshall wanted**, Q-cab, 602 702 802, 604 704 804, please call if you can help. Tel: 07989 322710. [ABW39]



**Case MX110 deluxe**, it belonged to a late family member so would be great to find it again, reg: PK 51 HZR, serial number: 11001284. Tel: 07469 875357. Penrith, Cumbria. [DEW21]



**John Deere 00, 10, 20 and 30 Series tractors**, Norfolk farmer requires, email your machine to [Info@jamesmurrell.co.uk](mailto: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](mailto:farm@murrell1.plus.com), Tel: 01493 750999. Norfolk. [BCW90]

**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]

**Fiat 450DT**, 4WD, possibly from the late 70s, in VGC, engine, gearbox, hydraulics, and tin work. Tel: 01600 890849. Herefordshire. [DE]

**Valtra 8950**, 50k all considered private buyer will travel collect. Tel: 07745 131990. Cheshire. [CD]

**Kramer 312 or 320**, please call if you can help. Tel: 07771 957388. Ulverston. [CD]

**Massey Ferguson 130**, in Hampshire, Sussex or low areas, prefer complete running or not, fair price paid if in good condition. Tel: 07794 786387. [CD]

**John Deere 4240s or 4350**, I'm looking for something genuine that's in good condition for personal use. Tel: 07825 816611. Kinross. [CD]

**JCB Fastracs, 2135, 2140, 155/65, 185/65, 3155, 3185, 3200, 3220, 3230, 4220**, any condition spare or repair, none running, gearbox fault. Tel: 07921 188931. Penrith. [CD]

**Ford 2120**, with two in one loader etc, must be good and complete condition, will pay cash. Tel: 07779 475324. Tiverton. [CD]

**Ford 2130**, with front loader, and 4-in-1 bucket, must be good condition, private buyer with cash waiting. Tel: 07779 475724. South Molton. [CD]

**Cross motor Case**, unrestored a non-runner is okay, please call between 6 and 7 pm or at weekends. Tel: 07779 755479. Surrey. [BC]

**David Brown 880 Selectamatic**, total original condition, cash waiting. Tel: 07710 833166. Flintshire. [BC]

**Ford TW15 wanted**, C643 KAW registration. Any info on whereabouts please call. Tel: 07789 904156. [BC]



**Ford 8200**, A643 YNT registration, any info on whereabouts please call. Tel: 07789 904156. [BC]

**Cross motor Case**, unrestored, a non-runner is okay, please call between 6 pm and 7 pm. Tel: 07779 755479. Surrey. [AB]

**Fordson Dexta**, 1963-64, STD model (not Super) grey and blue, any condition considered, but must be complete with a Minimac injector pump. Tel: 07808 954124 or 02825 861550. [AB]

**Zetor 3045, 3545 or 5545**, in any condition, please contact at wielmunckhof@gmail.com. Tel: 0031 655 955966. Melderslo. [AB]

**JCB Fastrac 2135, 2140, wanted**, any condition, gearbox fault, none running, private buyer cash waiting. Tel: 07921 188931. Penrith. [AB]

**John Deere 3130**, horse shoe bonnet, with Duncan cab. Tel: 01258 839068. Dorchester, Dorset. [AB]

**Fordson Dexta**, 1959, non-live 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]

## LOST AND FOUND



**Case IH 856XL**, which my dad had new in 1986 and sold several years later the reg number is D755 UFL, any help would be much appreciated. Tel: 07708 918439. [CDW1]

## MOTOR BIKES 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 will collect reasonable distances. Tel: 07474 128407. sprudence1900@googlemail.com. [LAW24]

## OTHER VEHICLES FOR SALE



**Massey Ferguson 415 combine**, with 12' cut and detachable header and trailer, 1969 reg, all in working order, any viewing recommended, has been dry stored. £3,000 ono. Tel: 07835 015623. Peterborough. [BCP14R]



**Peugeot Boxer auto sleeper**, 2001, 2-berth camper van, 117,854 miles, MOT till Feb 2023, good condition, new cam belt and pump, new exhaust, new fridge burner, undersealed, good runner, everything in good working order. Tel: 07770 249870. Scarborough. [DEW53]



**Thwaites Tusker digger dumper**, twin cylinder Petter in working order, c/w set of buckets, early 1970s, ideal for shows and comes with lots of spares. £1,800 ono. Tel: 07786 531956. Southampton. [DEW117]



**Land Rover Defender TD5**, 55 reg, very tidy original condition, no rot, never been welded, 143,000 miles, MOT until November, same owner for 16 years, has been serviced. £12,750 + VAT ono. Tel: 07817400647 for more information. Cumbria. [DEW64]



**Matbro TR200 Powershift**, turbo, joystick control, very original cond, off local farm. £12,500. Tel: 07710 372273. A. Mills, N. Ireland. [DEW73]



**Matbro TS350**, jacklegs and chassis levelling, joystick control, 3.5t lift to 13m, local low-hour machine, in tidy original condition. £13,500. Tel: 07718 367214. [DEW74]



**Case 410 skidsteer**, on 10.00 x 16.5 agri tyres with 5'10" bucket and 3rd service, 50hp, 4-cyl engine, year 2008 with just 2,585 hours, tidy and original UK machine. £11,500. Tel: 07710 372273. A. Mills, N. Ireland. [DEW77]



**Hitachi Zaxis 27-3 digger**, 2011, with QH and 3 buckets, 4,000 hours, rubber tracks, comes in very good condition, with original seat and no tears. £14,900. Tel: 07710 372273. A. Mills, N. Ireland. [DEW78]



**Kubota U55-4 digger**, c/w Q hitch & 3 buckets, 2013, 3,600 hours, clean tidy UK machine, £24,500. Tel: 07710 372273. A. Mills, N. Ireland. [DEW80]



**Takeuchi TB108 micro digger**, 2014, expanding tracks, roll frame and two buckets, ex UK machine, only 1,400 hours, excellent condition. Tel: 07710 372273. A. Mills, N. Ireland. [DEW81]



**Barth K170 land drainage trencher**, good working condition, 300hp DAF engine, 8" digging chain, 2m digging depth, contact Phil for more info. £POA. Tel: 07970 200492. South Shropshire. [CDW21R]



**Mitsubishi L200 Trojan**, 66,588 miles very tidy, 2014, comes with FSH including a cam belt change, recent MOT excellent tyres, leather seats, canopy, tow pack and load liner, last owner for 6 years. £POA. Tel: 07740 683113. Gloucestershire. [CDW14R]



**Komatsu PC50U 5t digger**, rubber tracks and blade, Q-hitch and digging/ditching buckets, low hrs, tidy ex-UK machine. £11,500. Tel: 07718 367 214. A. Mills, N. Ireland. [CDW83R]



**New Holland 213 skidsteer**, 2014, 980 hours. Tel: 07976 702858. Powys. [CDW93R]



**Hi-top, twin rear wheel, panel van**, looks and drives superbly, has had very little use last 2 1/2 years, 150hp, ply lined, fitted bulk head, tachograph, cup holders, power windows, cloth seats, central locking c/w alarm, power steering, side door, radio/cd, Iveco tool kit and spare wheel, 79,600 miles. £6,250 no VAT. Tel: 07970 919666. Totnes. [CDW23R]



**Land Rover Defender 110**, 2007, D/C, P/UP County TDCi, MOT July 2022, 107,000 miles, chassis wax oiled, very good condition, service history, drives well. £22,000 no VAT. Tel: 07773 480324. Kendal. [CDP4R]



**Nissan 350 mini digger**, with steel tracks and blade, digging and ditching buckets, tidy and original ex UK machine. £7,900. Tel: 07710 372 273. A. Mills, N. Ireland. [CDW81R]



**Kubota KX161-2 digger**, 2001, with rubber tracks and blade, Q hitch and 3 buckets, 6,500 hours, good tidy and original, ex-UK machine. £12,900. Tel: 07710 372 273. [CDW82R]



**Daewoo 1.5t mini digger**, c/w 3 buckets, rubber tracks and blade, with 2,800 hours. £8,750. Tel: 07718 367 214. A. Mills, N. Ireland. [CDW84R]





**Case 1840 1998 skidsteer**, immaculate condition runs and drive perfect, many new parts, including all new hydraulic hoses main drive flange reconditioned hydrostatic transmission pump, new seat, pins and bushes on control units and arms, fully serviced new oil and filters, bad bits tyres are worn, dash is a bit intermittent, small oil leak on the foot pedal auxiliary valve, It's a very good example of a well-built reliable machine. £7,500 ono. Tel: 07817 524672. Melton Mowbray, Leicestershire. [CDW7R]

## OTHER VEHICLES WANTED



**Land Rovers Wanted**, Series 1-2-3 Defender 90 -110, anything considered, nationwide, cash on collection. Tel: 07775 203208. Nationwide. [BCW2]



**JCB 520-50 Farm Special loadall**, 4x4x4, please email pictures and details info@jamesmurrell.co.uk or call James on 07770 692891. [JKW7]



**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**, 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 cars, motorbikes, even aeroplanes wanted**, pre 1970s, any condition at all. Tel: 07785 391874. skyhighdesigner@yahoo.co.uk [BC]

## BALERS AND BALER SPARES



**New Holland 719 balers**, x2. £1,500. Tel: 07817 987652. [DEW32]



**Welger RP12S baler**, nett and twine, with wide angle PTO, this is a tidy and original UK baler. £2,750. Tel: 07710 372273. A. Mills, N. Ireland. [DEW84]



**New Holland 286 baler**, full working order, just been serviced, new tyres, new slip clutch and many more new parts, ready to rock 'n' roll. £2,500 ono no VAT. Tel: 07549 420361. Wokingham, Berkshire. [DEW112]



**KV Taarup 856 trailed bale shredder**, for silage or straw, in from local farm. £2,750. Tel: 07710 372 273. A Mills, N Ireland. [CDW85R]



**Suire DMP-E bale unroller/spreader**, self-loading, with electronic controls, ex-demonstrator is in excellent condition. £9,250 + VAT. Tel: 07889 007261. Notts. [DEW49]



**Anderson TRB1000 self-loading bale carrier**, 10 bale capacity with air brakes, ex-demonstrator, very little use. £17,000 + VAT. Tel: 07889 007261. Notts. [CDW126R]

## BUCKETS, LOADERS AND ATTACHMENTS



**McCornell TU20 forklift**, tractor rear mounted, Cat 1, foldup tines lift and tilt. £425. Tel: 07765 905083. Lincolnshire. [DEW116]



**Hydraulic loader**, believed to be from an International 414, Main frame and mounting brackets only, no pipework, has been repainted and otherwise in good order. £300. Tel: 07973 876469 for more info. Grantham. [DEW121]



**Genuine JCB 5ft ditching bucket**, with pins, very good condition, fits 3CX, 8060. Tel: 07774 428853. Tamworth. [DEW20]



**Horndraulic loader**, with bucket and fittings for a Fordson Major, also a roll bar included. £195. Tel: 07765 905083. Lincolnshire. [DEW89]



**Zuidberg front linkage and PTO**, would suit Case Puma 160/NH T7, available new, from stock. Tel: 07718 367212. A. Mills, N Ireland. [DEW70]



**Pallet Forks**, tractor mounted, 3 point linkage, delivery can be arranged please call. Tel: 07968 183358 for details. Ideal for moving palletised goods around your yard on the back of your tractor. Holsworthy. [DEW126]



**Bucket**, 4-in-1, heavy duty Muir Hill brackets, no leaks. £450. Tel: 07980 823381. Warwick. [CDP9R]



**Massey Ferguson front bucket**, Needs some welding. £225 ono. Tel: 07563 634657. Cheshire. [CDW118R]

**Genuine JCB 5ft ditching bucket**, with pins, very good condition, fits 3CX - 8060. Tel: 07774 428853. Tamworth. [CD]

**Four digger bucket's** to fit Hitachi ZX50, new 9inc, grader, two footers, good condition, palletted. £500 ono. Tel: 07836 237954. Cullompton. [CD]

**Massey Ferguson 40 power loader**, good condition, rams, seals all brackets, nuts and bolts, rear block weight fits 35, 135, 148, 3 spool chest. £300. Tel: 01653 643436. York. [CD]

## BUCKETS AND LOADERS WANTED

**Massey Ferguson ditching bucket**, to fit a MF 220 back actor, or MF 30 on MF 40 disper. Tel: 01964 562341. East Yorkshire. [BC]

**Front loader and brackets**, for JD 6810, JD or other, all considered will collect/remove if required. Tel: 07745 131990. [LA]





**Mill loader to fit Dexta, or Super Dexta**, must be the same as the one in the photo, with good rams i.e no pitting, and in good overall condition, bucket and fork not needed. Tel: 01892 750326. E. Sussex. [DEW101]

## CULTIVATORS



**Springtime cultivator**, 8ft wide with depth wheels cat 1 and 11 situated in South Lincolnshire. £275. Tel: 07765 905083. [DEW35]



**Fergusson spring tined cultivator 9S-KE-20**, used last spring, ready to use or restore, please ring. £100 ono. Tel: 07751 410344. East Anglia. [CDW97R]

## HARVESTERS



**John Deere 3405 forage harvester**, full bearing rebuild, very rare machine, will fit on Ifor Williams trailer, loading available, videos photos available. £1,000 ono. Tel: 07817 167636. Craven Arms. [CDW24R]

## MOWERS, FLAILS, TOPPERS, CUTTERS AND ROTAVATORS



**Howard vintage rotavator / tiller garden machinery**, Original Howard "300" rotavator, complete and original in working order, driven by a Kohler petrol engine, used in my garden up until last year but have now reduced the size of my vegetable gardens so this machine is no longer needed and I am reluctantly selling this piece of gardening history. Collection only. Tel: 07971 803181 or 01208 862331. North Cornwall. [DEW200]



**Massey Ferguson 32 mower**, with instruction book, very good condition, extensively refurbished with new swath board, new bearings and belts and belt card repaired, two knives, one with new blade, sand blasted and painted, will only fit Massey Ferguson 135 or similar size due to PTO shaft length. £800. Tel: 01691 718278. Llangollen/Wrexham. [DEW41]



**Ferris pedestrian flail mower**, 36" cut, for rough terrain, in good working order with a Kawasaki twin cylinder petrol engine, electric start (new battery) and good tyres, viewings/trials welcome. based near Colsterworth, Lincolnshire. £850. Tel: 07973 876469 for more info. Grantham. [DEW123]



**John Deere 1350**, with transport ram, runs well, checked over, off small local farm. Tel: 07718 367 212. A. Mills, N. Ireland. [DEW84]



**Hayter lawn mower 13/30**, works well. £1,850 ono. Tel: 07718 897765. Forfar. [CDW87R]



**Claas Ru 600 maize header**, is in very nice condition. Tel: 07976 702858. Powys. [BCW47R]

**Teagle Golden bullet hedge cutter**, belt and operating manual, call Mike on 07980 092610. Sandbach. [DE]

**Tillar Spartan**, made by Wolsey Web Ltd, serial no: 368, electric ignition, 5hp, is in excellent condition, not done a lot of work, owner retired. £295. Tel: 01865 407920. Abingdon. [DE]

**McConnel Power Arm hedge trimmer**, complete with valve bank and spare knife also several small boxes of spare blades and rivets, in good working order, machine no longer needed. £450 ono, can help to load. Tel: 07801 982635. Salisbury Wiltshire. [CD]

## PLOUGHS



**Kverneland 4-furrow conventional plough**, model MZ 12" furrow width, all new shares, landsides and skim points, repainted - new decal, both spanners, c/w handbook shone up and ready to go. £1,000 no VAT. Tel: 07973 953371. Wiltshire. [DEW10]



**Ransomes 4-furrow trailing plough**, excellent iron parts and in excellent working order, used last 8 years at Dorset Steam Fair. Tel: 07966 511493 for details. [DEW48]



**Massey Ferguson single-furrow plough**, £195. Tel: 07765 905083. Lincolnshire. [DEW92]



**Kuhn 5-furrow plough**, 2015, with new points and boards, VGC, hyd front furrow, rear discs. £8,800. Tel: 07980 823381. Warwick. [CDP11R]



**Ransomes 2-furrow Motrac plough**, mouldboards, discs etc, dry stored. £100 ono. Tel: 07751 410344. East Anglia. [CDW44R]



**Ferguson reversible plough**, T-AE-28 x 2, could make one plough out of the two, I wouldn't want to see them scrapped. £50 for the pair. Tel: 07751 410344. East Anglia. [CDW47R]

**Ransomes TSF200 3-furrow conventional plough**, very little use from new, all original metal, complete with discs, two sets of skims (both different) depth wheel and hydraulic cross shaft. Tel: 07860 209329. Northamptonshire. [CD]



**International B12 13 3-furrow plough**, can be altered to 2-furrow, land wheel, other available, £350. Tel: 07870 559146. Worcs. [CDW48R]



**Ransomes match plough two-furrow**, excellent condition £600. Tel: 07956 012002. Ludlow. [CDW38R]



**International two-furrow match plough**, excellent condition. £600. Tel: 07956 012002. Ludlow. [CDW39R]

## PUMPS



**Lombardini diesel water pump**, 2", electric start, c/w delivery and suction hoses, new starter motor, cost £90 complete with battery, good working order. £300. Tel: 07817 358738. Bridgend, South Wales. [CDW63R]

## TANKERS AND BOWSERS



**3,000 gallon vacuum liquid tank**, is on a hook loader frame. Tel: 07379 833835. Diss, Norfolk. [DEW30]

## TRAILERS

**Tipping trailer in green**, 2t, manual operation, pump up, all new tyres, new brakes, new seals on hydraulic ram. £3,300. Tel: 07593 283447. Halifax. [DE]





**Massey Ferguson trailer**, rebuilt to show condition, red type with yellow rims. Tel: 01652 656572. Brigg. [DEP1]



**Marshall 3t tipping trailer**, 10ft, with 2ft, harvest bale extension, oak floor, good solid 12-ply tyres. £780. Tel: 01691 718278. Wrexham. [DEW27]



**3t tip trailer**, is in average condition for age floor been replaced, stand, tip pipe, tyres and tail door, £650. Tel: 07765 905083. Lincolnshire. [DEW90]



**Bamfords 3t trailer**, stand, tip pipe, wheels and tyres good, needs new floor. £350. Tel: 07765 905083. Lincolnshire. [DEW91]



**JPM 37 foot long step frame low loader**, front lift, outriggers, tool boxes, just had 12 months, test, barn stored every night. Tel: 07976 702858. Powys. [DEW66]



**Massey Ferguson 25 trailer**, fully restored, in immaculate condition. €6,150 ono. Tel: 00353 603 4115. Ardee. [DEW106]



**Trailer**, please ring Tom for more information. Tel: 07773 467079. Chorley. [CDW100R]



**Ifor Williams GX 106 plant trailer**, full back good condition. Tel: 07976 702858. Powys. [CDW95R]



**Trailer**, call for more info. £400. Tel: 07773 467079. Lancashire. [DEW111]



**Ferguson 3t high sided tipping trailer**, 12 stud version, comes with all tailboard and side metalwork, Ferguson bucket in photo not included but available if wanted. £400. Tel: 07799 717566. Suffolk. [CDW37R]



**Commercial trailer**, 14ft 6in bed, heavy duty winch, heavy duty ramps, LED lights, tubeless tyres, 175R 14C spare wheel, ball hitch. Tel: 01945 773183. Cambs. [CDP22R]



**Frazier F92 grain trailer**, good condition. £2,500. Tel: 07563 634657. Cheshire. [CDW120R]



**Ferguson 30 CWT trailer**, redone and looks great. £6,750. Tel: 07718 897765. Forfar. [CDW65R]



**Massey Ferguson 3t trailer**, restored and in excellent condition. £3,750. Tel: 07718 897765. Forfar. [CDW92R]



**Trailer**, all metal, no sides. £120. Tel: 07751 410344. East Anglia. [CDW41R]

## TRAILERS WANTED



**Farmer and contractor requires 12-20t Agri dump trailers**. Email: details to farm@murrell1.plus.com. Tel: 07770 692891. Norwich. [LAW7]

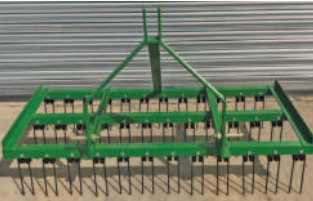
## IMPLEMENTS FOR SALE



**Vaderstad drill 400**, 4m, 2009, comes in great condition, open to offers. £22,000. Tel: 07807 345741. [DEW7]



**Moulton yard scraper**, 3 point linkage or A frame attachment. £300 ono. Tel: 07927 386435. Northants. [DEW29]



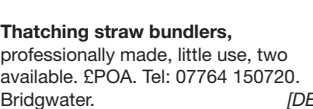
**Spring tine harrows**, tractor mounted or ATV trailed, please call for details. Tel: 07968 183358, delivery can be arranged. Holsworthy. [DEW127]



**Chain Harrow**, delivery can be arranged, call for more details. Tel: 07968 183358. Holsworthy. [DEW128]



**Lister diesel cement mixer**, starts and works fine. £400. Tel: 07765 905083. Lincolnshire. [DEW94]



**Thatching straw bundlers**, professionally made, little use, two available. £POA. Tel: 07764 150720. Bridgwater. [DE]



**McConnel Ditch king**, good condition c/w 2 buckets, PTO pump as standard and all fitting brackets very handy, tractor not included. £1,200 ono. Tel: 07788 763876. Argyll. [DEW42]



**Twose ditcher**, working needs attention to pipes and PTO pump. £150. Tel: 07817 987652. [DEW31]



**New Holland 525**, complete rollers, boxes and drum. £300. Tel: 07817 987652. [DEW37]



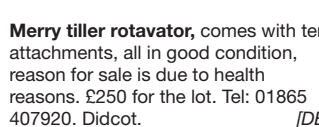
**David Brown 3-row ridger**, guide, marker and chain. £POA. Tel: 07866 308658. Pembrokeshire. [CDP19R]



**David Brown potato digger**, comes with good slip clutch and guards plus parking stand. £POA. Tel: 07866 308658. Pembrokeshire. [CDP20R]



**Parmiter chain harrows**, 16ft wide excellent condition. £850 + VAT. Tel: 07956 012002. Ludlow. [CDW40R]



**Merry tiller rotavator**, comes with ten attachments, all in good condition, reason for sale is due to health reasons. £250 for the lot. Tel: 01865 407920. Didcot. [DE]



**Taskers ferti-spreader**, fitted with hydraulic loading scoop, £40, new idea 203 manure (flail) spreader, £25 with 24" wheels Bamford RG2 hay turner £25. Tel: 01600 714751. Monmouth. [CD]





**Cambridge roll**, width of roll 7ft 4" total width including frame 8ft, total diameter of rims 23" please ring. £290. Tel: 07946 344324 if you have any questions. Lincolnshire. [BCW100R]



**Old seed drill**, with good wooden wheels, seed box is sound, made by E Tong. Tel: 07944 640696. Lincolnshire. [CDW101R]



**Meijer Flat 8 bale sledge**, with hitch bracket for baler, tyres all up and good to go. £450 buyer to collect, can load, does unbolt into two for easier transport. Tel: 01889 500303 or 07850 525693. Staffordshire. [CDW60R]



**Mengerle SH40N forager**, almost new blade, shear bar just turned, belt, paddle tips, belly band and spout liner excellent, bearings and bushes replaced on header, never spent a night outside, will go straight to work, pickup hitch and bogie. £8,500 ono. Tel: 07854 007328. Shrops. [CDW61R]



**Massey-Harris swath turner**, for restoration, I have some unused tines for it, please ring. £75. Tel: 07751 410344. East Anglia. [CDW98R]



**Ferguson tiller 9-BE-20**, used last spring, requires work. £100 ono. Tel: 07751 410344. East Anglia. [CDW46R]



**Fleming HD6, heavy duty tipping transport box**, 6 feet wide, 5mm plate, as new condition. £695. Tel: 079681 78264. Cornwall. [CDW105R]



**Lynx 1.5m front press**, 45 degree rings, c/w steering, good order. Tel: 07976 794383. Shrops. [CDW119R]



**Ferguson potato planter**, the photo shows the Ferguson ridger, the hopper, chutes, seats and the wheel with the bell are dry stored. Tel: 07751 410344. East Anglia. [CDW43R]



**Parmiter pressure harrow**, heavy duty, 4m, restored, will go straight to work, all pipes and rams. £1,700 ono. Tel: 07980 823381. Warwick. [CDP5R]

**Benford MBR71 pedestrian vibrating patching roller and trailer**, comes with Thor breaker and hoses repainted, good condition. £1,500. Tel: 07981 213648. Daventry. [CD]

**Husqvarna chain saw**, model No 576 x P, never cut one ounce of wood, 24" bar. £600. Tel: 01434 674627. Hexham. [CD]

## IMPLEMENTS WANTED



**Square baler New Holland 276, 274, etc.** would also consider other makes would Also looking for a New Holland / Tarrup double chop, location must be in Ireland. Tel: 00 353 (0)87 6454435. Cork. [DEW125]



**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]

**Screw drainer**, preferably in working order. Transport can be arranged. Tel: 07899 936121. Coleraine. [BC]

**Bridging arm for MF 500 seed drill**, in Aberdeenshire would be an advantage. Tel: 07564 067147. Aberdeenshire. [BC]

**Kubota ride on mower**, please call if you can help, cash waiting. Tel: 07816 347623. Leicester. [BJ]

**Ferguson/Hesford PTO driven tractor winch**, ideally on in need of repair, I am looking for a project. Tel: 07766 136136. Inverness. [BJ]

**Grays tube wrapper**, any condition considered, preferably later tube liner model. Tel: 07817 113053. North Yorkshire. [AB]

**Grass crimper**, make unimportant, please call if you can help. Tel: 01789 450258 or 07724 571048. Stratford upon Avon. [LA]

**Engine Drive Baler** wanted. Must be in working order. Please call 01841 540 494. Cornwall. [LA]

**Massey Ferguson /week's trailer**, red and yellow wheels must be tidy and no rot please cash on collection mobile. Tel: 07974 345088. Hereford. [LA]

**Massey Ferguson trailer**, red type with yellow rims must be tidy no rot please cash available mobile. Tel: 07974 345088. Hereford. [LA]

**Header trailer for Massey Ferguson 510/515 or 525 combine**, please call if you can help. Tel: 07775 516120. Nottingham. [KL]

**McConnel saw bench**. Tel: 07531 436749. Liffon, Devon. [JK]

**Trencher**, land drainage machine wanted ideally in working order Mastenbroek, etc. please contact. Tel: 07592 614051. Gloucester. [JK]

**Slurry tanker**, wanted in good condition, please call if you can help. Tel: 07816 347623. Loughborough. [JK]

**Alvan Blanch Eco Puller**, preferably in working order but anything considered. Email: conorbroderick@hotmail.com. Tel: 00353 87 1144112. Ireland. [JJ]

**J and R Wallace Castle Douglas horse drawn fertiliser spreader**, or a Massey Harris, wanted in any condition, will travel, good money paid. Tel: 07392 282801. Leicester. [JJ]

**AC 2F plough**, prefer drag but dont mind, hydraulic, good condition please but anything considered, cash paid. Tel: 07521 455570. Glos. [JJ]

**Merry tiller and Westwood garden rotovators**, running or not. Tel: 01865 407920 or 07771 566172. Abingdon. [HI]

**Galvanised water troughs**, any size for cash, not too worried about condition as long as they aren't rusted out, will collect pretty much anywhere in mainland UK. Tel: 07852 766192. Lancashire. [FG]

## SEATS



**Restored black and white adjustable seat**, as supplied with 'B' Series tractors, full refund if not satisfied and seat returned in good condition. Tel: 01485 512521. Hunstanton. [DEW2]

**Real heavy cast iron Bamfords tractor seat**, £135 plus £14 if posted. Tel: 07980 105313. Smalley, Ilkeston, Derbyshire. [DE]

**Nuffield seat**, in good order £50, also Ransomes YL plough shares, a few Lister Cockshutt shares, make an offer. Tel: 07746 234876. North Wales. [DE]

## WHEELS AND TYRES



**Nuffield / Leyland front inner wheel weights**, to fit 750 x 16 wheels, part number ATJ8231. £220 buyer to collect. Tel: 07811 507267. Stafford. [DEW51]



**Bettinson dual wheels**, pair of 12.4 x28", very nice condition, good tyres, situated in South Lincolnshire. £275 ono. Tel: 07765 905083. [DEW36]



**John Deere combine wheels**, almost new 18.4 x 26 12 ply tyres. £650. Tel: 07968 178264. Penzance. [DEW96]



**Wheel and tyres 14.9 x 26" Goodyears**, good condition. £140. Tel: 07765 905083. Lincs. [DEW87]



**Standen row crops wheels and tyres**, 8.3 x 44", good condition for age. £175. Tel: 07765 905083. Lincolnshire. [DEW86]



**Tyres and wheels**, 18.4 /15 26, in very good condition, off a little used tanker, 8 stub, 80% tread, Alliance. £700. Tel: 07980 823381. Warwick. [CDP8R]

**Wheels and tyres**, pair 12.38 wheels and tyres, to fit a Massey Ferguson tractor, tread 25% good sound tyres, Goodyear traction super grip, 12-38 75% tread, no cracks or splits. Tel: 07836 541127. Lincolnshire. [DE]





**Grey Ferguson front wheel**, new condition, 4.00 x 19. £75. Tel: 07768 025675. Rowlands Castle. [CDW28R]



**Genuine Mercedes alloys**, with Pirelli Sottozero 245/40/R18 97H tyres, 5mm treads, no cracks or welds, clean, excellent condition. £450. Collection only. Tel: 07512 648978. Stockport. [CDW116R]



**Wheels and tyres 11 x 32** one pair, fitted with Goodyear tyres, with 70 per cent tread, slight cracking between treads. £400 no VAT. Tel: 07770 362396. Nr Chester. [CDP21R]

**BKT tractor tyres**, 24 x 12.4 new condition. £250. Tel: 07761 679001. East Sussex. [DE]

**Wheels and tyres**, 12 x 38, 5 star duals, worn but useable tyres, £95, Fergie 178 weight frame £105. Tel: 07889 761759. Barnsley. [DE]

## WHEELS AND TYRES WANTED

**Barum tractor tyres wanted**, 11.2 x 24 / 12.4 x 24 / 12.4 x 28 / 16.9 x 28 / 16.9 x 34, must be in good condition ideally 50% or better. Tel: 07710 161670. North Yorkshire. [BC]

**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. Tel: 07821 826210. NE. [BC]

**Rear wheels**, pair to fit Ford 5000, 12 x 38. Tel: 07866 246292. Northants. [LA]

## WOODCHIPPERS, SAW BENCHES & LOG SPLITTERS



**Vintage Charles D Philips belt driven saw bench**, 2ft x 4ft top, cast frame, very strong. £145 no VAT. Tel: 07801 199001. [DEW39]



**McConnel Log Mate PTO saw bench**, excellent condition. £795 + VAT. Tel: 07850 367464. Swindon. [DEW23]



**McConnel saw bench**, flat belt model, recently refurbished including new belt and a respray, in good working order. £800. Tel: 07792 228262. Cardigan. [DEW54]



**Ferguson saw bench pulley and belt**, please call for more items. £400. Tel: 07765 905083. Lincs. [DEW93]

## CABS, CAB PARTS, PANELS & GLASS



**Deutz Agrotron range RH driver's door**, brand new and unused, green tint, complete with new door seal. £170. Tel: 07855 742792. Market Drayton. [DEW39]



**Fiat 450 cab doors**, one lower window cracked otherwise complete. £180 buyer to collect. Tel: 07811 507267. Stafford. [DEW52]



**Scirocco multi comfort cab doors**, pair of used for MF 35/65/135/165, may fit others, buyer to collect. £270 including VAT. Tel: 01889 500303 or 07850 525693. Staffs. [CDW59R]

**Two matching doors with brass hinges and brass handles size**, 27 x 78 inches in very good condition £40 the pair. Lancashire area. Tel: 07741 206449. Lancashire. [DE]

## ENGINES AND GENERATORS



**AEC engine**, was running when removed, has been stored in doors, offers please. Tel: 07974 312002. Shropshire. [DEW44]



**Dorman engine**, can be seen running, very good condition, regularly used. £1,000. Tel: 07974 312002. Shropshire. [DEW47]



**Honda 8hp engine**, runs well, petrol, throttle handle, very good, in running condition. £80. Tel: 0798 823381. Warwick. [CDP6R]

**Lister TS3 diesel engine**, in very good condition fitted with electric starter suitable for generators, dumpers, screens, trommels, canal barge, etc. £1,000 ono, buyer to collect. Tel: 01843 597572. Kent. [DE]

**Massey Ferguson 35X engine**, completely re built. £POA. Tel: 01623 812133. Nottinghamshire. [DE]

**Perkins diesel engine**, 4-230U, 1976, can be seen running, still in forklift. Tel: 07789 427756. £600. Tel: 07789 427756. Mid Lincs. [CD]

**David Brown TVO engine**, complete in crack free condition original been reconditioned at the old factory, not been run a lot as no old oil build up oil clean as new getting very hard to find. Tel: 07555 294367. Huddersfield. [CD]

**Fordson N engine**, complete with head, in very good order no frost damage or repairs. Tel: 01484 845652. Huddersfield. [CD]

## VARIOUS OTHER PARTS FOR SALE

**Eight Massey Ferguson front weights**, MF 135 type £275, nine Ford front weights, 25 KG type, £300. Tel: 07836 652963. Cambridge. [DE]

**Transfer for Marshall steam traction engine**, colour and large, never been used. £35. Tel: 07774 719732. Penzance, Cornwall. [DE]



**Ford 5000, genuine Fo MoCo radiator**, been just recored, recon, tested and ready to fit. £225 + VAT. Tel: 07870 559146. Ludlow. [DEW63]



**Ferguson mudguards**, on the frames, come in good original condition. £135. Tel: 07765 905083. Lincs. [DEW88]



**Bamford 7RTC mower drive pins** (new and unused) Tel: 07790 676482. Derbyshire. [DEW119]



**Tines from Blackstone swath turner x12**, (new old stock) Tel: 07790 676482. Derbyshire. [DEW120]



**Porse parcel shelf**, £50. Tel: 07741 206449. Lancashire. [DEW109]



**John Deere 1120-2120 rear lift arm**, as new £95 + shipping. Tel: 07968 178264. Penzance. [DEW56]



**Linkage and pickup hitch**, parts believed for MF 35. £50 ono. Tel: 07831 110435. Essex. [DEW113]

**International 414 used crankshaft**, mains std, big ends -15, thought lots of life left in this part, for more info ring me. Tel: 07801 982635 prefer collection, postage would be extra. Salisbury, Wiltshire. [CD]





**Ford 4000 - 5000 grille guard**, possibly original Ford one, good condition. £120 + VAT. Tel: 07773 480324. Kendal. [CDP2R]



**Ford 2000- 3000 weight frame**, is homemade but strong. £120 no VAT. Tel: 07773 480324. Kendal. [CDP3R]



**Loader rams**, used single acting, 33.25 inch between centres closed, 3 inch OD. £180, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffs. [CDW51R]



**Carrying rollers**, two, good top track for Track Marshall crawler, off a 90, will fit other models, plus brake bands /half shafts. Tel: 07944 640696. Lincolnshire. [CDW102R]



**Ferguson 9 hole draw bar**, in good condition, £65. Tel: 07946 344324. Sleaford. [CDW36R]



**Front tractor wheel weights**, £60. Tel: 07850 325404. Northumberland. [CDW45R]



**Camshaft and followers DB990 AD447**, used good condition. £108 including VAT. Tel: 01889 500303. Staffordshire. [CDW52R]



**Genuine Wolf Land Rover Defender wheel centres**, x5, still in original Land Rover packaging, part no. ANR 5593 PM, new but old stock. Tel: 07817 358738. Bridgend. [CDW64R]



**Drawbar for John Deere**, no cracks or welds. £96 including VAT, buyer to collect. Tel: 01889 500303 07850 525693. Staffordshire. [CDW53R]



**Bosch starter motor**, as fitted to Ford tractors when Lucas were on strike (1978) ideal for accurate restoration, good condition and starts engine. £144. Tel: 01889 500303 or 07850 525693. Staffordshire. [CDW55R]



**Nuffield tractor weight**, £250. Tel: 07957 804652. Market Drayton. [CDW107R]



**Case 45kg tractor weights**, £50. Tel: 07957 80452. Market Drayton. [CDW108R]



**Case International weight frame**, unsure of model. £150. Tel: 07957 804652 Market Drayton. [CDW106R]



**IH 4-cylinder sump**, used, removed from 684 but may fit others, buyer to collect. £60 including VAT. Tel: 01889 500303 or 07850 525693. Staffordshire. [CDW56R]



**IH engine backplate**, fits most 3, 4-cyl models from 454 to 785. £90, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffs. [CDW57R]



**Original Ferguson top link**, is in good straight condition. £35. Tel: 07946 344324. Sleaford. [CDW35R]



**Ford drawbar**, fits 5/7000, 56/66/7600, 67/7700, when fitted with auto hitch, c/w pin and clip, good condition, no welds or cracks. £114. Tel: 01889 500303 or 07850 525693. Staffordshire. [CDW54R]



**Original front wheel heights**, for grey Ferguson, c/w bolts. £150. Tel: 07768 025675. Rowlands Castle. [CDW29R]



**Flywheel to suit IH 574**, used, with 11" clutch. £120 incl. VAT, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffordshire. [CDW58R]



**Spares for County or Roadless**, please call for more. Tel: 07831 541937. Herefordshire. [CDW30R]



**David Brown STD drawbar**. £85. Tel: 07711 508200. [CDW17R]



**Massey Ferguson rev clock**, for a 65, genuine original, never fitted. £250. Tel: 07718 897765. Forfar. [CDW89R]



**Fendt big pack weights**, 1250kg and 1800kg. Tel: 01603 712222. Norwich. [CDW125R]



**International obsolete parts** for Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs, Transfers, track rod boots, tractor meters, check chains, levelling boxes, axle pins/bushes, B250, 275/414 handbrake repair kits, many other mechanical parts. Tel: 01524 751220. Lancs. [DEW60R]



**IH hand brake repair kits**, for International Harvester B250, B275 and B414 tractors, 276 and 434, air cleaner hoses, circuit breakers and many more obsolete parts for Bradford built tractors. Tel: 01524 751220 or 07774 579609. Lancs. [DEW61R]



**Massey pressure control hitch**, complete with no badge. £150. Tel: 07718 897765. Forfar. [CDW90R]

**Quantity of Tegal titan 7t trailer sides**, grain and silage sides, good condition. £POA. Tel: 07764 150720. Bridgwater. [DE]  
**Circular saw inserted tooth**, 42" blade and 36" blade also. Tel: 01434 674627. Hexham. [CD]





**Massey Ferguson digger arm and two rams**, also back plate £295 the lot or will split please call. Tel: 07831 541937. Mid Wales. [CDW31R]



**Rape side knife**, in very good condition, has been dry stored. £250. Tel: 07980 823381. Warwick. [CDP7R]

**Carburettor Norton Villiers type B10/2**, with elbow. £15. Tel: 01440 820047. Suffolk. [DE]

**Side panel for JCB digger**, £125, two side panels for IH Drott, £325, bracket for McConnel high reach hedge trimmer to fit MF or Ford County from £525, to £825. Tel: 07502 661861. Northants. [DE]

**IH BTD6 parts**, complete engine for parts, final drives including housings and many more items. £400. Tel: 07970 035837. Wells, Somerset. [DE]

**David Brown Cropmaster**, starter motor and fly wheel for TVO tractor or convert your VAK1 to starter motor also leg shield and 3 hinge bonnet. Tel: 01484 845652. Huddersfield. [CD]

## 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]



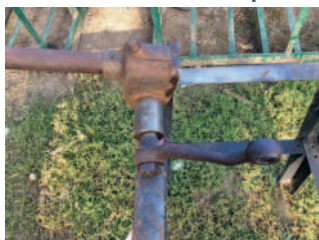
**Parts diagram, images, etc for a 1967 Massey Ferguson 702 industrial** (my new toy), as pictured to help me with maintenance order of parts, etc, photocopies will do. Tel: 07474 128407. sprudence1900@googlemail.com. [LAW23]



**Engine for Holder A60 tractor**. Tel: 07768 288440. Stratford-upon-Avon. [GHW33]



**PTO Shaft for an IMT with a 16 teeth gear**, is there one out there? If so please phone. Tel: 07769 824371. NW Scotland. [BCW99]



**Marles type P3690 steering box**, for Thwaites LHD, 1960s-ish, 15cwt dumper good condition please. Tel: 07923 897240. Oldbury. [ABW102R]



**PUH lower bracket for a Fordson Super Major wanted**. Tel: 07870 746466. Powys. [BCW93]



**Leyland 4/98TT engine** fitted to the following tractors: Marshall / Leyland 282,482,802,804. Tel: 07976 686843. York. [LAW56]



**Steering wheel**, for British made M.M. model 'U.D.S.' diesel tractor. Tel: 01283 585258. [JKW56]



**NOS cab**, for a Nissan digger, could be a 1980s model, see photo, please call if you can help. Tel: 01625 575798. Macclesfield. [JKW37]

**Workshop Special Tools for Case IH, New Holland tractors**. devonpoint@gmx.co.uk. Tel: 07866 367900. [DE]

**Gear box**, to fit a Ford 5000, good condition. Tel: 07733 021557. Suffolk/Essex. [DE]

**County full track draw bar and Leeford mule dozer**, for E27N. Tel: 01995 602154. Lancashire. [DE]

**Original style mud guards**, for Nuffield 3/45 or Leyland 344 tractor in good condition. Tel: 01228 529605. Cumbria. [DE]

**Double acting valve**, for a Fordson Dexta two pipe valve, please let me know. Tel: 00353 877860323. [DE]

**Claas drum belt**, new, 203/204 mega David Brown 1212 rear solid window good, potato spinner, cast name plate off cultivator. Tel: 07831 542544. Penrith. [CD]

**Albion Binder**, looking for PTO shaft drive mechanism to convert from land drive to PTO drive, also drawbar and string box to complete restoration. Tel: 07713 214409. Dumfries. [BC]

**Rear wheel centre**, for Ford Ferguson 2N. Tel: 01590 678664. Hants. [IJ]

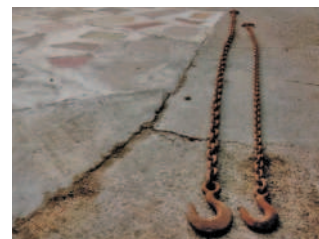
**Nuffield 10/42 pair of mudguards**, please call if you can help. Tel: 01538 382920. Leek, Staffordshire. [IJ]

**Gear box**, for a 1949 - 50 Farmall Cub or Cub tractor, please call. Tel: 01749 870756. Somerset. [IJ]

## MISCELLANEOUS



**Wild flower meadow hay**, 40 x Heston bales, ideal for sensitive horses, no artificial fertilizer, £50 per bale ex-farm, discounts for quantity, delivery can be arranged. Tel: 078 3635 5926. Petersfield. [DEW103]



**Hook and ring heavy duty chains**, 9-10 ft long. £25 for the pair or will sell separately. Tel: 01492 544866. North Wales. [DEP2]



**Mangle**, in original condition, 1950s, a lovely example in excellent condition. £150. Tel: 07741 206449. Lancashire. [DEW25]



**Job lot of brand new tiles**, price per box, £5, they were £26 per box, when new, cream colour, 23 boxes available. Tel: 07741 206449. Lancs. [DEW110]



**Power hacksaw**, vintage but is working well, 3 phase is in good working order. £50. Tel: 0798 823381. Warwick. [CDP10R]



**Heavy duty alloy ramps**, 10t rated, four metres long, as new. £650. Tel: 07968 178264. Cornwall. [CDW104R]

**Traditional one man's shepherd hut**, 8 ft x 4 ft 6, on iron wheels, has antique cast iron stove, very strongly made. £1,500. Tel: 07964 822802. Shropshire. [DE]



Keeping it Original  
Keeping it Massey Ferguson



MASSEY FERGUSON





**Ten aluminium milk churns**, £45 each or £400 for all ten, all in good condition, with two spare lids. Tel: 01743 884568. Shropshire. [CDP23R]

## MODELS, COLLECTABLES, LITERATURE AND DVDS



**Ferguson TE20 model**, outstanding model, with side hoe, exclusive model still in its box, by Keith Sherwin "Lightly Does It" approved by the Board of Directors, time to move on hence the sale. £520. Tel: 01538 266086. North Staffs. [DEP3]



**DVD Old Pond Publishing**, Autumn work. £8 plus postage. Tel: 07583 673321. Hereford. [DEW11]



**Massey Ferguson badges**, 100 Series x4, £60. Tel: 01994 232893. Carmarthen. [DEP6]



**Nuffield Leyland badges**, x3, £40. Tel: 01994 232893. Carmarthen. [DEP7]



**Vintage regent petrol/oil badge**, £45. Tel: 01994 232893. Wales. [DEP8]



**Oakes Bros dealer cast plates**, x2, call for more info. Tel: 01994 232893. Carmarthen. [DEP9]



**Dinky Guy lorries a flat back tailboard model**, 3 from 1950, a high side, previously owned and in boxes, all collectable £150 for the 3, will post out. Tel: 07903 904199. [DEW104]



**John Deere 2022 calendar unused duplicate**. £5 plus second class post. Tel: 07583 673321. Hereford. [DEW24]



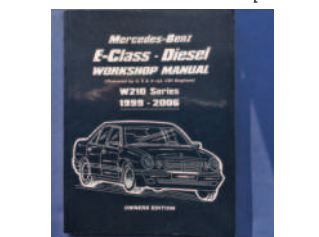
**Cast early J.W. Glover plate**, £50. Tel: 01994 232893. Carmarthen. [DEP10]



**Ideal combine game changer**, two brochures, in folder Ideal combine unused A4 size £15 plus postage. Tel: 07583 673321. Hereford. [DEW62]



**Wiking Claas Torian 1914 Agritechnica edition**, as new in box £160 incl. UK shipping. Tel: 07968 178264. Penzance. [DEW55]



**Benz E-Class diesel workshop manual**, W210 Series, 1999 to 2006, 200 pages, unwrapped, unused, unmarked, like new. £15.95. Tel: 07399 359072. Canterbury. [DEW85]



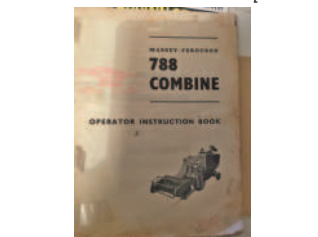
**Manitou MLT 627 turbo leaflet**, £6. Tel: 01423 733487. W. Yorks. [DEW43]



**Massey Ferguson 780 parts list**, £10 ono plus postage. Tel: 07583 673321. Hereford. [DEW12]



**Heavy glass paper weight**, New Holland big square baler, original box, 4" x 2.25" x 2.25". £15 plus postage. Tel: 07801 199001. Hereford. [DEW13]



**Massey Ferguson 788 operator's book**, complete apart from front cover £7 plus postage. Tel: 07583 673321. Hereford. [DEW17]



**Case IH pocket price list**, 1988, 32 pages. £12. Tel: 07962 891469. [DEW97]



**Lister-TED leaflet**, please call me for more items. £5. Tel: 01423 733487. West Yorkshire. [DEW98]



**Ford tractor news**, 1968, 4 pages. £24. Tel: 01423 733487. W. Yorks. [DEW100]



**Case IH 95 Series brochure**, 24 pages, £10. Tel: 07962 891469. West Yorkshire. [DEW99]



**Claas shell cotton overalls**, in Retro design, large, unopened. £20 incl. post. Tel: 07583 673321. Hereford. [DEW17]



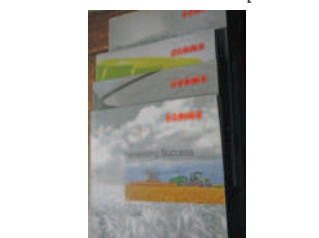
**Massey Ferguson beret**, in good condition, £5 plus small packet post. Tel: 07583 673321. Hereford. [DEW17]



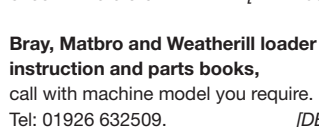
**History of combines in UK**, hard-back, A4, 212 pages, ot of text and photographs. £23 incl. postage. Tel: 07583 673321. Hereford. [DEW107]



**Claas shoulder and laptop bag**, £12 plus postage, inside pockets and shoulder strap. Tel: 07583 673321. Hereford. [DEW108]



**Claas tractor brochures**, 2004/2005, £6 ono, plus postage. Tel: 07583 673321. Hereford. [DEW203]



**Bray, Matbro and Weatherill loader instruction and parts books**, call with machine model you require. Tel: 01926 632509. [DE]





**Claas product range books**, various years from 2006, very good condition. £6, plus second class postage. Tel: 07583 673321. Hereford. [DEW19]



**Two 1950/Dinky Bedford's** £45 each will post out tracked both previously owned both, manufactured in the UK both collectable. Tel: 07903 904199. Tarporley. [CDW4R]



**Handbook for David Brown and one for Zetor tractors**, call for more info. Offers. Tel: 07711 508200. [CDW16R]



**George Henderson Kelso brass ashtray**. £60. Tel: 01994 232893. Carmarthen. [CDP13R]



**Massey Ferguson tin sign**, original and well looked after. £700 ono. Tel: 07718 897765. Forfar. [CDW88R]



**Vintage black and white photos**, original, £80. Tel: 01994 232893. Carmarthen. [CDP14R]



**Universal Hobbies 1:16 scale Ford 7000**, £70, collection preferred but can be posted at extra cost. Tel: 07843 167375. North Lincolnshire. [CDW25R]



**Claas Super-automatic trailed combine, 8-page sales brochure**, from c.1958/60, good clean condition, a now rare brochure, hence £35 (includes UK postage). Tel: 01458 241343. Somerset. [CDW111R]



**Farmhand 4030 Universal drill leaflet**. £5. Tel: 07962 891469. West Yorkshire. [CDW112R]



**Ford 5000 leaflet**, spec on back. £17. Tel: 01423 733487. W. Yorks. [CDW113R]



**Massey Ferguson Dec 1983 pocket catalogue**, 80 pages, £17. Tel: 01423 733487. W Yorks. [CDW114R]



**Massey Ferguson pocket catalogue**, 1979, 110 pages. £20. Tel: 01423 733487. West Yorkshire. [CDW115R]



**Universal Hobbies 1:16 scale Ford 5000**, £65, collection preferred but can be posted at extra cost. Tel: 07843 167375. North Lincolnshire. [CDW26R]



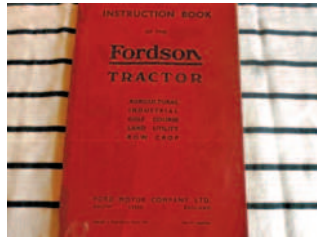
**International bonnet badge**, call for more info. £35. Tel: 01994 232893. Carmarthen. [CDP17R]



**Universal Hobbies 1:16 scale Nuffield Universal 4 DM 1958**. £65, collection preferred but can be posted at extra cost. Tel: 07843 167375. North Lincolnshire. [CDW27R]



**IH ploughs brochure**, £28. Tel: 01994 232893. Carmarthen. [CDP15R]



**Fordson STD N driver's book**. £30. Tel: 01994 232893. Wales. [CDP16R]



**International parts catalogue**, in decent condition. £12. Tel: 07884 581416. Diss. [CDP18R]

## MODELS, COLLECTABLES, LITERATURE & DVDs WANTED



**Vintage cast iron agricultural makers nameplates**, also old enamel barn signs, single items and whole collections purchased, top money paid. Tel: 01908 561434. Northamptonshire. [CDW96]



**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]



**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. [IYW58]

**Operators manual and workshop manual**, for Renault 95 12. Tel: 07939 139024. Boston. [DE]

**Old classic cars and bikes**, any condition however wrecked even planes too, please call Jonathan. Tel: 07753 931874. Leeds. [CD]

**Universal Hobbies 1/32 scale Claas Matador combine** and Claas Super trailed combine models, preferably mint and boxed. Tel: 01458 241343. South Somerset. [JK]

**Toy model tractors**, good prices paid, David Brown Cropmaster, Orange Nuffield 1950s, please call if you can help. Tel: 01327 261038. West Farndon. [FG]

**BBC Countryfile magazines**, early issues no 1 to issue 36, top cash paid, name your price! Tel: 01434 220496. Hexham. [DE]

**Universal Hobbies Fordson Dexta 1960-62 UH2898**, mint and boxed. Tel: 07770 995859 evenings. Shropshire. [HI]

**Dowdeswell Roller mower brochure wanted**, featuring the 6 foot and 8 foot models. Main mower body orange colour, with green top guards. Tel: 07770 995859 evenings only please. Shropshire. [HI]

**Any of the following advertising literature**, Wickham-Poole quick hitch transport system, James Jones Highland forestry equipment, CoTil cranes Barth, Hoes, Howard and Salmon trench diggers/drainage machinery. Tel: 01769 560634. Email: angaengin@gmail.com. [FG]



## EVENTS



**Ashby Magna Vintage Rally,**  
18th and 19th June 2022, find us on Facebook, exhibits 07780 616059, trade Tel: 079000 47801. Holt Lane Ashby Magna Leicestershire LE17 5NJ. Camping, Adults £6.00 Concessions £5.00 Children £4.00 Family £18.00. [DEW45]

**Rainscombe Country Show,** 11-12th June 2022, those with Classic tractors and machinery please come and exhibit, hosted by Wilts vehicle and machinery enthusiasts, admission adults £5, under 16 free (accompanied by an adult) dogs on leads, how open 9am -5pm Saturday and Sunday. Email: wiltsvme@outlook.com [AB]

## 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]

**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]

**Low loader transport,** all area's covered tractor's implement's truck's 4x4's van's car's plant machinery single item's to full loads we take care of them all winch on none runner's catered for phone or text for a quote. Tel: 07980 220333. Lancashire. [BC]



**Land wanted,** arable, pasture, and orchards or a mixture to metal detect, Kent and Sussex areas, generous fee to detect on your land, digs held on Sundays, to find out more, contact Medway History Finders or request a guide for land owners at www.medwayhistoryfinders.co.uk. [FGW110]



**4x4 wheel covers,** custom made wheel covers to advertise your business or personal design, covers all 4x4 vehicles, since 1985, nationwide and Europe. Visit www.wheelcover.com Tel: 01473 652940. [FGW154]



**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. Derbyshire. [CDW53]

**Service and repair for Land Rovers,** covering all models from Series 1 to the present day, servicing 20 mile radius of Knockholt, Nr Sevenoaks, Kent. Please call Knockholt 4X4. Tel: 01959 533305. [LA]

**Signs for homes, farms, business and commercial applications** for over half a century, working only with high quality materials, we produce a wide range of plaques using traditional and modern manufacturing techniques. Tel: 01493 751778. [F-E]

**Indulge Catering,** provide buffets in Edinburgh we created fresh, original menus for wedding ceremonies, birthdays, anniversaries, and funerals across the North West. Your order can be delivered directly to your door. Tel: 07932 008305. Edinburgh. [AB]

**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]

## EMPLOYMENT OPPORTUNITIES

**Tractor driver/dairy person,** an excellent job opportunity on a progressive 450 cow dairy farm with a super team of staff required for dairy cow duties and tractor driving. Based in Cheshire. Great pay and time off. 4 days a week (negotiable). Please contact George Riddell on 07821 192442 or grariddell@hotmail.com. [DE]

**Experienced tractor driver/plant operator, mechanic and labourer, looking for regular contractual or seasonal opportunities in Leicestershire.** NPTC/ NPORS. Call 07794 467215. [DE]

**Ploughing wanted in the Perthshire and Fife area?** I am located in Perthshire, please call if you are looking for ploughing services. Tel: 07761 625195. [AB]

**Antarctica, the coolest jobs in the world.** British Antarctic Survey are recruiting for most of our Antarctic based roles until 31st March 2022. Roles include mobile plant operator, mobile plant mechanic, diesel power generation technician, electrical maintenance technician, mechanical maintenance technician, and many more. To explore the various roles and apply, visit www.bas.ac.uk/vacancies [DE]

**Mobile mechanic,** leading machinery dealer P.V. Dobson are looking for an experienced mechanic to work at our Levens, Skipton and Chorley branches. Preferably living in Cumbria, Lancashire or North Yorkshire. The candidate will be experienced working on agricultural machinery, possibly Manitou telehandlers and/or plant. Plus, confident in the use of diagnostic equipment, hydraulic, electrical and engine repairs. The majority of the work will be on-site, starting work from home, but also working in our workshops as required. You will be provided with a fully equipped van and diagnostic equipment, laptop, etc. The candidate is expected to display initiative, responsibility and maturity. To find out more, please contact Nicola Taylor on 015395 60833 or visit www.pvdobson.com/jobs. [DE]

**Workshop mechanic,** leading machinery dealer P.V. Dobson are looking for an experienced mechanic to work based from our at our Levens branch, near Kendal, Cumbria. The candidate will be experienced working on agricultural machinery, possibly Manitou telehandlers and/or plant. Plus, confident in the use of diagnostic equipment, hydraulic, electrical and engine repairs. The candidate is expected to display initiative, responsibility and maturity. To find out more, please contact Nicola Taylor on 015395 60833 or visit www.pvdobson.com/job. [DE]

**Installation engineer** required for Storth the experts in slurry management. Based in Lancashire, the candidate will be have a number of responsibilities, including installation of automatic slurry scrapers, erecting of slurry stores and experience in basic hand tools and electrics, and preferable experience in concrete. The candidate must be willing to work away from home if necessary and work individually or as part of a team. Wages will be based on experience, immediate start. Hard working and self-motivated. To apply, please contact marketing@storthmachinery.co.uk or to view a full list of current vacancies www.storthmachinery.co.uk/careers [DE]

**Agricultural machinery technician,** we have openings for experienced technicians involved in the service and repair of agricultural equipment. Applicants will have the ability to use diagnostic equipment and work on their own initiative, good communication skills, and an understanding agriculture. We offer an attractive package. For further information please contact Chandlers on 01476 590077 or hr@chandlersfe.co.uk. Or visit www.chandlers.co.uk/careers [DE]

**Service manager,** based at Spilsby, managing all aspects of a busy agricultural workshop servicing AGCO premium brand agricultural machinery. Candidates must have relevant experience, excellent communication skills and the ability to work with a close knit team. We offer an attractive package. For further information please contact Chandlers on 01476 590077 or hr@chandlersfe.co.uk. Or visit www.chandlers.co.uk/careers [DE]

**Agricultural parts advisor,** we have openings for parts advisors involved in the sale, stock control and input of parts for premium brand agricultural machinery. Applicants will preferably have previous experience in a parts department and strong communication skills. We offer an attractive package. For further information please contact Chandlers on 01476 590077 or hr@chandlersfe.co.uk. Or visit www.chandlers.co.uk/careers [DE]

**Machinery journalists wanted.** Sundial magazines, the publishers of *Classic Tractor*, *Farm Machinery Journal*, *Forestry Machinery* and *Earthmovers* are looking for machinery journalists to support the development of its off-road machinery portfolio. It would be ideal if you had a background in machinery journalism with a working knowledge of the agricultural and/or construction industries but this is not a prerequisite. If you have a flair for writing and an interest in photography, we would be delighted to hear from you. your contributions to the magazines would be on a freelance basis. To register your interest send an e-mail - telling us a little bit about yourself and your ideas to Paul Cosgrove, Publishing Director at paul@sundialmagazines.co.uk [DE]

**LiuGong Direct UK are looking for experienced,** qualified mobile plant engineers to service and repair their LiuGong range of equipment. Working across the UK directly For the manufacturer's. Training will be provided. Be computer literate, good communicator. Willing to work overtime. Includes pension scheme, 25 day's holiday. Tel: 0203 897 0970. Email: info@liugong.co.uk. Website: www.liugong.co.uk [DE]

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| <input type="checkbox"/> PARTS WANTED                 | <input type="checkbox"/> IMPLEMENTS FOR SALE | <input type="checkbox"/> IMPLEMENTS WANTED |
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**MISHAP  
OF THE  
MONTH**



This New Holland T7.190 was either just setting off to do some hedge trimming or just returning when it decided to self-combust in Yorkshire. What was left after the blaze had been extinguished, inset, wasn't a pretty sight. Photo: Kyle.



**1** The slightly rusty operator of this Matbro TR200 was rushing to load a straw wagon, but failed to take into account the unstable yard and notorious instability of the machine he was handling, with inevitable consequences. Photo: P. Mitchell.

**2** The operator of this John Deere 6155R could not resist the urge to grab a bit extra with the plough, but maybe he should have asked himself why this patch had not been cropped in the past? The presence of rush grass says it all. Photo: S. Gallacher.

**3** The Mitchell family's Case IH MX110 and Abbey tanker rolled five times before

coming to rest at the bottom of this steep bank in Fife. Happily, the driver and both of the machines went on to make full recoveries. Photo: P. Mitchell.

**4** The plucky operator of this seriously bogged JCB 360-degree excavator was determined to stay at his post for as long as possible. In the end, he had to exit the cab and let vehicle recovery specialist John Brown, right, work his magic.

**5** The death of a good Deere. Christopher Vallone's poor 7530 went up in flames in Shropshire last August, the only consolation being that thanks to the work he had just done with a Sumo cultivator, a good firebreak was already in place.



**2**



**3**



**4**



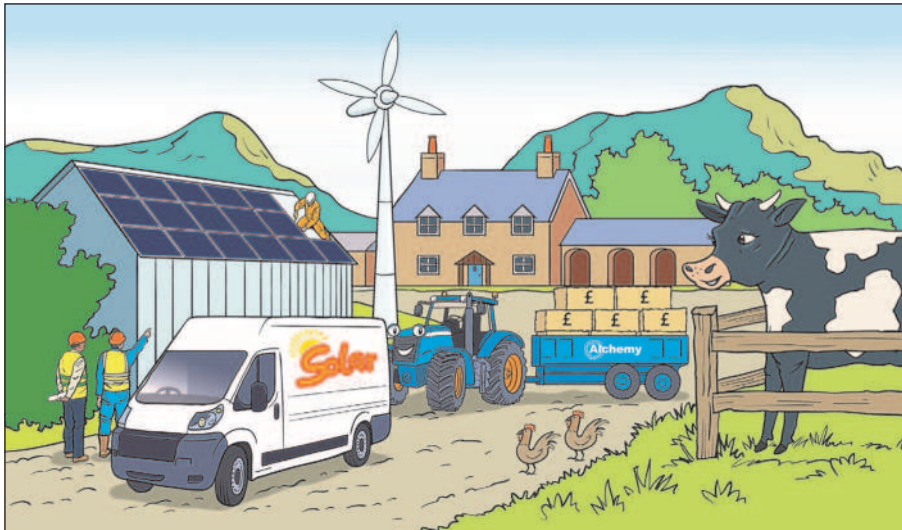
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**FORTERRA**  
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