

THE  
**No.1**  
BEST SELLER

THE **CULT MAGAZINE** FOR THE FARMING COMMUNITY

May 2022

# Classic Tractor

## TURBO FORD!

**LIVELY 8210T  
EXCELS AT  
TOP WORK**

**LOW PROFILE  
TYRE BUYING  
ESSENTIAL GUIDE**



**RANCH HAND!**  
Canadian farm's dream team

**DAVID  
BROWN  
FACTORY IN  
ITS PRIME**

**HOW MELTHAM  
WORKS MADE  
TRACTORS IN  
SEVENTIES**



**BETTER BLUES!**  
**FOUR UPGRADE PROJECTS**



**32 Deeres in one field**



**Scarce IH 1046 driven**



**Delighted to get 1394**



£4.40



**FENDT**

fendt.com | Fendt is a worldwide brand of AGCO.

# WIN the 'ultimate refurb' of your Fendt tractor with #vintowin!

**VIN  
TO  
WIN**



Jan Niklas Paul (on the right) and his dad (on the left) run an organic farm with focus on arable farming. They are participating in the VIN to WIN campaign with their Fendt 309LSA. The tractor has 8888h, was built in 1991 and has been on the Paul family's farm for over 10 years now. It is equipped with nearly all features, that were available in the Fendt price list from 1991 (front hydraulics, front PTO, front loader, EHC). Jan Niklas Paul and his dad appreciate the robustness of their tractor and the good performance. "The tractor should stay on the farm for many years to come", says Jan Niklas Paul about his 309LSA.

Register here:

<https://agcoparts.info/F01ukA>



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

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

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



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



© AGCO 2022. AGCO Parts provides worldwide genuine support to all AGCO machinery brands.



## CLASSIC TRACTOR

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

Editor Rory Day

Assistant Editor Sandy Cox

Publishing Director Paul Cosgrove

Sales & Marketing Manager Richard Cosgrove

Sales Executive Chris Avent

## EDITORIAL ADDRESS

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

## SUBSCRIPTIONS

### Address for subscriptions only:

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

## AUSTRALIAN AGENT

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

## NEWSTRADE

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

## DESIGN & REPRO

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

## PRINTING

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

## COPYRIGHT

Sundial Magazines Ltd 2022, all rights reserved.  
Reproduction in whole or in part is forbidden except  
with the written permission of the publishers.

## ADVERTISEMENTS

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

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

ISSN 1472-9695

## SUNDIAL MAGAZINES LTD.

Registered in England No 4134490.

CLASSIC TRACTOR is published on the last Friday  
of each month. The next issue is June 2022,  
published on the 29 April.

# Welcome

## RED DIESEL UPDATE

Page 31



*If the government has any sense,  
it will postpone the introduction  
of the new red diesel regulations.*



**FUEL IS AN INCREDIBLY EMOTIVE SUBJECT** right now, not only because of the spiraling costs due to the terrible events in Ukraine, but also due to the impending changes on who is legally entitled to use rebated red diesel. I therefore make no apologies for returning to this subject in this issue's Welcome.

Between 11 February, which is when I penned my last Welcome, and 11 March, the price of a litre of red diesel rose by 70%, from around 70p to between 110p and 130p, depending on the supplier and location.

With field work about to resume following the winter break, the timing of the increase couldn't be worse. Some of the increase in the price of fuel and other inputs, especially ammonium nitrate fertiliser, is being offset by higher prices for farm commodities, but certainly not all. The conundrum for anyone whose bulk tank needs replenishing is whether to buy fuel at the current inflated prices or to hold off in the hope that the Middle East ramps up its oil production, easing the supply situation and bringing prices down. Wouldn't a crystal ball be nice?

If the spiraling cost of fuel isn't enough, some red diesel users also have to contend with the changes to the regulations on who can and can't use rebated fuel. These come into effect on 1 April. For example, anyone who uses a piece of construction equipment for non-agricultural work will have to switch over to using white diesel on this date. If the government has any sense, it will postpone the introduction of the new regulations until the supply/price situation has eased.

As you can read on page 31, there is at least some good news for people who take their tractors to agricultural shows and ploughing matches. HMRC has confirmed that it considers these events to be accepted 'agricultural' uses for rebated red diesel. The bad news is that it does not consider a tractor road run to be an agricultural activity. By the way, that has been the case for many years, so there's actually no change in HMRC policy.

Just a thought here, but maybe the start and/or half-way points for tractor runs could host an 'agricultural show'? After all, HMRC has confirmed that red diesel can continue to be used for shows and ploughing matches that provide information and education that benefits agriculture, and raise funds to support these aims. There could just be a way around this.



Rory Day

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



## DON'T MISS AN ISSUE!

Subscribe to **CLASSIC TRACTOR**, the No.1 best seller, at  
[www.classictractormagazine.co.uk](http://www.classictractormagazine.co.uk) and get two issues FREE\*.

\*UK only by direct debit



# Contents

Number 253 May 2022



page  
38

## UPGRADE SPECIAL!

Classic blues made better by owners

Reader Rebuild IH 1046

### SCARCE IN THE SEVENTIES

The 46 Series was International Harvester's first European-built range of higher-horsepower tractors. These German-built models were never a common sight in the UK and Ireland in the 1970s, less so today, and it is that scarcity value that encouraged one IH enthusiast to take on the rebuild of a four-wheel drive IH 1046. Sandy Cox has been finding out what that involved and admiring the finished result.



Above: Former and ghost hire specialist Martin Harrop has put together a desirable collection of 46 classics including two - and four-wheel drive versions of 46 Series models, equipped with a variety of cabs.



page  
16

## FEATURES

- 8 Fleet Profile**  
A farmer from Germany who moved to Canada in 2001 shows us his machines.
- 16 Reader Rebuild**  
A host of horrors were lurking under a hand-paint job on this scarce IH 1046.
- 22 Farming Diary**  
The Suffolk Bunch have been spending time in the workshop, and buying again.

### BLUE MADE BETTER

- 38 Turbo 8210**  
Thanks to a turbo and engine tweaks, this Ford 8210 has the power of a TW.
- 44 Transplant 7810**  
A Ford 7810 gets an upgrade with an engine transplant from a newer 7840.

- 50 Modernised 8340**  
An overhaul for this NH 8340SLE was followed with a host of enhancements.
- 57 Upgraded 8360**  
Adding creep speeds is just one of the upgrades made to this 1997 NH 8360.
- 62 Market Guide**  
If you need 540/65R28 or 650/65R38 tyres, here's a guide to who sells what.
- 72 Memory Lane**  
Remembering DB tractor production at Meltham and the people working there.
- 78 Event Report**  
Over 30 machines attended the 'Field of Deere' ploughing event in Scotland.

## REGULARS

- 3 Welcome**  
Not surprisingly, all things red diesel dominate the editor's latest Welcome.



**NEXT  
ISSUE OUT  
29 APR**



**Front cover:** Richard Carr's upgraded 1984 Ford 8210T working with a set of 12.5m-wide Parmiter harrows in south-east Essex.  
**Photo:** Chris Lockwood.

**Main picture:** Following an extensive programme of modernisation, Ryan Hawkins' 1996 New Holland 8340 SLE, seen here at Okehampton in Devon, is fit for farming in the 21st century.  
**Photo:** Zach Anderson.

## 31 News

Update on red diesel; champion Fiskars plough back in field; Fendt parts search.

## 36 Letters

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

## 48 Subscribe Now!

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

## 81 Farm Favourites

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

## 85 Farm View

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

## 108 Running Report

Owned by the same family since 2000, this Fiat F130 remains a firm favourite.



page  
**72**

page  
**8**



page  
**38**



## PRACTICAL

### 89 Tips, Advice & News

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

### 91 Turbo Overhaul

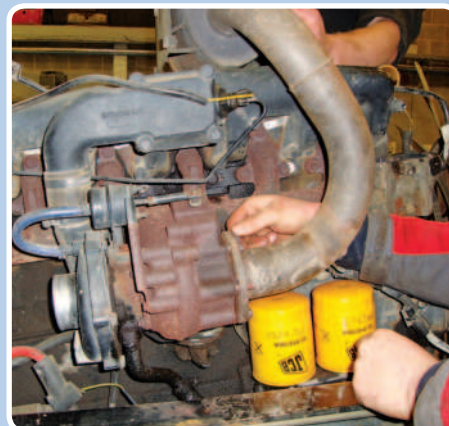
The turbo from a modern classic JCB Fastrac gets overhauled by specialist.

### 98 Differential Repairs

The crown wheel and pinion in a Ford 8210 are replaced and correctly set up.

### 105 Ask the Experts

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



## 112 Forecourt Find

Low-hour, late-model MB-trac 1500s like this don't come up for sale often.

## 114 Collectors Corner

The second of our previews looking at the new farm models due out this year.

## 118 Tractorfile

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

## 121 Next Month

A preview of what we have planned for our next issue, in the shops on 29 April.

## 130 Classified Adverts

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

## 146 Machinery Mishaps

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

## AUCTION CENTRE

### 124 Machinery Sales

Selling prices of the best items at sales held in Lincolnshire and Herefordshire.





**FORD 7610**

**50070**  
Water Pump  
**£74.99**



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



**20301**  
Turbocharger  
**£351.97**



**2248**  
Wheel Rim  
8.00 X 16  
**£51.93**



**7658**  
Short Motor  
(BSD444T)  
**£1,799.00**



**8704**  
Decal Set  
**£34.99**



**7109**  
Idle Pulley Assembly  
**£119.50**



**20007**  
Grille (With Light Holes)  
**£49.00**



**54008**  
Front Combination Lamps  
(Pair)  
**£29.00**

**NEW HOLLAND 6640**

**5332**  
Radiator  
**£378.26**



**6318**  
Water Pump  
**£108.00**



**6317**  
Oil Pump  
**£92.00**



**8222**  
Fuel Pump Primer  
**£45.00**



**8791**  
Track Rod and  
Ball Joint Kit - LH  
**£86.00**



**92015**  
Clutch Kit  
(with Bearings)  
**£219.00**



**5497**  
Brake Master Cylinder  
**£74.99**



**8388**  
Drop Arm Assembly  
(Left Hand)  
**£87.50**



**74314**  
Receiver Drier  
**£34.99**

**NEW HOLLAND TL90**

**9036**  
Fan Belt  
**£4.04**



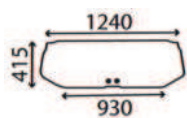
**50601**  
Starter Motor  
**£134.29**



**50347**  
Fuel Filter  
**£8.50**



**2739**  
Front Grille  
**£311.12**



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



**15060**  
Gas Stay - Door  
**£8.49**



**15032**  
Cab Handle -  
Outer RH & LH Lockable  
**£26.56**



**15034**  
Cab Handle - Inner LH  
**£50.20**



**8481**  
Mechanical Suspension Seat  
(with Back Extension)  
**£215.00**

**MF390**

**5291**  
Radiator  
**£213.04**



**1300**  
Water Pump and Pulley  
**£47.62**



**7339**  
Cylinder Head  
**£222.80**



**8700**  
Oil Pump  
**£40.00**



**3225**  
Silencer  
**£68.00**



**54003**  
Rear Combination Lamp,  
Long (Pair)  
**£35.00**



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



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



**2493**  
LH Door Frame  
**£260.00**

**MF590**

**5327**  
Radiator  
**£176.09**



**6270**  
Water Pump  
**£34.99**



**55030**  
Thermostat Housing  
**£29.90**



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



**6684**  
Orbital Steering Unit  
**£174.99**



**7339**  
Cylinder Head  
**£222.80**



**4360**  
Hydraulic Pump - Auxiliary  
**£205.00**



**80264**  
Cab Mount Bush  
**£14.99**



**8580**  
12V Air Seat Compressor  
**£109.00**

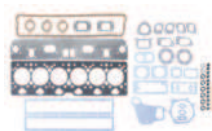
**MF3080**

**5706**  
Radiator  
**£350.00**



\*Generic image, check website for details\*

**FFK001**  
Filter Service Full Kit  
**£191.94**



**53192**  
Head Gasket Set  
**£45.56**



**74298**  
LED Head Light  
**£74.84**



**92000**  
Clutch Kit with Bearing  
**£265.00**



**2180**  
Fender Set  
**£249.00**



**2631**  
Door Frame (LH)  
**£532.80**



**74185**  
Rear Lamp Cover (LH)  
**£75.00**



**74186**  
Rear Lamp Cover (RH)  
**£75.00**

**WWW.AGRILINEPRODUCTS.COM**

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



**MF4270**

**6118**  
Water Pump Assembly  
(Gear Driven)  
**£115.00**



**53185**  
Head Gasket Set  
**£34.99**



**1350**  
Oil Pump  
**£62.00**



**FFK070**  
Filter Service Full Kit  
**£186.72**



**50277**  
Fuel Pump  
**£25.00**



**3224**  
Silencer Pipe  
**£16.97**



**9139**  
Rubber Boot Gear Lever  
**£3.90**



**1965**  
Hitch Pick Up Cable  
**£48.60**



**2741**  
Nose Cone  
**£149.50**

**CASE IH 956XL**

**8706**  
Water Pump  
**£55.00**



**8714**  
Engine Overhaul Kit  
(D358 Engine)  
**£330.00**



**8705**  
Oil Pump  
**£145.00**



**8713**  
Exhaust Manifold  
**£90.00**



**8708**  
Exhaust Elbow  
**£55.00**



**92086**  
Clutch Kit with Bearings  
**£549.00**



**72049**  
Blower Motor Assembly  
**£174.99**



**74173**  
Levelling Box  
**£149.00**



**74172**  
Drop Arm  
**£139.00**

**CASE IH MX135**

**6392**  
Radiator  
**£377.30**



**53208**  
Top Gasket Set  
**£59.00**



**6459**  
Starter Motor  
**£154.31**



**54063**  
Rear Combination Light  
(LH / RH)  
**£15.00**



**81137**  
Electro Valve Solenoid  
**£170.00**



**6895**  
PTO Switch  
**£49.99**



**1981**  
Levelling Box Assembly  
**£153.07**



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



**1365**  
Lower Link Quick Release  
Weld On Hook End (Cat. 2)  
**£98.00**

**JOHN DEERE 3050**

**1416**  
Water Pump  
**£210.00**



**1455**  
Head Gasket Set  
**£30.00**



**1510**  
Fuel Injector  
**£30.00**



**50526**  
Steering Joint (LH / RH)  
**£28.00**



**50452**  
Alternator (Less Pulley)  
14V, 70 Amps  
**£127.77**



**81130**  
Starter Motor 12V, 3.1Kw  
**£204.75**



**54013**  
Head Light (Pair)  
**£54.99**



**633112910**  
Clutch Kit with Bearings  
**£568.15**



**5382**  
Brake Disc  
**£49.99**

**NEW ITEMS**

**92247**  
Door Frame (RH) for  
MF600 Series  
**£264.00**



**92248**  
Door Frame (LH) for  
MF600 Series  
**£299.00**



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



**15208**  
Window Frame and  
Glass for Super Q Cab  
**£254.00**



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



**92084**  
Rear Window Hinge  
for Super Q Cab  
**£90.00**

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

**AGRILINE<sup>®</sup>**  
**PRODUCTS LTD**  
— TRACTOR PARTS & ACCESSORIES —

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

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



Agriline are proud distributors of:



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

**WWW.AGRILINEPRODUCTS.COM**

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



# SETTLING ABROAD

When Alex and Carmen Fuengeling emigrated from their small tenanted farm in Germany to Alberta in Canada in 2001, they took just two tractors with them. They have since expanded their acreage from 480 to 1200 acres and built up an impressive line-up of 19 tractors. Alex, a long-time reader of CLASSIC TRACTOR, explains the background to the family business and how its fleet of mostly German-built tractors has taken shape.

**MY INVOLVEMENT** with farming began when I was growing up on my family's 150-acre tenanted livestock farm in the Eifel region of German, close to Gerolstein, in the county of Daun. My Dad had brought in the first Limousin cows from Limoges in France to Germany in 1972 and he also milked 50 dairy cows.

My Dad also rented an arable farm near Cologne, three hours from his livestock farm, but only five miles from the farm where he originally grew up. His older brother had taken over that farm, but they worked the two farms together and shared the machines. Later, after my Dad sold the dairy cows and moved to the farm at Cologne, I took over the original livestock unit and continued to raise beef cattle.

I bought my first tractor, a 2000-hour John Deere 3030, in 1985, along with a new John Deere 550 round baler. To pay off my loan for this tractor, I decided to start custom baling and selling straw.

From my farm, I drove three hours to my Dad's farm at Cologne, then baled straw there all day. In the evening, I unhooked the baler, loaded my straw and took it all the way back home. I sold the straw to neighbouring farmers in the Eifel region.

In 1987, some friends of ours sold their farm near Cologne and moved to Ontario, Canada. I visited them the following year, and during my time there I travelled to most of the provinces and was really impressed by this country built on agriculture.

Later, the owner of my tenanted farm in Germany went bankrupt, resulting in the farm being sold for an

## Fleet facts

| Model            | Year | Hours  |
|------------------|------|--------|
| <b>Tractors</b>  |      |        |
| John Deere 3030  | 1979 | 10,500 |
| John Deere 8450  | 1982 | 11,200 |
| John Deere 4650  | 1983 | 6300   |
| John Deere 2040  | 1984 | 7300   |
| John Deere 2850  | 1990 | 9400   |
| John Deere 3650  | 1993 | 6500   |
| John Deere 750   | 1994 | 900    |
| John Deere 6310  | 1998 | 6700   |
| John Deere 6810  | 1998 | 11,000 |
| John Deere 6420  | 2003 | 9800   |
| John Deere 5070M | 2010 | 1900   |
| John Deere 6155M | 2019 | 200    |
| John Deere 6155M | 2020 | 550    |

| Model                     | Year | Hours     |
|---------------------------|------|-----------|
| John Deere 6155M          | 2021 | 110       |
| MB-trac 900 Turbo         | 1982 | 6500      |
| Deutz 80 05               | 1965 | Unknown   |
| Deutz 80 05               | 1966 | Unknown   |
| Deutz 100 06              | 1974 | 7300      |
| Deutz-Allis 7145          | 1988 | 7000      |
| <b>Combines</b>           |      |           |
| John Deere 7720 Titan II  | 1987 | 3600      |
| John Deere 9610 Maximizer | 1998 | 2000      |
| <b>Loaders</b>            |      |           |
| Weidemann 917D/M          | 1997 | 1800      |
| Caterpillar TH108         | 1998 | 6600      |
| <b>Other</b>              |      |           |
| International truck       | 1990 | 185,000km |

Above: Alex Fuengeling never thought of his 19-strong tractor fleet as a collection until he lined them up for the first time last September. Missing from this photograph are one of his two Deutz 80 05s and a John Deere 6155M that was out on hire.



**Right: Carmen and Alex Fuengeling bought 480 acres of bare land with no buildings in Alberta, Canada, in 1999 and moved there from Germany in 2001. Their tractor fleet has since grown from two tractors to 19, and their acreage from 480 to 1200 acres.**

unrealistic price to a lawyer who wanted to use it only for hunting. So I decided to move to Canada with my family. My wife, Carmen, and I were married in 1997 and we had two daughters, Cindy and Judy.

### Canadian move

We bought 480 acres of land with no buildings in Alberta in 1999, when land there was still affordable, and rented it out until we moved there in 2001. We bought a mobile home to live in, then started the construction of a heated workshop and a calving barn. In 2002 our third daughter, Gina, was born and we started building our new house that year too.

Shortly before we emigrated, I bought my dream tractor, a late John Deere 3650 with low hours, and shipped it over to our new country. We had already changed the tyres to 540/65R24 and 600/65R38 Michelins, which gave it a car-like ride. After a year

of cultivating the land with the 3650, I decided we needed something bigger, so since then it has been used mainly for lighter work with a Krone AM283CV disc mower, a 6m John Deere hoe drill, and on a round baler.

Three years ago, the shaft between the engine and the hydraulic pump broke and damaged the radiator. I bought a new shaft and radiator and carried out the repair myself. This has been the only big repair this tractor has needed, apart from a broken PTO shaft. After checking the price of the hydraulic pump here in Canada, I phoned Nick Young Tractor Parts in the UK and found that buying a shaft from them was quite a bit cheaper than buying it here from a John Deere dealer.

This 3650 was one of the last ones built in May



**Above: This two-wheel drive 1979 John Deere 3030 was the first tractor bought by Alex Fuengeling in 1985, after he took over from his father on a 150-acre tenanted farm in Germany. It is now used in Canada with 8m Cambridge rolls, a hay rake, tedder and a KÖckerling Herbatmat direct drill.**

1993, so it has the wide steps and the digital dash. Although almost 30 years old, it is still one of my favourite tractors, and even my wife loves using it. Every time she drives the 3650, she always says that she loves the long bonnet and the wide tyres.

For the work the 3650 does, it doesn't really need any front weights, but in my opinion, it looks way better with them fitted. Several years ago, on one cold winter's day, I decided to build a wooden box that resembled the shape of a set of front weights.

The appearance of all my tractors is important to me, so I have John Deere decals on the front and back of all my tractor cabs. The sun here is really hard on paintwork, which is why my tractors are always kept in the workshop when they are not being used.

Another tractor that I bought in Germany and brought over to Canada was my John Deere 2850. It came from a retired farmer who had used it as his main machine. After equipping it with a new Quicke Alö 950 loader, it became our main loader tractor. My first 3030 had a loader, but it was only two-wheel drive, so I was glad to have the four-wheel drive







2850. We now have several loader tractors, so the 2850 mostly now does lighter work, such as driving a hay tedder, rotary rake, 3.3m disc mower and the grain auger. It has done 9000 hours, but hasn't needed a single repair and it is still on its original clutch. The tyres have only been replaced once.

One machine on my wish-list was a tractor with a left-hand shuttle. Finally, I found a six-year old John Deere 6310 that had done under 3000 hours, but had no loader. I bought a Stoll loader for this machine and it then became my main loader tractor. It has done got almost 7000 hours on the clock, and again we haven't needed to do a single repair on it. Everything on this tractor, including the engine and transmission, is completely dry and there's not a single drop of oil to be seen. I really like this machine.

Heavier fieldwork is carried out by an articulated John Deere 8450. This tractor had done high hours when I bought it at a consignment auction for a cheap price. I knew it was a gamble, but I was lucky and we have now had this machine for almost 20 years. It mostly pulls a 9m John Deere deep tillage cultivator and occasionally a 12m lighter cultivator.

A few years ago, during a very wet season, we were really glad to have the John Deere 8450. The combines got stuck in the mud, but the 8450 was able to pull them out backwards and if nothing else, that's a good reason to keep it around. However,



**Inset right: The Fuengelings family bought this 1993 John Deere 3650 shortly before they emigrated from Germany to Canada in 2001. Alex likes the look of front weights on a 3650, but as he doesn't need them on his tractor he's resorted to making a wooden box in the shape of a front weight pack.**

**Right: The farm's largest tractor, an articulated 1982 John Deere 8450, was a bargain buy at an auction almost 20 years ago. It works with 9m and 12m cultivators and also comes in useful for pulling stuck combines out of the mud.**

I don't consider this tractor to be my best buddy, mainly because I don't like the transmission, and I also find the engine is a little bit underpowered for the weight of the tractor.

I use our John Deere 3650 to pull one of our round balers and would have really liked a 6910 to put on the second one. Unfortunately, here in Canada, this model was not available, but I did manage to find a 6810 that had been imported from a Dutch farm. It came with a John Deere 740 loader, TLS suspension, and a Degenhart front linkage and PTO. As well as using it on the second baler, and on a 6m John Deere hoe drill, we also use it with a 3m blade to push up our silage. This high-hour machine has had its starter and injection pump replaced, but apart from that it has not needed a thing and sounds and runs like new. I am a big fan of the opening front window, so I shipped one over from Germany, complete with gas struts, and swapped it for the 6810's fixed windscreen. It is so nice to have the smell of hay and sound of the engine in the cab with you.

**Right: John Deere didn't offer the 6810 in Canada, but Alex managed to find one that had previously been imported from The Netherlands. He has replaced the original fixed windscreen on this 11,000-hour machine with an opening one with gas struts that he imported from Germany.**

**Above: This 1990 John Deere 2850 was bought second-hand in Germany and then shipped over to Canada, where it spent several years as the Fuengelings' main loader tractor. It has clocked 9400 hours and has never needed a clutch or any other repairs.**

**Below: It's little wonder that this 1983 John Deere 4650, a fabulously clean example with a modest 6300 hours on the clock, is one of Alex's favourite tractors. Unlike many North American market 4650s, this one has a three-point linkage.**





## MB-trac dream machine



**After driving his uncle's 1982 Mercedes-Benz MB-trac 900 as a teenager, Alex always dreamed of owning one himself. He eventually found this 1982 machine in Austria and had it shipped to Canada.**

**I WILL NEVER FORGET** the day in 1982 when my uncle, who had a farm in Germany, bought a Mercedes-Benz MB-trac 900 in 1982. I used the MB-trac to haul sugar beet and beans to the factory, and grain to the farm, using two 16t Krone aluminium trailers. I was a teenager at the time and I loved driving it. For me the days were always too short when they were spent on the MB-trac. It was my dream tractor.

When I started farming on my own account, I couldn't afford an MB-trac, so I bought a two-wheel drive John Deere 3030. When the MB-trac 1000 came out, my uncle swapped his 900 for a 1000, and I fell in love with this six-cylinder machine too. Not long after, I saw my first John Deere 3650 and soon forgot about MB-tracs.

After a few years here in Canada, and also after looking at some old photos of myself with my uncle's MB-trac, I decided it was finally time to get my dream tractor. I still wanted a 900, not only because this had been the first MB-trac I had driven, but also because I liked the metal dash, the black interior and the black metal bonnet and nose with the square headlights, compared to the plastic nose on the later MB-trac 1000. I searched on the internet, but because I wanted a tractor with an opening front window and rims to suit a 1.8m -wide track, it took a while. This combination was really difficult to find, but I eventually I found a 900 with the opening front window, but not the right rims. In Steyermark, Austria. Then I located an MB-trac 800 at Emsland in Germany, close to the Krone factory, which had the right rims, so we shipped both tractors to my parents' place near Cologne. My Dad swapped the wheels and the front PTO from the MB-trac 800 over to the 900 and then shipped it over to Canada. I then sold the surplus 800. The MB-trac 900 is now my baby. We use it on our 7.5m aluminium stock trailer and for pulling the grain carts around the farm.



**Alex wanted a first generation MB-trac 900 with an opening front windscreen and wheel equipment to suit a 1.8m track width. To achieve the latter, he had to buy an MB-trac 800 in Europe and swap its wheels over to this 900.**

**Below: This impressive two-wheel drive John Deere 4650 was originally used with a 4m set of discs for fast cultivations, but it now works with a wider 6m implement.**



## Original import

We still have my original John Deere 3030, the first tractor I bought, and it is still working on our farm. I replaced the original rear tyres with 620s and its main job now is to pull a set of 8m Cambridge rolls after the drill. It is also still used for smaller jobs at hay time. We have three tedders (a two-, four- and a six-rotor) and we run two single-rotor rakes and one ten-wheel V-rake, and the 3030 is always a handy-sized tractor for these implements.

We also do a little bit of contract work, reseeding hay and pasture land using the 3030 and a Kockerling Herbatat no-till drill that drills into the sod. We imported this drill and believe it is probably the only one in Canada.

Our John Deere 3030 has got over 10,000 hours on the clock now and it is more than 40 years old. We have replaced the water pump three times and overhauled the fuel injection pump once. Other than that, it has needed no other repairs, which I think is amazing. I used this tractor a lot for contract baling in Germany, as well as loading and hauling straw, and it was my key machine on my 150-acre farm over there.

In addition to the 2850 and 3030, our other main hay tractor is a John Deere 2040. It is nice to have one without a cab, especially during the pleasant warm weather we usually have when making hay. The 2040 is also very manoeuvrable, making it the ideal machine for this task.

It is almost 40 years old and has had the water pump replaced once, as well as the seals in the steering column after we lost hydraulic pressure. I fixed this problem myself, and it took some nerves to change the rubber rings as it is pretty tight and tricky work. My old John Deere dealer back in Germany, who advised me how to do the repair, said that after changing each ring I should go in the house, have a coffee and a piece of cake before going back to the workshop to do the next one.

I bought the 2040 from my uncle's farm in Germany, where it had spent its first five years on a 2000-litre, 15m linkage-mounted sprayer. All my daughters really like using this handy tractor during the hay season.

Our main feeding tractor is a John Deere 6420. I bought this tractor in eastern Canada, about 2500 miles away, mainly because it was about \$10,000 cheaper at the time, including shipping, in that area. The truck driver who delivered it was on the road for three-and-a-half days. After we got it, I noticed there was some vibration. For the first and only time in over





**apukonline.com**  
tractor parts & accessories



**FREE\* UK Delivery**

Exc orders over 2kg to Highlands, Islands & NI.



**30 Day Returns**

Send items back within 30 days for full refund.



**12 Month Warranty**

On all tractor parts to give peace of mind.

## Shop by Tractor Make & Model



CASE INTERNATIONAL IH



COUNTY



DAVID BROWN



FERGUSON



FORD / NEW HOLLAND



FORDSON



JOHN DEERE



MASSEY FERGUSON

## Shop by Parts Category



BODY PARTS



BRAKES



CAB PARTS & ACCESSORIES



COOLING PARTS



ELECTRICS & INSTRUMENTS



ENGINE & FILTERS



FRONT AXLE & STEERING



LINKAGE

**PLEASE VISIT [www.apukonline.com](http://www.apukonline.com)**

[info@apukonline.com](mailto:info@apukonline.com)



**+44 (0) 1544 350396**

**Agri Parts UK Ltd, Maesmelan Farm, New Radnor, Presteigne, Powys, LD8 2TN, UK**

All parts are APUK parts and are not manufactured by the Original Equipment Manufacturer (OEM) unless stated otherwise.  
OEM part numbers, names and descriptions are quoted for reference purposes only and are not meant to indicate or suggest that the parts are made by the OEM.



**The Fuengelings' newest tractor, a 2021 John Deere 6155M, harvesting silage in August 2021. Its Premium light package comes into its own when baling at night, says Carmen Fuengeling.**



20 years in Canada, I took the tractor to the local John Deere dealership. This was because the dealership in New Brunswick, where I bought the tractor from, paid for the repair to replace the universal joints on the drive shaft between the engine and the transmission. We only use our 6420 for feeding cows in the winter.

Our John Deere 4650 is another one of my favourites. I bought it because I was looking for a higher-hp tractor to pull my 4m semi-mounted high-speed disc cultivator. Since we got our first 6155M, which now pulls the 4m cultivator, the 4650 is used to pull our 6m discs. The 4650 came from a retiring farmer about 190 miles away. It is a rare machine because there are not many with a rear linkage here in North America. I was really glad to have bought it from this older farmer. When I visited him to buy the tractor, and went in his workshop, his old, classic machines looked like new. I knew his 4650 had been well cared for. He could have asked whatever he wanted for that tractor and I wouldn't have argued, I wanted it that much.

When we got our John Deere 5070M, I felt its 4.5-litre engine was a bit underpowered, so we took the injection pump off and sent it away. The fuel injection specialist changed something and now this tractor has about 90hp instead of its previous 70hp. As soon as the snow is gone and the frost is out of

the ground, our 5070M ventures out with a post knocker to do some fencing (we look after about 13 miles of four-strand barbed-wire fences). We also use this tractor for light lifting work around the yard.

### Buying new

I bought my very first brand new tractor in 2019, this event coming after I met a reclamation specialist who is always looking for tractors to rent (hire).

I decided to buy a new John Deere 6155M for the sole purpose of renting it out, along with my 4m high-speed discs. Over the course of three years we have bought four new 6155Ms, with the next one already ordered for this year.

The 2019 John Deere 6155M is the one that I plan to always keep for myself, because I ordered it with 600/65R28s on the front and 710/65R38s on the rear, which you can't order from the factory. We had to get the rims custom-made for this

tractor. Also, it was the final year that this model was offered with an opening front window, which I love so much. This is why this specific tractor will stay on my farm long enough for it to eventually become a classic collector's item.

Besides the 6155M we hire out, we also own another John Deere 6155M that we use on our own farm. It is a 2021 model with the electric spool valves, AutoTrac, AutoQuad with Ecoshift, and a nice left-hand

shuttle that you can shift with just a touch. It also has the Premium light package, which my wife loves when she is baling at night. The 6155Ms we buy as hire machines go out for a year, and then we sell them. Until now, we have had no problems using these newer tractors and, quite honestly, they are fun to drive!

My biggest concern is that when using them for light loader work, which



**Left: The farm's two combines, a 1987 John Deere 7720 Titan II, left, and a 1998 John Deere 9610 Maximizer, working together in August 2021.**



**Because the Fuengelings' farm is 1000m (3300ft) above sea level, cereal crops are usually swathed at harvest before being picked up by the combines. The family operate swathers, a Versatile 4750, left, and a Case-IH WDX1202.**



The Fuengelings' 7000-hour 1988 Deutz-Allis 7145 carting grain last September. Another of its regular tasks is pulling a 3.6m Hesston mower conditioner.



## Deutz heritage



The Fuengelings' 1988 Deutz-Allis 7145 and 1974 Deutz 100 06 on feeding duties. Alex's affection for the Deutz brand comes from the fact that he grew up less than 20 miles from the Cologne factory and also because his father used Deutz tractors in the 1960s.

**AS WELL AS** a fondness for John Deeres, I'm also a bit of a Deutz fan. This stems from the fact that I grew up less than 20 miles from the Deutz factory and also because my Dad used Deutz tractors in the 1960s, before he switched to John Deere. We plan to refurbish our two Deutz 80 05s one day, when I have more time. Our 100 06, which is fitted with a really ugly American cab, is used mostly in the spring, when everything is really muddy and I don't want to get my nice John Deeres dirty.

Our Deutz-Allis 7145 is an American younger brother of the DX160. During the summer it pulls our 3.6m-wide centre-pivot Hesston mower-conditioner, and then in the fall (autumn) it empties our grain buggies and grain truck with our big swing auger. The auger is 34cm diameter and 24m long and can move 3t of grain per minute.

**Above: The 1974 Deutz 100 06 unloading a chaser bin of grain into a 24m-long auger being driven by a John Deere 3650. This auger can move grain at a rate of 3t/minute.**

you can do at idling speed (850rpm), as soon as you start using the left-hand shuttle, the engine speed automatically goes up to 1150rpm and then back to 850rpm, which is not necessary. Even with different transmission settings, it is not possible to change this, and my dealer told me it's normal. Now I always use the clutch when I am doing loader work, so it is not a great improvement compared to the older transmissions. Apart from this, I am really happy with these tractors. I hope that I can say the same in 20 or 30 years' time, because I am still a little sceptical about all the electronic features and sensors on modern tractors.

The smallest John Deere in our fleet is a 750. We named it 'Junior', and it even has two stickers on the sides of the hood with its name on it. We use Junior for cutting the grass around the bin yard and on our private roads.

Our farm is at a height of 1000m (3300ft) above sea level so we have to swath most of the grain

with our self-propelled swathers before we can harvest it using pick-up headers on both combines. Sometimes, in a nice year and with early-drilled crops, we use a direct-cut 7.2m header that fits either of our combines.

I am glad we have our daughters around, at least as much as they can be, to operate the combines and swathers, as well as the tractors that do the seeding and hay making.

Many years ago, while living in Germany, we used to receive the quarterly MB-trac and Unimog magazine from Mercedes-Benz. There was an article from a Scottish farmer who used a few MB-tracs. His last words in the article were "keep it simple". During the course of my farming career, these words have stayed in my mind. I never considered my fleet

of tractors to be a collection, because we have never previously lined them all up next to each other. Now, however, after seeing them all together, I do think it's fair to say that I do have a collection.

I have only ever traded-in two tractors, which is why my fleet has grown to the size it is today. I love pretty much every one of them; they all have something special and some good stories and memories behind them. I love my land, my machines and what I do, and I'm proud to be a farmer. 

**Below: Both of the Fuengelings' John Deere combines are usually equipped with pick-up headers. The family do have a standard 7.2m-wide header which they use for the direct cutting of early-drilled crops and when the season allows.**

The business bought its first new tractor, a John Deere 6155M, in 2019. This machine, equipped with wide, non-standard tyres fitted to custom-made rims, has so far completed just 200 hours.







Offering a wide range of agricultural and farm tyres, Ascenso aims to provide farmers and farming contractors with long-lasting tyres that are specially designed for a variety of farming applications and conditions. Ascenso tyres are designed keeping absolutely everything in mind: vehicle types, terrain, weather conditions and customer needs.

### **Tyres that stay strong, last long.**

Ascenso offer a **7 year warranty** on Farm Radial tyres and a **5 year warranty** on Bias tyres.

**Email:** [enquiries@ascensotyres.co.uk](mailto:enquiries@ascensotyres.co.uk)

**Tel:** 01205 743163



# SCARCE IN THE SEVENTIES

The 46 Series was International Harvester's first European-built range of higher-horsepower tractors. These German-built models were never a common sight in the UK and Ireland in the 1970s, less so today, and it is that scarcity value that encouraged one IH enthusiast in the north-east of England to take on the rebuild of a four-wheel drive IH 1046. Sandy Cox has been finding out what that involved and admiring the finished result.

**T**HE INTERNATIONAL HARVESTER XL cab was quite a revelation when introduced in 1981, but I never quite realised what a profound development it was until I had the privilege recently of trying out a number of IH 46 Series tractors equipped with the Laine, Fritzmeier Comfort 2000 and Timmerman cabs.

IH enthusiast Martin Herring, who is based on Teesside, owns examples of all three 46 Series models – the 946 (90 DIN hp), 1046 (100 DIN hp) and 1246 (120 DIN hp) – in both two-wheel drive and four-wheel drive formats. By today's standards, these are modestly-powered tractors, but back in the mid-1970s these were big machines. The IH 946 and 1046, built at IH's factory in Neuss, Germany, were the first to arrive in the UK, going on display at the Royal Show in the hot summer of 1975. The 1246, the most powerful tractor built by IH in Europe at that time, followed in late 1976.

All three 46 Series models had six-cylinder engines. The 946 had the old IH D310 German-built naturally-aspirated 5.1-litre engine from the mid-1960s, while the two more-powerful members of the 46 Series were equipped with a slightly newer and

bigger 5.9-litre engine, again built at Neuss. The D358 was naturally-aspirated in the 1046 and turbocharged in the 1246.

The basic transmission on all three models was a ZF 12F/5R unit with a six-speed gearbox and High, Low and Reverse ranges. There was also the option of an additional creep 'box' to bring the total to 16F/7R. The main gearbox offered synchromesh on third, fourth, fifth and sixth gears as well as on range changes. IH is reported to have claimed at the time of the UK launch that gear changing was as quick as a powershift transmission, even between ranges, and that it was possible to select reverse range while the tractor was still moving forward. This wasn't something we were willing to try in our test drive on 45-year old tractors!

A dual clutch and 540/1000rpm PTO were standard and the tractors had dry drum brakes. At the time of the launch of the IH 946 and 1046 it was reported by the agricultural press that remote control for hitching implements to the three-point linkage was a notable feature, with the latches on the link ends opened by rope control through the cab rear window.

**Below: Rebuilding this 1976 IH 1046 took five years of on/off work between other jobs in Martin Herring's workshop. Its condition was far worse than it appeared when purchased, with a great deal of rot being hidden under an earlier hand-paint job.**



**Above:** Farmer and plant hire specialist Martin Herring has put together a sizeable collection of IH classics including two- and four-wheel drive versions of all three 46 Series models, equipped with a variety of cabs.





## BEFORE



Hydrostatic steering was standard on two- and four-wheel drive models and changing between two- and four-wheel drive was said to be available on the move.

That's the specification covered, so now let's take a look at Martin's immaculately-rebuilt 1976 four-wheel drive IH 1046. He bought this R-plate tractor at the Cheffins Cambridge Vintage Sale in November 2014. His bid of £1800 wasn't enough to meet the reserve, but he ended-up paying £2000 after the sale.

"It was the first tractor that I bought to do up and my first IH 46 Series," explains Martin. "On our farm we had run an IH B-275 before moving on to models like the 434, 574 and 674. Then we went from the 674 to a 955, so we missed out the 46 Series completely. It was contractors or big farmers who generally had them. I bought this 1046 because it was unusual and we missed out on having one on the farm."

The history of Martin's IH 1046 is still unknown, but its OHL 755R number plate indicates that it was first registered at Sheffield. When bought from the auction it was sign-written on the bonnet sides with the owner's name and farm address in Staffordshire. The name Ben had been painted on the bonnet and the medallions attached to the chassis indicated it had been to a number of shows.

While the sale catalogue said that the IH 1046 had benefited from an earlier repaint, no benefit was apparent when Martin got the tractor home and looked at it more closely.

"It looked better than it really was and the paint hid a great deal of rot," he says. "We had to rebuild the cab from the bottom upwards as there was so much rot."

In the end, it took five years to bring the IH 1046 to its current immaculate condition, although a great deal of work was done to other tractors in the collection during that period too.

In addition to needing attention to the cab and tinwork, mechanical work was also required. The engine was rebuilt with new sleeves, pistons and crankshaft seals. It was equipped with a new alternator and a new clutch was fitted too. The brakes were taken off and relined and the gearbox linkages were re-bushed.

**Right: Power for the IH 1046 came from a six-cylinder IH German-manufactured D358 naturally-aspirated diesel. The 5.9-litre unit produced 100 DIN hp at 2100rpm.**



**Above left: This is what Martin's IH 1046 looked like when he bought it via Cheffins Vintage Sale in 2014. Its hand-paint by a previous owner concealed a host of corrosion.**

**Above: This side profile view of Martin Herring's 1976 IH 1046 shows the unusual shape of the Finnish-built Laine cab and how its size dominated this 100hp tractor.**

**Right: Martin Herring had to rebuild the Laine cab of his IH 1046 from the ground upwards. They are not the most convenient cabs for entry and exit thanks to the narrowness of the lower part of the door opening and the position of the pedals and levers.**

While this mechanical work was relatively straightforward, rebuilding the Laine cab was a major job. Some repair attempts had been made in the past, with weld bubbles visible under the over-painting, but dismantling the cab uncovered quite a litany of rust and decay.

"When we took the mudguards off, all the steelwork was rotten, and we ended-up rebuilding the whole cab," explains Martin. "There wasn't much of it that was any good, and the hand-painting had covered a lot over."

The cab was removed shortly after the tractor's arrival on Martin's farm and it was bolted onto







**Top:** Viewed from the front, the Laine cab has a hexagonal shape, sloping outwards from the base up to the waist and then inwards to the roof. A new roof was fabricated as the original was too far gone to restore.

**Above:** A rear view of the IH 1046. The Laine cab had a sizeable glass area that provided good visibility, particularly at the rear.

a structure welded up from steel box section to hold it upright and maintain its fixing points in correct alignment. Work on rebuilding the structure began at the start of 2015, and it proved to be a long and painstaking job. Rotten sections were cut out and replaced a bit at a time, so that the cab kept its overall shape.

The cabs used on the early 946 and 1046 models were built for IH by Finnish manufacturer Muisto Laine, until the Fritzmeier-built Comfort 2000 cab came along in 1977. Parts are not available for the Laine cabs so completely new mudguards had to be



**Above:** An unusual feature of the 1046 is the Start/Stop/Run lever on the top of the dashboard, instead of the usual pull-out stop button found on most tractors in the 1970s.

fabricated – again, a bit at a time, to retain the cab's shape. The doors were also rotten, and the originals served as templates for fabricating completely new ones.

Fitting-in the rebuild of the Laine cab between other workshop work associated with Martin's plant hire business, farm equipment and the other IH tractors in his extensive collection, meant that it was a year before the frame, mudguards and doors were completed and had a coat of primer on them. That was far from the end of the job as a new roof was also needed too.

Work on the engine rebuild, clutch replacement and brake refurbishment was on-going through 2016. The front axle was equipped with new track-tod ends and new seals were installed in the diff and the hub ends. By August 2016 the chassis was back together and repainted, and by the end of the year it was a rolling skid unit again, back on its wheels and equipped with new tyres. The rear wheels had been shot blasted and painted, while the front ones had new rims, as the originals were too far gone.

By early 2017 the new cab roof had been fabricated from scratch and the cab frame and mudguards were painted. Progress slowed for a while, but by July 2018 the cab frame had been fitted and rewiring was being carried out. Surprisingly for a cab built in Finland, the installation of the heater appeared to be something of an afterthought. It is a hot-water heater and is situated in the front part of the cab roof.

The tinwork was straightened and made good again, before repainting, and then a new front grille was fitted. New cladding was fitted to the inside of the mudguards and the cab windows received new rubber seals. Some of the original glass was retained, but some was too badly scratched and was replaced with new. After the final touches and the installation of a new seat, the completed IH 1046 was ready to come out of the workshop in February 2020, this being around five years after the refurbishment had begun.

## Driving impressions

Although I have driven a number of IH tractors in the past, I had never been up close and personal with a 1046 until my recent visit to see Martin Herring's magnificently-rebuilt example. A walk-round leaves you with an impression of a solidly-built machine, hence its billing as one of 'The International Heavyweights'.

While it certainly appears heavily-built, checking the brochure shows that, for a six-cylinder machine, it wasn't excessively heavy, with the two-wheel drive version weighing in at just a bit over 4t. It's closest rival from Ford, in terms of power, would have been the four-cylinder 7600, which came in at around 800kg lighter. MF had no European-built models in that power range apart from the articulated 1200, which was a different beast altogether. At the time of the IH 1046's UK launch in 1975, the nearest rival was John Deere's 3130 (97hp), which weighed around 400kg less than the IH, so perhaps the 'heavyweight' title was justified.





## Comparing the different cabs

**LAINE**



**IN DECEMBER 1976**, IH announced a new Q-cab to replace the Finnish-built Laine unit on the 46 Series. The new cab, called the Comfort 2000, was also to be used on the 946, 1046 and 1246 models for 1977, ahead of the introduction of regulations limiting in-cab noise to 90dBA from September 1977. The 946 and 1046 were to be replaced by the 955 (96hp) and 1055 (108hp) at the 1977 Royal Smithfield Show.

The Comfort 2000 cab was built by German-based company Fritzmeier, but late-model IH 1246s were also equipped with French-made Timmerman

**FRITZMEIER**



cabs. Martin Herring owns examples of both on IH 1246 four-wheel drive models, and they are surprisingly similar. From a distance it's difficult to tell the two cabs apart; it's only when you move closer up that it's possible to identify some of the more subtle differences.

The most significant difference is the metal division between the main windscreen and the lower front window panels on the Comfort 2000 cab; this is not present on the Timmerman unit, which has an all-glass front. The width of the B-

**TIMMERMAN**



and C-pillars of the cabs is slightly different and the style of the mudguards too. On the Comfort 2000, the indicators and side lights are mounted on the cab, while on the Timmerman they are incorporated into the mudguards.

At the rear, the Timmerman cab has a two-part lower window while the Comfort 2000 has a smaller single panel. The paintwork at the rear of the cab roof is different too: on the Comfort 2000 it is black and has the word 'International', whereas on the Timmerman it is white and has the IH badge.

The feature that stands out the most about this IH 1046 is the unusual look of the Finnish-made Laine cab. Its front windscreen angles backwards from top to bottom, and from the front the cab has a hexagonal profile, sloping upwards and outwards to the waist and then inwards to the roof. A side view of the tractor shows it to be a relatively long cab and it appears almost top-heavy.

Climbing aboard through the front-hinged door really is a climb for someone of modest height, while the narrowness of the lower part of the doorway

means you need to bend rather awkwardly at the waist. Despite the cab's apparent overall height, it's not a flat floor and there's also the clutch pedal to step over, which can leave you standing on the wrong foot in the quite narrow space between the mudguard and the transmission housing. You need to swap feet as you turn, then avoid the PTO speed selector as you step over the transmission and sit down. And if you've made it into the seat without catching your coat pocket on the big PTO clutch lever, you've done well!

To be fair, not many cabs of this era were easy to access. I recall clambering into cabs on all the tractor stands at the Royal Smithfield Show in the mid-1970s, and all of them had something to trip over and catch your coat on.

Once in the seat of the IH 1046, a look around shows that this is a big cab with plenty of elbow room and big windows for good visibility. It reminds me a bit of a Zetor cab – almost big enough to hold a party, although there's no passenger seat here.

The two main gear sticks emerge from the top of the transmission beneath the dash and head off to the right-hand side of the cab. The one nearest to the operator is the range lever for the selection of High, Low and Reverse, while the far one is for the six main speeds. The gear changes are arranged very logically, although my first play with the stick while stationary identifies a certain vagueness,

**Far left: The controls on the left-hand side of the seat in the IH 1046 include the clutch pedal, far left, the black-knobbed PTO selector speed lever, and the handbrake and four-wheel drive levers.**

**Left centre: The controls on the right-hand side of the seat in the IH 1046 include the brake pedals, range and main gear levers, foot throttle, creep range selector lever, diff lock pedal and hydraulic control levers.**

**Left: The IH 1046's range and main gearbox levers are positioned to the right of the dashboard. It's quite a reach to get the main gear lever, furthest from camera, into first gear, which is to the right and forward.**







## Work in progress



**Above: A line-up of some of Martin Herring's IH 46 Series models, from left: 946 two-wheel drive (Comfort 2000 cab), 1246 four-wheel drive (Comfort 2000), four-wheel drive 1046 (Laine cab) and four-wheel drive 1246 (Timmerman cab).**

which means it will be a bit of a guess when selecting gears.

As to be expected, the hydraulic controls are on the right-hand side of the seat, with the handbrake and four-wheel drive levers on the left-hand side. A short lever on the left of the transmission casing, forward of the seat, selects 540/neutral/1000 PTO, and a similar one on the right selects the creep gear range. When selected this provides an additional four speeds forward (0.93-1.86kph) and two in reverse (1.25-1.96kph). The gears are selected using first and second on the main gear lever, resulting in two non-synchronised speeds in each of the High, Low and Reverse ranges.

Anyway, let's get this tractor moving. There's no conventional stop button to push in as you might expect on a tractor of this era. Instead, a small lever on the top of the dash has Stop/Start/Run positions, so after moving it to 'Start', I turn the ignition key and press the adjacent starting button. The six-pot starts up with a roar and I move the lever to the 'Run' position, after which it settles to tick-over.

On any unfamiliar tractor I always start off in the Low range gears. Selecting first involves pushing the main gear lever to the right and forward. It's quite a stretch, with the lever being further forward and down than I had expected. There's no synchro on first and second gears, but bringing the lever back to second gear while stationary is no problem apart from the long stretch forward to reach it. Everything is a bit vague in terms of the position of each gear, but I manage to



DEC 2014



JAN 2015



JAN 2016



APR 2016



JAN 2017



JULY 2018

hit them without difficulty. In High range on farm tracks all goes well. The power steering is particularly good, making turning easy.

Although the cab is on rubber mounts, it's not a Q-cab, and there are plenty of spaces where brakes, clutch and other controls exit through the cab floor, letting in noise and fresh air. Visibility is one of the plus points of this unusually-shaped cab as well as a feeling of spaciousness.

Ergonomics were clearly not uppermost in the minds of IH when this tractor was designed. I find the toe of my left boot catching on the bottom of the PTO engagement lever as I lift off on the clutch and in some positions the gear levers are rather in the way of the brake pedals. It's interesting to

note how very different things were just five years after this tractor was built, when IH introduced its luxury XL cab.

Despite all the oddities, this is an interesting and enjoyable tractor to drive, although a pair of earmuffs would be needed for any extended period in the cab.



## Acknowledgements

Our thanks to Martin Herring for making his tractors available to view, photograph and drive, and to retired IHGB service specialist Phillip Ponton for additional information.



# Little or No Electronics

**HURRY WHILST  
STOCK LASTS  
PRICES WILL BE  
INCREASING**

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

**LAUNCHING  
SOON THE 1004  
WITH ZF POWER  
SHUTTLE**

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

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

**Make sure you don't  
miss us at**



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

**ARMATRAC UK & IRELAND DISTRIBUTOR**

Units 2, Poplars Farm, Forshaw Heath Road,  
Earlswood, Solihull, B94 5JX - Tel: 0121 740 1104  
Email: [info@armatrac-uk.com](mailto:info@armatrac-uk.com) - [www.armatrac-uk.com](http://www.armatrac-uk.com)

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





# MAKING ACQUAINTANCES

Following a spell of wet weather, February was another quiet month for the Suffolk Bunch, our group of East Anglian modern classic farm machinery enthusiasts. Although they were unable to get out onto the land, the members of the group pressed on with their ongoing projects, as well as acquainting themselves with yet more new arrivals, as Chris Lockwood explains.

**IT IS HARD TO BELIEVE** that two years have passed since the Suffolk Bunch first appeared in **CLASSIC TRACTOR** during the first lockdown period in April 2020. Since then, there have been many changes, especially to group member Jonathan Tunmore's working collection, along with some memorable Suffolk Bunch projects. There's been a flock of Caterpillar crawlers ploughing in the same field, a rare comparison of Continental-made classics and a spring drilling session using tractors with a combined 1000hp-plus, to name but a few of the spectacles the group have been involved with.

**Above: Angus Hamilton proudly reminds us of the fact that despite being a later example in New Holland livery, his new 8340 is very much a Ford tractor.**

**Right: There is finally an 8340 at Rosery Farm. Suffolk Bunch host farmer Angus Hamilton has been keeping an eye out for a tidy Ford or New Holland 8340 for years. With the arrival of this 1996 example in February, his dream was finally fulfilled.**

A settled period in early February gave the impression that spring was once again on the way, but it didn't dry out enough to allow any land work to take place. It has remained generally wet ever since, although as we go to press some dry weather is finally on the forecast. Consequently, it's been another month of maintenance and preparations for the forthcoming busy spring season.

For host farmer Angus Hamilton this meant catching up with hedge-cutting using possibly his favourite tractor, a 1999 New Holland 8360, on his McConnel Power Arm 9058. February also saw

Angus taking delivery of a new addition to his expanding line-up of blue tractors, a 1996 New Holland 8340. This obviously has certain similarities to the 8360, such as the basic dimensions of its 7.5-litre Powerstar engine and the

cab frame, making it a fitting stablemate for the 60 Series model. The arrival of the 8340 fulfils Angus' long-standing ambition to run one at Rosery Farm.

"The first time I saw a Series 40 tractor was in June 1992," he explains. "We were invited by Frank Sherman, who we had previously dealt with at Mann Egerton, prior to him going to work at Ernest Doe & Sons' Sudbury branch, to the launch at the Peterborough Showground. It turned out that Does were looking for a location to hold their own regional launch demonstration for customers, and off the back of the trip this was held at Rosery Farm in late July. They brought along eight Series 40 tractors, from a 6640 up to an 8340, from their demonstration fleet and I took some photos of them lined up near the farm yard in readiness. The event was held on some vining pea stubble, which the tractors worked with various implements including Lemken ploughs and a Simba Toptilth.

"I thought they were quite nice-looking tractors and I drove some of them at the demo," he adds. "Then my good friend and neighbour James Forrest's late father John decided that he was going to hire an 8340 for the summer. It was a K-registered tractor, which he subsequently bought. I've got very fond memories of using that 8340; I spent quite a bit of time on it transporting fertiliser out to the spreader with a 4t AS Marston high-tip trailer, rolling with some 9m Needham rolls and spring-tining with







**Top:** A photo from the Ford Series 40 launch demo that dealer Ernest Doe & Sons held at Rosery Farm in late July 1992. The line-up included 6640, 7740, 7840 and 8340 models, all from the dealership's demonstration fleet.

**Above:** Angus has very fond memories of using this K-registered Ford 8340 SLE, owned by his neighbour, the late John Forrest. Here it can be seen using an Amazone Jet 24m pneumatic spreader to apply nitrogen to wheat in spring 1993.

a 5.8m Väderstad NZ cultivator. It was also used with a three-row Standen Spectrum beet harvester, which I carted off from using a Ford 7810 and MF 3125.

"Another friend then started a contracting business with an 8340," continues Angus. "I enjoyed driving this when I helped him out at odd times, using it on a destoner in the spring and also for carting vining peas for our local co-operative, Gipping Valley Growers. I found the SLE gearbox to be very nice and smooth, and it was very quick on the road for its time, especially when compared to a 7810 or other popular tractors of that era.

"Here at home we replaced our Ford 7810 Force II with a new L-registered Fiat Winner F115," he recalls. "The F115 took over the 7810's work, such as drilling with a new 6m MF 510, power harrowing, rolling and corn carting. I would have much preferred to have had a Ford 8340 as I liked the SLE gearbox, plus it would have had slightly more power and I didn't like the curved rear corner windows of the

**Above right:** Angus finds the 8340's cab spacious and he likes also the layout of the controls, which all fall very easily to hand.

**Right:** This photo, taken in the mid-1990s, shows W. Hamilton & Sons using their New Holland TX34 combine to help neighbour John Forrest. The combine is unloading into a Horsch UW160 auger wagon pulled by the Forrests' K-plate Ford 8340 SLE.

Fiat's cab. However, I think my father got a better deal for the Winner, which was supplied by G. & J. Peck, who our previous Fiat salesman had joined after our local Fiat dealer, Olcope, ceased trading.

"We never had a new 40 Series at Rosery Farm, but I always wanted one," says Angus. "I've kept an eye out for one for a while, and when Jonathan and myself visited Oakfields recently they had a white-roof example in the yard. I really wanted a blue-roof one, and Mark Brock said he had one coming in. When it arrived we went to see it, and I decided it was what I was looking for.

"It seems quite a genuine tractor," he explains. "It has 3965 on the clock, which I think may be correct judging by the wear on the pedals, the condition of the carpet and the Pirelli tyres, which appear to be the right age to have been on from new.



**Above:** The newly-acquired 8340 has made the perfect stablemate for Angus's beloved New Holland 8360. Both tractors utilise the same engine block and cab frame. We will compare them in more detail another time.

"I like the cab – it's quite roomy for a tractor of this size – and the original designers must have put some thought into the triangular shape of the bars underneath the windscreen which, along with the skinny little bonnet, were good for maximising visibility," notes Angus. "It's a very easy tractor to drive, with the levers for the SLE gearbox and the shuttle on the right-hand side.

"At the moment I'm just going through the tractor in my own time, tidying it up," he says. "I am obviously going to give it a service, mainly because I want to start off knowing it's all been done. I'm really looking forward to dynamometer testing it. My New Holland 8360 turned out to be 177hp at the engine, which had not been tweaked, so it would be nice to find out how much power the 8340 is producing. It will also be nice to take it on a few road runs this year, as well as using it for rolling and other duties such as corn carting and possibly hedge-cutting. It fits in nicely with my collection of tractors and should hopefully be here for many years to come."





# AFM

## TRACTORS LTD

Meeson, nr Great Bolas. • Telford, Shropshire, TF6 6PE

Tel: +44 (0)7811 511 342

[www.afmtractors.co.uk](http://www.afmtractors.co.uk)

[sales@afmtractors.co.uk](mailto:sales@afmtractors.co.uk)

Dealing in all makes of second hand tractors



**DEUTZ AGROTRON 6180 CSHIFT**, 2016, 9,550HRS, AIR CON/SEAT, FRONT LINKS/ PTO, 50K, AIR BRAKES, FRONT CAB SUSPENSION, TIDY. **£36,500**



**CASE MAXXUM 115**, 4WD, 2012, 6,000HRS, CAB SUSPENSION, 40K, FRONT LINKAGE, AIR CON/SEAT, 4 SPOOLS, PUSHOUT HITCH, VERY TIDY, DUE IN. **£POA**



**CASE JXU105**, 2WD, POWER SHUTTLE, 24/24 DUAL COMMAND, 40K, 2 SPOOLS, AIR CON/ SEAT, MX LOADER READY, 480, 70,34, 60%, RARE 2WD MODEL, VERY TIDY. **£22,950**



**JOHN DEERE 3045R 4WD**, COMPACT, 2017, ONLY 460 HRS! HYDRO, A/C WEIGHTS, MX C3+ LOADER, MACH SYSTEM, BUCKET, BEACON, 2 MID MOUNT SERVICES, NICE SPEC. **£30,950**



**JOHN DEERE 6620**, 4WD, 2005, ONLY 5,580HRS!!!!, POWER QUAD, 40K, TLS, FRONT LINKS/PTO, AIR CON/SEAT, 4 AS NEW TYRES, DUE IN. **£29,950**



**MCCORMICK MC115 4WD**, 2005, 6700HRS, POWER SHUTTLE 4 SPEED SPLITTER, 40K, 3 SPOOLS, PUSHOUT HITCH, AIR CON/SEAT, FRONT FENDERS, 420,85,38, 90%, DRIVES WELL. **£17,500**



**MCCORMICK MC135 4WD**, 2007, 6300HRS, POWER SHUTTLE, 40K, 4 SPEED POWERSHIFT, FRONT LINKAGE, 3 SPOOLS, PUSHOUT HITCH, AIR CON/SEAT, 380,85,38,50%, 46,85,38,70%, DRIVES WELL, TIDY. **£23,450**



**JOHN DEERE 5100R**, 2018, ONLY 1,525HRS, COMMAND 8 TRANS, 40K, AIR CON/SEAT, JD 543R SELFLEV LOADER, MACH SYSTEM, SOFT RIDE, EURO HEAD, AIR CON/SEAT, PASSENGER SEAT, HI VIZ ROOF, 380,70,24, 35%, 480,70,34, 75% SUPERB OUTFIT. **£46,950**



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



**SAME EXPLORER 90.4 4WD**, 2016, ONLY 1652HRS!!!!, MANUAL SHUTTLE, 40K, ELEC SPLITTER, 2 SPOOLS, PUSHOUT HITCH, WEIGHTS, 440,70,24, 80%, 480,70,34,90%, IMMACULATE TRACTOR. **£24,500**



**CASE JXU95 4WD**, 2013, 6320HRS, POWER SHUTTLE, 12,12 TRANS, 40K, AIR CON/ SEAT, HOOK ENDS, FRONT FENDERS, AS NEW TYRES, [LOADER AVAILABLE] SUPERB CONDITION. **£22,950**



**DEUTZ FAHR AGROFARM 100 GS**, 5,000 HOURS, 4WD, POWER SHUTTLE, QUICK E Q41 LOADER. **£22,950**



**JOHN DEERE 6120R 4WD**, 69 REG, 2019, 2,960HRS, AUTO QUAD, FRONT/CAB SUSPENSION, 46K, AIR BRAKES, JD SELFLEV LOADER, MACH/STO RIDE, AIR CON/SEAT, SUNROOF, 3 SPOOLS, PUSHOUT HITCH, 420,85,28,30%, 480,85,38,50%, SUPERB OUTFIT. **£64,950**



**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, QUICK E 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**



## Unusual telehandler requires attention

**ONE OF THE LATEST ARRIVALS** in Dave Williams' workshop is a 1989 FDI-Sambron D2000 telehandler. The customer-owned machine is suffering from an engine problem which is suspected to be fuel pump-related.

The D2000 is an interesting machine. Despite carrying the familiar Sambron name, this was only the result of that company being acquired in 1986 by Groupe Fayat, a French construction and industrial manufacturing conglomerate which already owned a telehandler manufacturer, FDI Construction Mechaniques, which it subsequently merged with Sambron to form FDI-Sambron.

The D2000 originated as an FDI product, the Drop 2000, which had first appeared in 1979. From 1981, it was offered in the UK in Manitou colours, becoming the company's first telescopic handler, the Manireach 2000L. Later, the D2000 was being offered on the British market by Parkerfarm Equipment as the smallest of a range of FDI machines. Following the Sambron/FDI merger, the former's range was quietly dropped, after which the new mainly FDI-derived line-up was marketed by FDI-Sambron Ltd based at Slough, Berkshire.

The 76hp Perkins A4.236 engine in the D2000 drives a hydrostatic transmission and mechanical axles. It is a compact machine but can still lift 2t to a maximum of 4.5m.

In 1997, FDI-Sambron began to supply telehandlers to Massey Ferguson, and in 2000 it was acquired by Ingersoll-Rand, a move that saw its products become part of the Bobcat range. Bobcat telehandlers are still made at the original Sambron factory site, which is now under the ownership of Doosan.



**Above: Dave is currently investigating the cause of engine problems on this 1989 FDI-Sambron D2000 telehandler, owned by one of his customers.**

## Forging ahead with Avadex applicator

**DURING THE PAST MONTH**, the Suffolk Bunch's resident engineer, Dave Williams, has been continuing to work on his self-propelled Avadex applicator. He is basing this new machine on the chassis of a 1993 Lanc-Trac II self-propelled sprayer.

So far he has focused on fabricating a substantial demount frame to which have been fitted the mast, booms and boom-rests from a donor Chafer E-Series trailed sprayer. These booms will carry the outlets from a custom-built granule applicator based around four Accord metering mechanisms. A brand-new ram was fitted to a new repositioned mounting point underneath the mast, and the booms were configured so that they sit lower when folded to meet part of Dave's design criteria for the machine.

"We've got the booms unfolding from the cab, and everything seems to do what it is meant to so far," he says. "When they are folded it measures 12ft to the top of the booms, which sounds quite high until you compare this dimension to a lot of modern sprayers. They also fold in narrow and sit inside the width of the wheels, which should all help to make them much more Suffolk-tree friendly. Plus, the machine now fits in the shed too."

"The boom break-backs are fairly droopy and will need to be re-pinned and bushed," adds Dave. "It is currently plumbed-up with temporary hydraulic pipes to

test the concept, and I'll need to replace many with new ones and re-route them when the time comes."

With the boom layout and folded position established, Dave turned his attention to other aspects of the applicator. A platform and set of steps from the donor Chafer trailed sprayer have been attached in a position where they will provide access to the proposed hopper. Dave plans to mount the fan for the metering units in-between the gearbox and hydraulic, where it will be able to draw warm air from the engine, which should prove handy on damp or foggy days.

"The fan for the Avadex spreader will be hydraulically-driven," he says. "The Lanc-Trac has three hydraulic pumps: one driven from the engine's timing gears to run the steering, a 19cc/rev gear pump driven from a one-to-one gearbox to run the spray pack, and a massive 60cc/rev bent axis piston pump driven at 80% speed from the back of the transmission, which I will use to run the fan."

"The Lanc-Trac is a mechanical-drive machine with a powershift transmission, so it would be nice to be able to back into corners on tick-over and pull away at lower revs driving it on the foot throttle," he explains. "To achieve this, I've



**Above: Dave has fabricated a substantial demount frame for the applicator. The adapted mast, booms, boom-rests and platform came from a donor Chafer E-series trailed sprayer.**

**Below: The Suffolk Bunch's engineering guru Dave Williams has been making progress on his self-propelled Avadex applicator, based on the chassis of a 1993 John Deere-powered Lanc-Trac II sprayer.**

fitted a pressure-compensated priority flow control valve which should hold the fan at 3-3500rpm whether the engine is running at 800rpm or 1800rpm. It will also allow me to adjust the fan speed and provide an on/off. After much searching, Dave Freeman of Hydrokit UK Ltd found the right valve for me, after I had explained what I wanted to achieve."







**NEW HOLLAND  
BC 5060 BALER**  
NEW, HYDRAULIC PICKUP,  
HYDRAULIC DRAWBAR,  
AUTO LUBE, ROAD LIGHTS.

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

Cutliffe Farm, Sherford, Taunton, Somerset

[www.parristractors.com](http://www.parristractors.com)



**CHALLENGER ROGATOR  
R6655D SPRAYER**  
8/2016, 3,421 HRS, HYDROSTATIC  
50K, 6,000LT TANK, 32M POMMIER  
ALLOY BOOM WITH NORAC BOOM  
LEVELLING. £98,000



**JOHN DEERE 6155R**  
3/2021, 1,661 HRS,  
AUTO POWER, 50K,  
CAB+FRONT SUSP,  
4 SPOOLS WITH  
ELECTRIC JOYSTICK,  
A/BRAKES, COMMAND  
ARM, AUTO TRACK  
READY, HIGH LEVEL  
DRIVING LIGHTS.



**JOHN DEERE 6250R  
PREMIUM EDITION**  
3/2020, 1,675 HRS,  
AUTO POWER, 50K,  
CAB+FRONT SUSP,  
FRONT LINK, 4 REAR  
+1 FRONT SPOOL,  
2RD FUNCTION EICV  
WITH JOYSTICK.  
£128,000



**JOHN DEERE 6130R**  
1,940 HOURS, AUTO  
POWER, 50K, CAB+  
FRONT SUSPENSION,  
FRONT LINKAGE,  
3 SPOOLS WITH  
ELECTRIC JOYSTICK,  
AIR BRAKES, BELT  
LIGHTS, EXTRA FUEL  
TANK. £80,000



**JOHN DEERE 6215R  
ULTIMATE EDITION**  
7/2020, 2,900 HRS,  
AUTO POWER, 50K,  
CAB+FRONT SUSP,  
PREMIUM FL+PTO,  
5 REAR+1 FRONT  
SPOOL, COMMAND  
PRO, POWER BEYOND,  
ABS SOCKET.



**JOHN DEERE 6195R  
ULTIMATE EDITION**  
4/2020, 3,189 HRS,  
AUTO POWER, 50K,  
CAB+FRONT SUSP,  
PREMIUM FL+PTO,  
4 REAR+1 FRONT  
SPOOL WITH  
ELECTRIC JOYSTICK,  
COMMAND PRO.



**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.



**FENDT 942  
PROFI-PLUS**  
5/2020, 2,767 HRS,  
VARIO, 60K, AIR  
CAB+FRONT SUSP,  
EPC FRONT LINKAGE  
+PTO, 4 REAR DUDK  
+1 FRONT SPOOLS,  
CLIMATE CONTROL,  
EXHAUST BRAKE.



**FENDT 208 F**  
10/2020, ONLY  
250 HOURS, FRONT  
SUSPENSION,  
FL+PTO, 3 REAR +  
2 FRONT SPOOLS,  
380/70/24 MICHELIN  
TYRES, AS NEW.



**FENDT 716  
POWER PLUS**  
2019, 3,455 HOURS,  
VARIO, 50K, CAB +  
FRONT SUSPENSION,  
EPC FL+PTO,  
4 REAR+1 FRONT  
SPOOL, AUTO GUIDE  
READY, 710/60/42  
TYRES.



**MASSEY  
FERGUSON 355**  
1993, 1,038 HOURS,  
8 SPEED 30K,  
4WD, 2 SPOOLS,  
14.9/28+12.4/20  
TYRES, EXCEPTIONAL  
LITTLE TRACTOR.



**MASSEY  
FERGUSON 4270**  
4/1998, 1,023 HRS,  
18X6 SPEEDSHIFT,  
40K, 2 SPOOLS,  
18.4/38+14.9/28  
GOODYEAR TYRES,  
EXCEPTIONAL WITH  
JUST OVER A 1,000  
HRS FROM NEW.



**MASSEY  
FERGUSON 4270**  
4/1998, 1,023 HRS,  
18X6 SPEEDSHIFT,  
40K, 2 SPOOLS,  
18.4/38+14.9/28  
GOODYEAR TYRES,  
EXCEPTIONAL WITH  
JUST OVER A 1,000  
HRS FROM NEW.



**MCCORMICK  
T100 MAX**  
3/2014, 1,310 HRS,  
T3, 3 SPEED POWER  
SHUTTLE, 40K,  
2 SPOOLS, AIR CON/  
SEAT, REAR WHEEL  
WEIGHTS, QUICKE  
Q41 LOADER WITH  
EURO CARRIAGE.



**JCB 418S**  
9/2015, 4,994 HRS,  
POWERSHIFT, 40K,  
LED WORK LIGHTS,  
CLIMATE CONTROL,  
AIR SEAT, SMOOTH  
RIDE, VOLVO  
CARRIAGE WITH  
HYDRAULIC LOCKING,  
PUH, AUTO LUBE.



**JCB 4220 FASTRAC**  
2020, 3,262 HOURS,  
VARIO, 60K, FRONT+  
REAR SUSPENSION,  
FIELD PRO-PACK,  
FRONT LINKAGE, 4  
REAR+1 FRONT  
SPOOL, FOUR WHEEL  
STEER, AIR BRAKES,  
LED WORK LIGHTS.



**FORD 5610**  
1986, 3,594 HOURS,  
8 SPEED, 30K,  
2WD, 2 SPOOLS,  
FRONT WEIGHTS,  
ASSISTER RAM,  
13.6/38+10.0/16  
TYRES.



**JOHN DEERE R  
950R REAR AND  
F310R FRONT  
BUTTERFLY MOWER  
CONDITIONERS**  
2016, SIDE SHIFT,  
ROAD LIGHTS,  
VERY GOOD.



**GASPARDO 8 ROW  
MAIZE DRILL  
COMPLETE  
WITH FRONT  
FERTILISER TANK**  
2010, VERY GOOD.

**MACHINES ARRIVING SOON**  
BUNNING 120 LOWLANDER,  
MK4, 2015, SPREADER.  
SHELBORNE 2300 POWER  
SPREAD PRO SPREADER.  
KRONE SWADRO 1400 PLUS,  
4 ROTOR RAKE, 2018.  
KUHN 6M HYDRAULIC FOLDING  
POWER HARROW, 2015.  
CLAAS QUADRANT 2100,  
2014, 42,000 BALES.  
CLAAS QUADRANT 3200,  
2013, 53,000 BALES.

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

**Email: [parristractors@btinternet.com](mailto:parristractors@btinternet.com)  
Web: [www.parristractors.com](http://www.parristractors.com)  
all prices plus VAT**

**K-TWO 16T SILAGE TRAILER,**  
2015, AIR BRAKES, 560 TYRES.  
**NC 4000 GALLON TANKER,**  
LOADING ARM, 2017.  
**NC 3500 GALLON TANKER,**  
LOADING ARM, 2015.  
**KUHN HR 3040 AND VENTA**  
POWER HARROW DRILL, 2019.  
**KUHN CULTIMER L 4000**  
CULTIVATOR, LIGHTS, 2019.  
**KUHN OPTIMER + 5003 DISCS**  
AND PRESS, LIGHTS, 2017  
**JD 388 REAR AND F310R**  
BUTTERFLY MOWERS, 2015.



## Purchasing a classic pick-up

**JONATHAN TUNMORE** added a slightly different vehicle to his collection at the beginning of the year. His latest purchase isn't a tractor, for once, but a 1992 Subaru MV pick-up truck, of the type that was once a common sight on many farms in the 1980s and 90s.

Subaru developed the MV from its existing four-wheel drive car range in the late 1970s. Although known worldwide under a variety of names, including Brumby, Targa and Brat, in the UK the basic original version of the Subaru pick-up was known as the MV, short for Multipurpose Vehicle. A later leisure-orientated version was known as the Brat. The Subaru MV was powered by a distinctive water-cooled flat-four engine.

"These pick-ups were found on many farms in the 1980s and early 90s," says Jonathan. "The MV was well-known for its ability to go literally anywhere, as long as you went fast enough. My Dad had a maroon-coloured X-registered 1.8-litre Subaru MV which was used as a shoot vehicle. It was a great little motor, fun to drive, although I did manage to rip the door off and crash it into a tree. Actually, although I loved it, I systematically destroyed that Subaru!

"The engines were renowned for being unbreakable,

but as time progressed the bodywork would rot," he recalls. "You couldn't kill the engine, but the rest of the truck would rust and collapse around it," he chuckles.

"They were fairly notorious for breaking front-wheel

drive UJs, which were never cheap to replace.

"Nowadays they have so many of the attributes that make something a desirable classic, such as a certain level of quirkiness, the frameless doors, which made them particularly good for shooting out of, and the sound of that Subaru boxer engine, which was so synonymous with the MV. They were just brilliant little vehicles and very popular," notes Jonathan.

"I had always had it in the back of my mind to pick one up one day," he says. "I had seen one advertised for sale in Fife, but then someone said that there was one for sale locally, which I followed up and bought.

**Below: Jonathan's 1992 Subaru MV pick-up is in good condition and has only done 86,000 miles. Its 1.8-litre flat-four Subaru engine has a very distinctive note.**

It is a nice example.

The previous owner had bought it when it was a year old and it had just been used as a daily runabout. It has clocked up 86,000 miles, which is really not a great deal.

"It is pretty tidy already and just needs the driver's side door adjusting," says Jonathan. "I love the display on the dashboard,

which lets you know if the door is open, if it's in four-wheel drive, whether the handbrake is engaged and if the lights are switched on. It's so nice to get into a vehicle with an actual choke too. How many 20-year-olds would be able to get in and start an MV without an explanation first?"

**Right: Subaru MV pick-ups were a very common sight on farms during the 1980s and 90s, which is exactly why Jonathan Tunmore has bought this 1992-registered example.**



## Installing a new exhaust

**ALTHOUGH JONATHAN** has some contract mole draining and cultivations booked in, not surprisingly this work has been held up by the wet weather. In the meantime, he has been carrying out further maintenance and pre-season prep work to his fleet of Challenger rubber-track crawlers.

"The 85E should be going out on hire imminently," says Jonathan. "We swapped around exhausts, as the 85E's silencer was rotten whilst the 75E had a rusty top part, so it seemed obvious to fit an entire new exhaust to the 85E and then put the top of its old exhaust on the 75E, to make that complete, which is exactly what we did. The 85E is now being fitted with a GPS-controlled steering system."

**Below: Jonathan's 2001 Claas Challenger 85E has been serviced and is soon going out on hire to a local farm in readiness for spring cultivations.**

**Inset left: The Challenger 85E has been fitted with a shiny new exhaust to replace the original unit, which had become very rusty.**





## Capturing a Commemorative Edition



**Far left:** The Case-IH 1394 applying a T2 fungicide application to winter wheat in late May 1999. For this task, it was operated in high-clear mode with a Vicon 600-litre front tank and 1000-litre 12m mounted sprayer.

**Left:** Fertiliser spreading was another of the 1394's past duties. In this photo, taken in April 2000, it can be seen applying nitrogen to winter wheat using a Nodet DPS12.

**Below left:** This Case-IH 1394 was one of the run-out Commemorative Edition versions produced during the final months of the Meltham factory in late 1987 and early 1988. One thing this tractor is missing is its David Brown front badge.



The 72hp Case-IH 1394 Commemorative Edition I have just bought was built in 1987, but had been with its previous owners since 1990. Its main duties were spraying with a 1000-litre 12m mounted Vicon and 600-litre front tank, fertiliser spreading with a pneumatic Nodet DPS12 and rolling with a set of gang rolls, so it never did any really hard work during its time with them. It also carried out some hedge-cutting.

For top work and earlier spraying it was fitted with a set of wide wheels with Michelin 710mm tyres to spread its weight. Later in the growing season the tractor would be converted to high-clear, which is achieved by rotating the final drives and fitting longer front axle king-pins, and then fitted with Standen row-crop wheels. Latterly it was only used for rolling and powering a grain dryer.

Despite being kept busy, the 1394 had been well-looked after. Many of its original features are intact and its overall condition is consistent with its clock reading of just over 6500 hours.

Like many other older tractors of this age there are a few areas that would benefit from some tidying-up and attention. In the short term, priority will be given to replacing the brake master and slave cylinders, re-sealing the Sundstrand power steering pump, which seems to be exchanging its oil with the engine, resealing the steering rams and carrying out a thorough service involving the replacement of all the oils and filters.

**ANGUS AND JONATHAN** were not the only Suffolk Bunch members to be enjoying blasts from the 1990s past during February. I was also able to rekindle some early 1990s memories with my purchase of a Case-IH 1394.

This particular tractor has a considerable sentimental value to me personally. My lifelong interest, or more correctly passion, for farming and agricultural machinery undoubtedly began at an extremely young age thanks to regular visits to my Grandad's farm in Norfolk. Back at home in Suffolk I would watch local tractors at work, including this one, probably from the tender age of two. Aside from my Grandad's tractors, the 1394 would have been one of the first tractors that I took a photo of, which given my career choice was quite an important milestone!

**Below:** Suffolk Bunch member **Chris Lockwood**, inset, expanded his collection in February, buying a tidy Case-IH 1394 Commemorative Edition that he's known about for a long time.





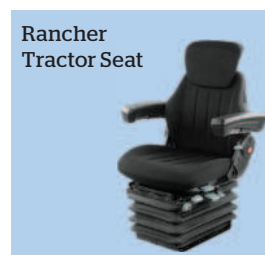
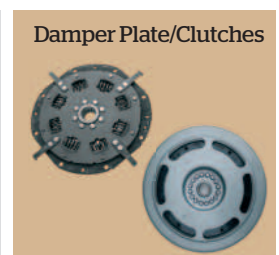
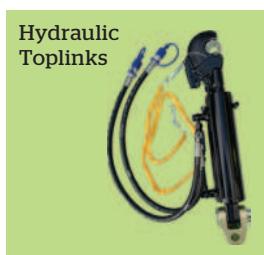
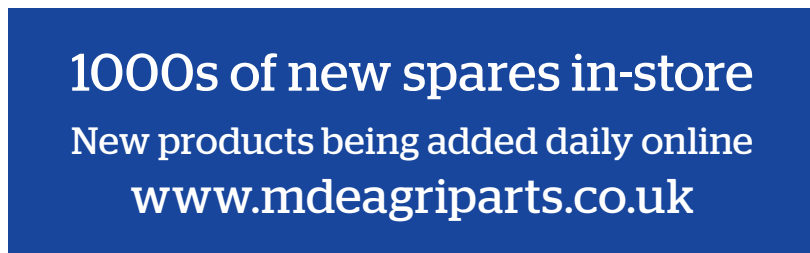
**028 686 31635**

**028 686 32819**

www.mdeagriparts.co.uk  
sales@mdeagriparts.co.uk

**MDE** | AGRI PARTS

# New items in stock now



## Tractors recently arrived for breaking



**SPECIALISING IN CASE/NEW HOLLAND TRACTOR PARTS**

Contact us today with all your new or second hand requirements





# MULTIMAX<sup>®</sup> DIRECT



**We offer a great range of products over a vast market.**

Our services vary from direct delivery to after sales support to ensure efficiency and best value



**Multimax Direct supply over 19'000 products including:**

- Workshop tools
- Hand tools
- Air tools
- Diagnostics
- Mechanics tools
- Engineering tools

**Plus we provide an expert visiting service.**

**AUTHORIZED STOCKLIST FOR:**

**Rüstung**

**VEWERK**

**SEALEY**

**REDLIT**

**BERGEN**

**Tyre Defence<sup>+</sup>**  
Nothing compares

**US. PRO**

**TEIKUTA**

**ALL MAJOR  
DEBIT AND  
CREDIT CARDS  
ACCEPTED**

**Visit : [MultimaxDirect.com](http://MultimaxDirect.com)  
for more!**

☎ 01935 473488  
☎ 0781 3832658  
✉ [info@multimaxdirect.com](mailto:info@multimaxdirect.com)





# HMRC CLARIFY RED RULES

**Red diesel can continue to be used for ploughing matches and activities related to agricultural shows and demonstrations as a result of HMRC updating its guidance about new regulations on the use of the rebated fuel that come into effect from 1 April, reports Graeme Kirk. However, there appears to be no reprieve for tractor runs.**

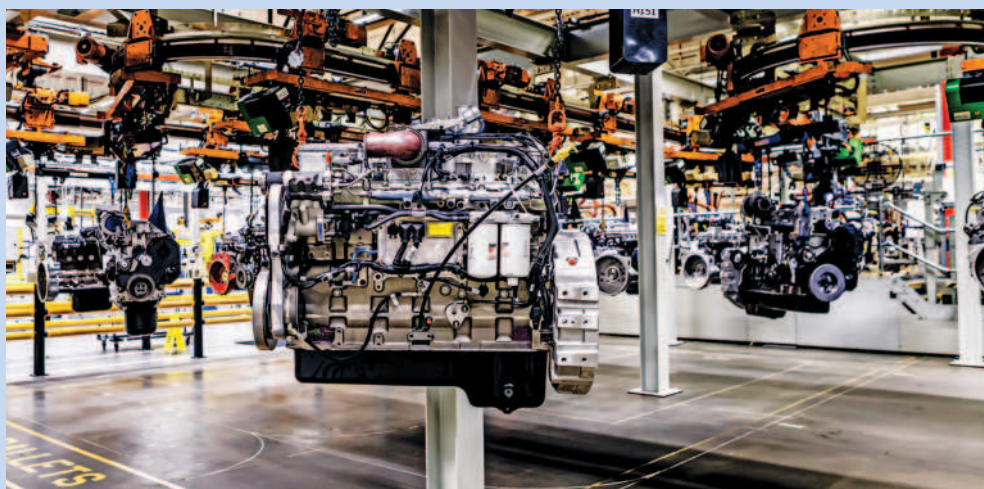
The move follows pressure on the Government from agricultural bodies and MPs, including Scottish Conservative leader Douglas Ross, MP for Moray. He had been allocated an Adjournment Debate on the topic in the House of Commons on 7 March, although this was withdrawn after HMRC said it would change its guidance on allowed uses of rebated fuel.

"I have been working with Treasury Ministers for some time to highlight concerns raised with me by groups in my constituency and from across the country," he told **CLASSIC TRACTOR**. "I attended ploughing matches when I was

younger and took my three-year-old to his first ploughing match last year, so I know how important they are for delivering information and educating people on agricultural matters. I'm pleased the Government has listened to the strong case for the exemption to be maintained."

HMRC said the decision to allow the continued use of red diesel was made because agricultural shows and ploughing matches provided information and education that benefitted agricultural purposes, and raised charitable funds to support these aims. The Government therefore considered that running or participating in these events were purposes relating to agriculture, and rebated fuel can continue to be used in qualifying machines when used for these purposes.

"But tractor runs will not be within scope," explained an HMRC spokeswoman. "The Government has not changed its position on the use of red diesel in agricultural vehicles on public roads for this purpose."



## ENGINE MAKER REACHES MILESTONE

**The Cummins engine plant at Darlington, which manufactured the iconic six-cylinder B5.9 engine used in the Case IH 1896 and 2096, the Maxxum 5100 and MX Series, the McCormick MTX200 and a number of JCB Fastrac models, has recently manufactured its 1.5 millionth mid-range engine.**

Engine production began in a purpose-built factory in 1965. Initially, the Darlington plant built the Small Vee family of V6 and V8 diesel engines, of which 187,000 were produced during the next 20 years. In 1985, production switched to the Mid-Range engines following an upgrade costing £13.5mn. The Mid-Range B and C Series engines were the forerunners of the ultra-clean low emission units manufactured today. Currently, the Darlington factory makes engines spanning 75hp to 430hp. These units are fitted to trucks, buses,

construction and agriculture equipment, materials handling and military, marine and power generation applications around the world.

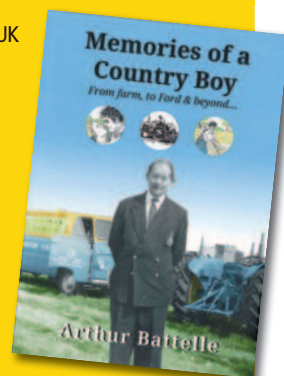
During the 1990s and into the 2000s, Cummins 5.9-litre B Series engines built at Darlington were supplied to Case IH, McCormick and JCB in the UK. The 143hp Fastrac 2140 was one of the last UK-built tractors equipped with the engine. The most powerful B5.9 engine fitted to a British-built tractor was the QSB version in the McCormick MTX200. This engine, equipped with four valves per cylinder and an electronically-controlled Bosch fuel injection system, produced 204hp.

The 1.5 millionth engine was destined for Hyundai Construction Equipment in South Korea. Around 1500 people are currently employed at the Darlington site, which produced 66,000 engines last year.

## News briefs...

### Arthur Battelle book

■ A new book by Arthur Battelle, whose reminiscences of his long involvement in the farm machinery industry featured in a series of interviews in **CLASSIC TRACTOR** last autumn, is full of anecdotes and thoughts from his early life and throughout his career. Written when he was 93 (he's now in his 97th year) *Memories of a Country Boy* is Arthur's story from his earliest memories as a member of a farm worker's family, life as a contractor during WW II and then as a mechanic and machinery demonstrator in the 1950s. It continues with him working as a Ford demonstrator before joining Roadless as service manager before establishing, with his wife, Farm Tractor Drives UK Ltd, importing machinery. The 328-page paperback costs £15 and is available from Old 20 Tractor Parts ([www.old20.com](http://www.old20.com)).



### FW-60 makes move

■ One of the smartest Ford FW-60s in the UK has changed hands and moved from Lincolnshire to South Wales, reports David Laley. The man who sold the 1983 Ford FW-60, classic enthusiast Jamie Clarke, originally bought it back in 2015. He spent three years overhauling the artic Ford and even went to the trouble of installing a fresh ex-military Cummins VTA-903 engine sourced from Denmark. Jamie used his Ford FW-60 with a 10-furrow Dowdeswell DP2 reversible and also displayed the tractor at a number of events. Having been offered a Case IH Steiger 9370 by a local contractor in 2021, he decided to sell his Ford to finance the deal. "I've had a lot of fun restoring and running the FW-60, but the chance to own the 9370 was too good to pass up," he says.



## News briefs...

Photo: Zach Anderson.



## Classic silage demo

Leominster Vintage Club in Herefordshire is celebrating its 25th anniversary and is hosting several events to mark the occasion, including a classic silage working day. "These events are held regularly in Ireland, but not so much in Britain," says club chairman Colin Pound. "Our working day will be held at Drayton Farm, Little Hereford, near Ludlow, Shropshire, SY8 4BG, on 3 July. We would like people with classic tractors, foragers, trailers, mowers, buck-rakes and loading shovels to book in. We already have a number of foragers provisionally entered, plus some Countys for pit work." The site has a new silage pit with a large concrete area plus 50 acres of surrounding grassland. The event will be open to the public, but exhibitors must pre-book. Proceeds are being donated to Dementia UK.

Contact Leominster Vintage Club via its Facebook page or call Colin on 0797 3418561.

## MATCH PLOUGH RETURNS

A former triple British National and World ploughing champion is celebrating 50 years of competitive plough, and to mark the occasion he has recently dusted off the plough that he won British National titles with during the 1980s and started using it with his recently refurbished Ford 5000, reports David Laley.

John Hill, who farms at Hoylandswaine in South Yorkshire, began match ploughing in 1972 at the age of 14 using a conventional two-furrow Ransomes TS86, which he replaced a few years later with a two-furrow Fiskars. He went on to win the British National title with the Fiskars three times, in 1983, 1985 and 1986. As a result, he represented England at the World Championships at Horncastle in 1984, Canada in 1986 and Austria in 1987, where he was the runner-up.

He also finished a close second to the late Graeme Witty in the 1990 World Championships in the Netherlands, using the same plough.



John then helped Lemken to develop the company's first World Style Reversible match plough and he went on to win three World Championships with one of these ploughs in 1992, 1993 and at Lincoln in 2000.

John brought his old Fiskars plough out of retirement

to use behind his restored 1970 Ford 5000 at the recent Three Counties ploughing match held near Doncaster. The tractor was originally owned by a Bradford coal merchant until John became its second owner around 20 years ago.

"I have fond memories competing with the Fiskars at national and world level, so I thought it would be great to bring it out of retirement and have some fun using it this year with the 5000," he says.

## AGRICULTURAL SEATING



**TREAT YOURSELF TO A NEW SEAT!**  
UnitedSeats have the answer for all makes of classic or modern tractor or telescopic handler

**UNITEDSEATS.COM**

Off road seating manufacturer



info@unitedseats.com or 01604 - 300014



## FENDT OWNER IS LOOKING FOR PARTS

The owner of a 1988 Fendt Farmer 309LSA is asking for help to locate the parts he needs to return his tractor, which is currently in the process of being completely rebuilt, to its original factory spec, reports David Laley.

Neil Pearson, who normally works on New Holland equipment in his role as a service technician for North Yorkshire dealership Russells, is trying to use original parts where possible on his Fendt. However, some items are proving more difficult to source than others, and he's hoping that **CLASSIC**

**TRACTOR** readers can help him find parts for the exhaust system, cab interior and rear linkage.

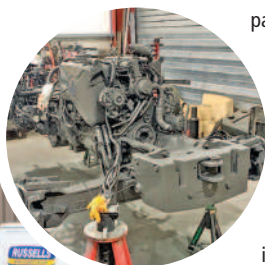
Neil's father bought the 86hp Fendt second-hand and ran it until 2013 alongside a number of Ford tractors on his dairy farm. The Fendt was his pride and joy and it

was also the first tractor that his son Neil drove on the farm. After his father decided to pursue other interests, the Fendt subsequently passed into

the hands of Neil's uncle and cousin, who used it mainly for diet feeding duties before it was parked-up in 2018.

Neil was able to acquire the dishevelled H-plate Fendt in June last year and since then he's been giving it an extensive rebuild. His search for original parts has extended as far as Poland, where he sourced a cab roof, mudguard extensions

and rear light holders. He stripped the tractor down early in the winter and resprayed the chassis over the Christmas period. If you can help Neil with the parts he's seeking, contact him on 07879 030002 or e-mail neilp4610@gmail.com



## News briefs...



### Raffle is successful

■ A John Deere 1020 owned by the late Francis Sloan has raised £40,500 for Northern Ireland charities after being raffled by his family and the Rostrevor and District Vintage Club, of which he had been treasurer. Francis, from Warrenpoint, discovered the 1020 in Spain, and after shipping it to Northern Ireland he enjoyed taking it to vintage tractor shows. Prior to his death last year he asked his family to raffle the tractor to raise money for the Southern Area Hospice and for Life and Time. The two charities were recently each presented with cheques for £20,250. The tractor was presented by Rosemary Sloan and Brendan Murney, chairman of the Rostrevor club, to the raffle winner, Paul McCulla from Killeel.

## WE CUT HEDGES NOT CORNERS!

## Strong Reliable Machines - Strong Reliable Support

### NEW 800 SERIES

#### 3 TELE MODELS:

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

#### 2 VFRT MODELS:

HD865VFRT: 6.5m REACH  
HD875VFRT: 7.5m REACH



400 Series - 5.0 to 5.7m



600 Series - 5.6 to 6.0m



700 Series - 6.0 to 6.2m

**Shelbourne**  
REYNOLDS

SHELBOURNE.COM

T: 01359 250415





**SWINNERTON**  
**MACHINERY LTD**

**NOW REPAIRING**

# FENDT VARIO TRANSMISSIONS

ML 90  
ML 160  
ML 180  
ML 200  
MI 260



**NOW STOCKING**  
**OVERHAULED TRANSMISSIONS**



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



Fendt Vario/Massey Dyna  
VT ML200 Unit



Manitou PS6 Loadall  
Transmission



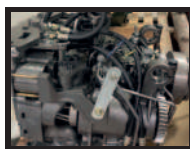
CNH T7/Puma Long Wheel Base  
Power-Command/Full Power Shift



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



Fendt Vario/Massey  
Dyna VT ML 90 Unit



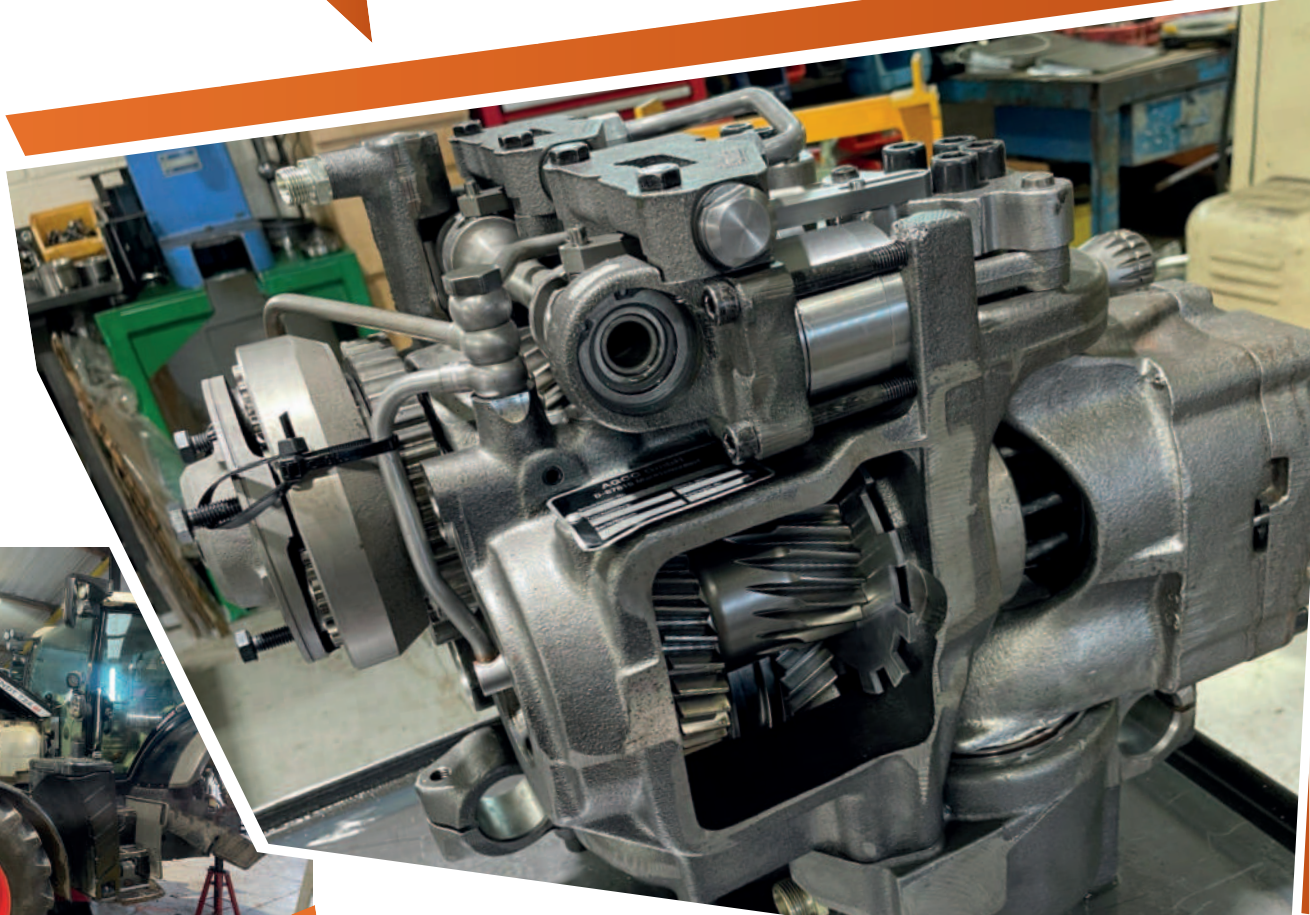
Fendt Vario/JCB  
4000 series ML 180  
Unit



Find out more information & speak with the Swinnerton team today:

☎ 01827 897711 🌐 [www.swinnertonmachinery.co.uk](http://www.swinnertonmachinery.co.uk)

**Workshop:** Bentley Farm, Warton Lane, Warton, Tamworth, B79 0HD



## NEED TO FINANCE YOUR REPAIR OR MACHINERY PURCHASE?

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

**TALK TO US: 01827 897711**

## MACHINERY & EQUIPMENTSALES



SWINNERTON  
MACHINERY LTD

TELEPHONE: 01827 897711



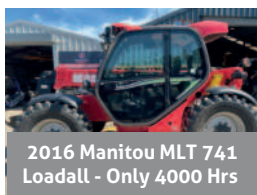
2012 Weaving 4m  
Tine Drill



Teagle Tomahawk 8080  
Bale Shredder



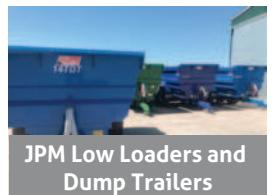
Strimech  
Attachments



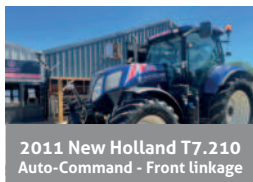
2016 Manitou MLT 741  
Loadall - Only 4000 Hrs



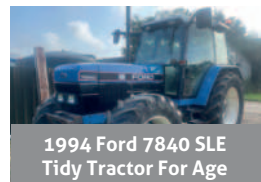
2008 Kuhn Multi Master 122



JPM Low Loaders and  
Dump Trailers



2011 New Holland T7.210  
Auto-Command - Front Linkage



1994 Ford 7840 SLE  
Tidy Tractor For Age



Simba Culti Press 80% Metal  
Very good condition.



# LETTERS

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



**E-MAIL:**  
editor@classictractormagazine.co.uk



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

## Origins of Cripps Airway

**HAVING SEEN the recent items about the Cripps Airway 50-50 tractor loader compressor (TLC) based on the Marshall 502 in the Tractorfile section of your February and March issues, I thought your readers might like some more information about them.**

I was the sales director of Marshall's wheeled tractor division between 1982 and 1985. I was approached by the managing director of Cripps of Lenton, Nottingham, which was owned by Henlys Group at the time.

As you mention, Cripps had lost the franchise for IH construction equipment and therefore access to that company's tractor loader compressor, which was very popular with the 'black top' boys at the time. At Marshall, we set about seeing how a 502 Synchro with a Q cab could be made to fit Cripps' requirements for a replacement for the IH machine. Cripps would source the loader and compressor and fit them at its Nottingham base. The Bristol compressor was PTO driven and capable of running two road breakers at the same time. The loader and compressor were supported by a sub-frame.

It was decided to increase the wheelbase, and this was done by reversing the front axle and fitting industrial tyres. A heavy-duty clutch was also specified, and new heavier-duty sheet metal work was designed and fitted at Gainsborough. It had to be made so that the fuel tank, etc, could be accessed. The colour of the bodywork remained Golden Harvest for simplicity.

I seem to recall what we received orders for around 85 tractor units, but only a fraction of these were ever dispatched. Pete Blair handled the Cripps account on a daily basis. From a product point of view, the IH machine had a torque convertor, which we did not offer. However, the synchro gearbox was very good for loading, although this wasn't that important as many of the TLCs tended to be stationary while the compressor breakers were being used.

I'm not entirely sure how this project ended, but I believe it may have been due to Henlys selling the company, which was after I left Marshall in 1985.

■ **Keir Wyatt**, Framlingham, Suffolk.

## Lely combine plant

**READING ABOUT** Jonathan Cooper's Lely Victory MkIII combine in your November 2021 issue prompted me to write to you about the factory where it was made. I worked at Lely UK from 1980 to 1991, initially as general manager and then from 1986 as managing director. The combine was phased out the year I joined Lely, but it was still being talked about a lot at the time.

The Victory was the result of an agreement between Lely, which had designed a folding combine header, and Dechantreiter, one of Germany's smaller manufacturers of combines. Under the terms of the agreement, Lely began to produce the Dechantreiter machines at Wootton Bassett in Wiltshire under its own branding, complete with folding header.

Lely thought the Victory offered huge potential, enough to compete with MF, Claas and Clayton, who were dominant in the market at the time. Consequently, it converted the old Fisher-Humphries factory at Wootton Bassett into a huge production facility. Lely had bought Fisher-Humphries some years earlier. The new building it erected at Wootton Bassett was truly huge, measuring 14ft x 25ft and being some 175 yards long. The building was adjacent to the London west coast main railway, which was connected to the factory via a goods siding.

The Victory combine was not a success due to technical

and reliability problems with the header and to some extent with the Dechantreiter-designed base machine, which had become outdated. Consequently, few machines were built. I had the unenviable task of closing the Wootton Bassett factory in 1986, by which time it was only producing a variety of hay making machinery. All the remaining production was transferred to Lely UK's main base at St. Neots.

■ **Tim Reeves**, Stowmarket, Suffolk.

## Design differences

**THE ARTICLE** comparing US- and French-built MF 2000 Series tractors in the March 2022 issue made enjoyable reading. The early MF 2640s and 2680s had imitation wood dashboards and the Speedshift on these machines was operated using the forward/reverse lever, as per the American 2805. On the European machines, the Speedshift was a two-speed High/Low, not three speeds, but reverse was available in High or Low.

On the early MF 2000 Series models, the four-wheel drive was engaged by a lever that turned a tap to send oil to the four-wheel drive pack, but the four-wheel drive had to be disengaged when shifting from High range to Low as the gears were helically cut and so would not slide with four-wheel drive engaged. This problem didn't exist on the later MF 2640 you featured as by that time the four-wheel drive was engaged electro-hydraulically by a push button on the dashboard.

I wonder why the French-built 2000s didn't use the same

clutch as the American ones? We had loads of clutch trouble and had to do lots of mods on the early ones, despite them having power ratings that were a lot lower (up to 100hp less) than their American counterparts.

■ **Andrew Plumb**, Ely, Cambridgeshire.

## Fast-moving Deere

**READING PETER LEECH'S ARTICLE**, 'Greatest Greens', in the December issue of **CLASSIC TRACTOR**, jogged my memory of something I was told 50 years ago. I felt it was time I shared it with you, although I have no personal experience to verify it.

As a callow youth of 16 in 1972, I became an apprentice mechanic at Thompson & Stammers at Great Dunmow in Essex. At that time they were David Brown and Fahr agents. However, back in the mid-1960s they had also held the John Deere franchise. The dealership sold a reasonable number of 4020s in Essex, and I believe one or two went as far afield as Kent and Norfolk. One was the 1966 powershift tractor now owned by John Deere Ltd.

In 1972, we still looked after half a dozen of these tractors, circa 1964-1966, which were still being used as frontline machines. We still had the staff who had worked on them from new. It was with a certain amount of glee that two of the mechanics told me of their antics while delivering these tractors by road.

It seems that at that time, providing the right gear was selected, the 4020 could out-accelerate most cars on the road from a standing start. Maybe they had more opportunity to try it, or it may just have been an Essex thing, but imagine pulling up by a large, shiny, green-and-yellow tractor with its driver perched way above you, only to be left behind when the lights changed. I'm sure a 4020 would also have out-braked most of the cars as well.

By 1966, after John Deere had set up its own UK subsidiary, Thompson & Stammers lost the agency. Cars had begun to dramatically improve and it was now much less likely that they would be beaten out of the blocks by a tractor!

■ **Frank Knock**, Clare, Suffolk.

## User of an MF 2805

**I WOULD LIKE TO SAY** how much I enjoyed your recent article on the Massey Ferguson 2805 (**CLASSIC TRACTOR** February 2022). Around 1982, our local Young Farmers Club arranged a visit to Peter Hepworth's farm at Kirkburn in East Yorkshire, where he had recently taken delivery of this amazing tractor.

At the time, he was running it on dual wheels and using it to pull an Opico Soil Saver. Being totally mindful of damage to the soil, Peter was no longer ploughing and had switched to min-till. He loved two-wheel drive and plenty of V8 horsepower. It was some tractor! Reading the article in your great magazine brought it all back to me.

■ **Eddy Kirk**, Leicester, Leicestershire.



# ANDY MELLOR

*tractor and machinery sales*



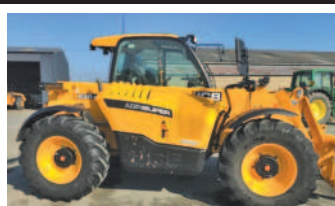
**JCB 419S**

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



**JCB 536-70**

2017, 4,700 hours, super agri, 40 kph, choice of headstock.



**JCB 538-60**

1,160 hours full spec choice of headstock.



**JCB TM 320S**

2019, 1,300 hours, 40 kph srs choice of headstock, as new condition.



**JCB 435S**

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



**JCB 526-56**

2018, 2,500 hours choice of headstock joy stick control.



**JCB TM 220**

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



**JCB 542-70**

2020 550 hours full spec 145 hp as new condition.



**JCB 536-60**

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



**JCB 536-60**

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



**JCB TM 320S**

2015 5,000 hours 40 kph, air con choice of headstock.



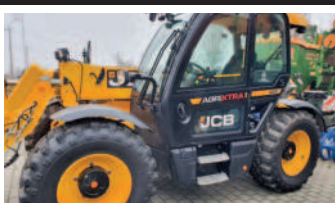
**JCB TM 320S**

2018, 6,400 hours 40 kph, choice of headstock.



**JCB 416S**

2012, 5,200 hours big wheels turbo 2 pri cleaner very nice.



**JCB 542-70**

2021, 291 hours super agri extra 150 hp, choice of 2.



**JCB TM 220**

3,200 hrs, 2014, pin/cone headstock.



**JOHN DEERE 6155R**

2019 50 kph 1,900 hours auto quad.



**JOHN DEERE 6195R**

2018, 2,900 hours 50 kph a/power gps ready.



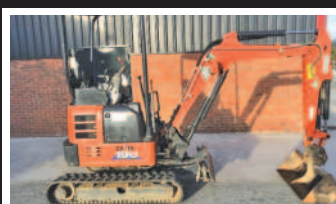
**ABBY 2500 GALLON 2020 HYD DRIVE**

Commercial axles air/oil brakes sprung draw bar.



**CLAAS 970**

2017, fully serviced and ready to go



**1.9 U HITACHI**

2020 585 hours 3 buckets adjustable tracks.



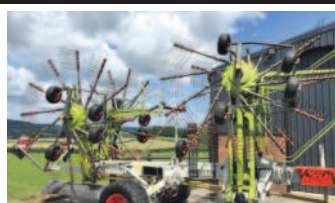
**JPM LOW LOADERS**

for sale call for more info.



**NEW HOLLAND 213**

991 hours, 2014 foot/hand control.



**CLAAS 3500 LINER 4 ROTOR RAKE**

Spare wheel Very nice condition for work.



**New MDE folding forks**

14/16 foots in stock, call for more.

**Tel: 07976 702858**

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

**www.andymellor.co.uk**



During the course of its refurbishment back in 2010, Essex farmer Richard Carr's 1984 Ford 8210 received a turbo and several other engine enhancements. That, together with the fitment of wide flotation tyres, turned it into an ideal topwork tractor, one with a high power-to-weight ratio and a gentle footprint. Chris Lockwood has been finding out more about the improvements and the impact they've made.

**Right:** Essex farmer Richard Carr's 1984 Ford 8210, now redesignated as an 8210T, underwent an extensive overhaul and upgrade in 2010. The work, carried out by engineer Greg Radley, included the fitment of a turbocharger and other engine enhancements.



# FINE-TUNED TOPWORKER



**G**IVEN THE PROXIMITY of one of Richard Carr's Essex farms to the head office of the UK's largest New Holland distributor, Ernest Doe & Sons, located just 10 miles down the road at Ulting, it's hardly surprising he relies on a fleet of predominantly blue tractors.

The 850 acres (344ha) that Richard farms is split between two units, one at Latchingdon on the Dengie peninsular in the south-east of the county, and another around 35 miles to the north-west, near Great Yeldham, not far from the Suffolk border. Both units have one thing in common – they have heavy productive clay soils that soak up the power and need to be treated with respect. Crops grown include

winter wheat, winter oats, spring linseed, winter beans and lucerne.

The Carr family has farmed in Essex since the mid-1880s, when Richard's grandfather made the journey down from Lancashire to a farm on the edge of Maldon. The farmed area was gradually expanded with additional farms being added, predominantly around nearby Latchingdon. With Ernest Doe's original blacksmiths shop on the doorstep at Ulting, a long-lasting business relationship developed between the Carr and the Doe families, one that later resulted in the former's farm tractors being almost exclusively of the blue variety.

**Left:** Ford 8210T owner Richard Carr, left, with Greg Radley, the engineer who carried out the mechanical overhaul and engine enhancements.

### Tractor history

"My family have always dealt with Ernest Doe & Sons," recalls Richard. "Other than a single Case





## What's been done

- Engine rebuilt
- Turbocharger fitted
- Cooling capacity increased
- Fuel injection system uprated
- Oil pump output increased
- Cab soundproofing upgraded
- Uprated lighting
- Front axle rebuilt
- General mechanical overhaul

**The overhauled Ford 8210T made its field debut at a local working event in 2010. The Howard Rotadigger it was using consists of a 100in Rotavator followed by three deep loosening tines that work up to 8in below the depth of the blades.**



tractor, which Ernest Doe also sold during the 1930s, we have always had Ford tractors. I remember a new 7000 coming here in the spring of 1974, followed by a 4000 in the autumn. They were the only tractors on 300 acres.

"The 7000 became my tractor," he adds. "It ploughed with a three-furrow Ransomes TS84, which made it work hard. I then went on to a new 7700, which arrived in August 1978. I liked this tractor and it did about 1000 hours a year, as by then we had more land and it did a bit of everything.

"We then got a 7710 and an 8210 as additional tractors," says Richard. "When it was new, the 8210 was used with a four-furrow Ransomes TSR-110, but it was never really a favourite of mine. It was retained, but we then went to a TW-25 with a five-furrow Ransomes 300 Series plough. The TW wasn't bad, but it wasn't really powerful enough, and it was replaced with an 8830 which was a bit of an improvement.

"We then went to an 8870, which I thought was a much better tractor, and we were able to change to a five-furrow Kverneland Vari-Width plough," he recalls. "At the same time we also had a Ford FW-60, which was used for discing, sub-soiling and mole draining. We later had a Ford 7840 and 8340 for lighter work, which were replaced with a New Holland 8560 and TM165. The FW-60 went in 2002 for a three-year old Claas Challenger 75E.

"More recently, my brother and I split the farm and I retained the Challenger and a New Holland TM130 and TM155," explains Richard. "The 2003 New Holland TM130 is still here and up until last autumn it hadn't missed a beat. Unfortunately,

**Below: Finishing touches to the 8210 included the addition of some authentic decals in the style of the originals, but with an added 'T'. The headlights have gained bulbs from a rally car and additional LED work lights have been fitted.**

## What's worked well

- Increase in power (32%)
- Power-to-weight ratio increased
- Improved lighting
- Enhanced operator comfort



**Left: One of the main enhancements to the 6.57-litre engine was the fitment of a Garret turbocharger. This was facilitated using a TW Series manifold and pipework.**

**Below left: Greg Radley had the fuel injection pump fitted with larger elements and set to provide the engine with enough juice to develop 145hp. The injectors were also fitted with larger nozzles.**







**Leverton cultivator**  
trailed cultivator  
**£650 + VAT**



**Ransomes TS-90-12-14**  
furrow mounted plough  
**£650 + VAT**



**Ransomes TSF-200-5F**  
vari-width plough  
**£850 + VAT**



**Ransomes hydraulic lift plough**  
3 furrow trailing plough  
**£975 + VAT**



**Ransomes No 13 RSLD**  
2 furrow trailing plough  
**£1,750 (no VAT)**



**Fowler Mark VF**  
steel tracked crawler  
**£6,750 + VAT**



**1968 John Deere 2020**  
2WD tractor  
**£4,200 (no VAT)**



**1959 Fordson Power Major**  
2WD tractor  
**£POA**



**1941 McCormick W6**  
Petrol TVO tractor  
**£4,500 (no VAT)**



**Massey Ferguson 158**  
2WD tractor  
**£5,500 (no VAT)**



**1989 Fendt Farmer 309LSA**  
Turbomatik, 4WD  
**£POA**



**1995 Ford New Holland 8340**  
Powerstar SLE tractor  
**£POA**



**1995 New Holland 8340**  
Powerstar SLE tractor  
**£POA**



**1989 John Deere 4255**  
Power shift tractor  
**£18,750 + VAT**



**1995 Caterpillar CH45**  
Tracked crawler  
**£24,000 + VAT**

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



## Upgraded Ford 1210 compact



**The 16hp Ford 1210 was the smallest member of the Series 10 family. Richard Carr's example, fitted with a replacement Perkins engine, is useful for mowing field margins.**

**AS WELL AS OWNING** an example of the largest Series 10 model, Richard Carr also has one of the smallest, a compact 1210 (16hp). The 1210 was made by Shibaura in Japan and was the smallest of a three-model range. When purchased second-hand, this tractor's original three-cylinder Shibaura S723 engine was found to be beyond economic repair. It was subsequently upgraded with a newer Perkins 100 Series engine, produced under a joint venture with Shibaura. The replacement engine was sourced and fitted by Greg Radley.

"The original engine had seriously overheated," recalls Greg. "This had cracked the cylinder head, and although you could buy replacements,

they were ridiculously expensive and cost more than the tractor was worth. After some thorough research, I discovered that a Perkins engine based on the original Shibaura unit would fit straight in.

Richard originally bought the 1210 because he was doing some market gardening at the time. It has since proven to be very useful for mowing around the edges of fields with a 38in flail mower, rather than spraying off a sterile strip.

"I prefer to do this, as you don't get broad leaf weeds coming back again," he says. "It has also been useful for harrowing and rolling grass, and I definitely think the later engine has been an improvement on the original."



it lost drive and had to be sent away for a repair to the transmission, but that was the first major problem it has had. It went on the sprayer when new and now does the fertiliser spreading and trailer work. I also run a New Holland T7.230 and T7.245, with one tractor tending to stay at each farm."

Richard has a strong affinity for blue tractors, classic and modern. Back in 2010 he acquired a one-owner Ford 8210 from a local farm at

**Below: The Ford 8210T doing what it does best, which is treading lightly while carrying out topwork at a relatively fast forward speed.**

Bradwell on Sea, where it had worked from new in March 1984. His plan was to use the six-cylinder tractor for rolling, but first it was dispatched to local engineer Greg Radley for a thorough overhaul and a power boost.

"It turned out that I had already worked on this tractor before," explains Greg. "When I started taking it apart and removed the cab, I was surprised to find a little tweak that I used to carry out to make it quicker to put them back together. This must have been when it was nearly new, most likely to solve a transmission problem, when I was an apprentice working for Ernest Doe & Sons at Ulting."

Later, when Greg was halfway through his apprenticeship, farming went through a tough time, so the dealership moved him onto the construction side. Eight years later, after being made redundant, he changed direction and entered motorsport, a move that saw him driving and building rally and circuit saloons. He now runs his own plant business, but is still contracted to a specialist race engine builder.

With plenty of specialist knowledge and experience of tuning engines, Greg was the ideal person to carry out the work and improvements to Richard's Ford 8210, the majority of which were to the engine.

### Engine overhaul

"It was very tired," says Greg, "so the original engine block was bored out and fitted with liners, which a friend has made to his own specification, as well as new pistons. I carried out some gas flow work on the cylinder head using techniques from the racing engines. Cooling improvements included increasing the size of some of the water ways and fitting a bigger core with increased cooling capacity into the original radiator, which was quite an important step.

"The oil pump flow and pressure were also increased," he continues. "The fuel pump was refurbished by Colchester Fuel Injection and fitted with bigger pumping elements, and the injectors were equipped with larger nozzles. Most of the components







## Final analysis



**With a generous amount of additional power on tap (145hp estimated), combined with a relatively light weight of just over 4t, Richard Carr's Ford 8210T now has a high power-to-weight ratio, making it ideal for topwork and rolling.**

**"THIS TRACTOR WAS REFURBISHED** so that it could go back to work," says owner Richard Carr. "I wanted a topwork tractor that was powerful, but light, and the 8210 is perfect for this role. By comparison, my New Holland TM130 is considerably heavier.

"During the 8210's first season we used it on its standard wheels, but the following spring I found a set of Terra Tyres at the Doe Show, and it now lives on these. I did consider fitting modern 1050 radials, but it treads very lightly on its current tyres. Its main jobs are rolling with a set of 12m Cousins Contour rolls and pulling a 12m Einböck weeder harrow."

At the time of **CLASSIC TRACTOR'S** visit, the 8210T was using a 12m set of Parmiter harrows to create a seedbed for spring linseed. Shod on wide flotation tyres, the tractor was taking the implement in its stride.

"The Parmiter harrows came from Brocks," explains Richard. "In the mid-2000s we had a very wet autumn, so we spun on a lot of wheat and harrowed it in. We've done that ever since, whenever we need to. Last spring the land which we had ploughed and pressed in the autumn was very wet, so we used the harrows to just move the top so that it could be left to dry out for a few days before drilling.

"When I was using our original Ford 8210 for spring work, I always felt it really needed to be 150hp. Our current 8210T is twice the tractor that was. Although a New Holland T6.180 has recently taken on some of its work, it is still indispensable, especially for rolling. It is just the right machine for this job."

**Above: The impressive 12.5m Parmiter zig-zag harrows work the land at a shallow depth, opening up the surface and allowing it to dry out for a few days, prior to being drilled.**

"When this tractor was made, modern sound-proofing materials were not available," adds Greg. "I used some sound-deadening matting underneath the cab floor, the interior of the wings, underneath the seat and around the bulkhead, then I fitted a new cab lining kit.

"This tractor had air-conditioning from new, and it only needed re-gassing," he explains. "The original Clarion radio, which we used to fit during the PDI, was still in place, but it has been replaced by a newer sound system, which required a bit of extra wiring. I kept the original headlights, but fitted halogen bulbs from a rally car along with an additional support loom to cope with the higher amperage being drawn by the lights. The work lights were all upgraded to LED units and extra ones were fitted to reach out to 12m front and rear. When it's dark you can see Richard rolling from a long way away.

"We haven't dared to dyno the tractor," smiles Greg. "When Richard first said he wanted more power, I did think about going all the way with charge cooling and other performance improvements, but I'm glad we didn't as you've got to think about the back end. It's only a relatively small crown wheel and pinion in there, and I didn't want to overload it. With this in mind, I got Colchester Fuels to set the fuel pump for 145hp, which we thought was sensible.

"It has made it a very smart bit of kit," he concludes. "You've now got a TW power level in a 4t tractor, which is what Richard wanted. After spending a lot of time on this tractor, it's nice to see it going to work properly and earning its living."



**Far left: The Firestone Flotation 66x43.00-25 rear tyres have the 23-degree tread bar design that was introduced by the manufacturer in 1950. The younger 600/55-22.5**

**Left: Alliance Flotation 328 front tyres maintain the correct rolling circumference ratio between the two axles.**



**Above: There was quite a lot of wear in the ZF APL350 front axle, especially in the swivel areas, so it was thoroughly overhauled by Greg.**

used to fit the turbocharger were TW parts, such as the plumbing to get the oil into and out of it, and the inlet manifold. But the turbo itself is a hybrid."

As well as increasing the performance of the engine, the Ford also received a general mechanical overhaul and rebuild, to ensure that it was fit for mainline work. The cab also received some attention from Greg, in order to improve operator comfort.

"The front axle was very worn," he says. "I had to rebuild the swivel areas as the bearings had collapsed, which had started to wear away the housing. I built it up and made a jig to grind it out to take new bearings, which was the only way to save the original axle. The transmission was fine, but I had to fit a new PTO drive shaft and drive hub in the flywheel. The hydraulics and back-end were also OK, and just needed a few oil seals, including those for the half shaft seals. It was then finished in two-pack paint.







Norfolk Farmers

Contract Farm Services

Used Agricultural Machinery Dealers



2015 JD6110MC, 7,275 hours,  
Power Quad ..... £31,000



New JPM 30 Foot 27TLL Tri  
axle, flip ramps ..... £17,700



Ex-demo, Maschio Buffalo 250  
..... £6,780



New JPM 11T Multi drop side,  
ramps ..... £9,350



Ford 7840SL Powerstar,  
10,225 hours ..... £16,000



2003 Manitou MT1233S  
..... £18,000



2015 Special ZA-M1001  
..... £3,500



JPM 24 foot 19TLL, hyd ramps,  
LED ..... £11,800



2013 Tehnos Varianta 280LW  
flail ..... £3,200



2013 McCormick MC130,  
4,573 hours ..... £28,800



McCormick MC130, f/links,  
4,615 hours ..... £26,000



2009 Teagle SM220 flail  
..... £2,800



Fendt big pack weight 1,800kg  
..... £POA



Pottinger C6 Artis Plus,  
1780H/A ..... £46,500



2015 Fendt 936, 8,154 hours,  
f/PTO, Trimble ..... £74,000



New Holland 7740SL,  
7,448 hours ..... £18,000



2014 Maschio Alitalia 400  
..... £15,500



Zetor 8541 Proxima Plus  
..... £22,500



Amazone ZA-M Max  
..... £1,200



1996 Valmet 8100  
..... £15,000



Case 895XL, 2wd  
..... £11,500



New JPM 20T dump,  
560 flotation ..... £17,400



2013 Tehnos Varianta 280LW  
flail ..... £3,200



New JPM 16T multi purpose,  
ramps ..... £15,000



Fastrac 2140 Smoothshift,  
7,370 hours ..... £31,000

For more pictures and further details of our stock visit our website [www.jmurrell.co.uk](http://www.jmurrell.co.uk)

All prices + VAT



**We are JPM Trailers' East Anglia Dealer**

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

## 07770 692891





# TRIUMPHANT TRANSPLANT



**The challenges presented by a full refurbishment are sufficient for most people without the added complications of an engine transplant. That's the challenge that Co. Tipperary contractor, tractor restorer and experienced mechanic Aidan Martin recently took on when he decided to not only overhaul a newly-acquired Ford 7810 Generation III, but also repower it with a more modern 6.6-litre PowerStar engine from a 7840. Eoghan Daly has been finding out what was involved.**

**A**S A SEASONED tractor restorer, agricultural contractor Aidan Martin of Nicholastown Agri Services, Co. Tipperary, is never one to shy away from a challenge. During the winter months, when agricultural contracting goes through its traditionally quiet period, this qualified tractor and farm machinery mechanic retreats into the workshop and gets stuck into tractor refurb projects. He is usually joined in the workshop by his friend James Hayes, an electrician and avid tractor restorer.

Past projects carried out by Aidan and James have included a range of Ford Series 10 and 40 models, as well as older Ford 4000s and 4600s plus a range of John Deeres and Internationals. Aidan currently runs an all-John Deere fleet in his contracting operation, but he's also fond of classic Fords, this interest stemming from the earlier contribution they made to his contracting business and that of his father, Pat, who also used blue tractors.

Aidan and James' most recent project was a 1991 Ford 7810 Generation III. This machine was in generally original condition, but it did have some engine issues. It came from the Midlands of Ireland

and was previously a one-owner tractor. The refurb began in early January and despite being completed in a relatively short space of time, there has been no compromise on the quality of the work.

"Agricultural contracting is always at its quietest during January," explains Aidan, "so we just put everything we had into restoring the 7810 and getting it completed before the onset of spring and

## What's been done

- Rebuild ex-Ford 7840 PowerStar donor engine, including cylinder head skim.
- Modify engine air intake, battery tray, timing casing and hydraulic pump to allow engine fitment.
- Strip down of complete tractor and replacement of all items requiring attention.
- Source and fitment of replacement cab roof.
- Refinish cab interior.
- Reupholster seat
- Prepare whole exterior of tractor and respray in-house.

**Top left: Aidan Martin, left, and James Hayes with the 1991 Ford 7810 Generation III they have just finished refurbishing and repowering using a newer Ford PowerStar engine from a 7840 that Aidan used to run in his contracting business.**

**Left: This Ford 7810 Generation III has just benefited from a complete refurbishment and an engine transplant using a 6.6-litre 100hp PowerStar engine from a Ford 7840.**





**Right: Built towards the end of the production run, this 1991 Ford 7810 Generation III had been well-looked after by its original owner. The recent fitment of a 6.6-litre 100hp Ford PowerStar engine from a 7840 will improve this tractor's performance and reliability.**

the greater workload we knew that would bring. We did most of the work in-house and relied on a few others for specialist work, such as reupholstering the seat. My brother, Keith, and Pat Hally also helped out during the engine transplant and restoration."

Aidan was aware of the tractor's issues when he bought it and already had a plan to deal with them. The 7810 had worked on general operations and hedge-cutting with its previous owner, and was a particularly clean and original late Generation III model built close to the end of the production run.

## Engine issues

"I knew the tractor had engine issues, as the oil and coolant were mixing," he says "Instead of fitting an identical replacement engine, I was considering other alternatives."

Having operated numerous Ford Series 40 units and some New Holland TS115 models in his contracting operation in the past, Aidan was well aware of the greater resilience of their PowerStar engines. Even though all his blue classics have since been replaced, some remnants remained, including a 100hp PowerStar engine from a Ford 7840. Pat saw it as an ideal solution for the 7810's engine ailments.

"Our 7840s may be long gone from the fleet, but fortunately an engine from one of the tractors remained in the workshop," he says. "On looking closely at it, we had no doubt we could fit it to the 7810 with a certain amount of modification."

Recognising that this would be the greatest challenge in the project, Aidan and James set about fitting the 6.6-litre PowerStar engine at the outset and then followed that up with a general strip-down of the tractor. Before the engine could be installed, it needed some modifications and other work to ensure it was in tip-top condition. Although the donor engine was in good condition, to ensure its long-term reliability, the cylinder head was skimmed and it received some attention to the piston rings.

When it was ready to be fitted, it was found that it mated-up with the transmission without difficulty, using the tractor's original flywheel. However, the

**Right: Air intake pipe routing beneath the bonnet and the position of the original battery tray mount are reminders of the modifications necessary to make the engine transplant a success.**

**Far right: The major changes that have taken place in the engine bay are less evident from the nearside, which is exactly what Aidan and James were aiming for. They didn't want the engine transplant to spoil the external appearance of the tractor.**

## Factsheet

|                |                                     |
|----------------|-------------------------------------|
| <b>Tractor</b> | <b>Ford 7810 Generation III</b>     |
| <b>Year</b>    | 1991                                |
| <b>Hours</b>   | 7977                                |
| <b>Owner</b>   | Aidan Martin, Cahir, Co. Tipperary. |

## What's worked well

- Fitment of replacement 6.6-litre Ford PowerStar engine has been a cost-effective solution to the problems with the original engine, while introducing enhanced long-term reliability and operating performance.
- Retention of original bonnet-mounted air intake by re-routing of pipework beneath.
- Accommodation of battery tray with mountings in a new position without the need for major modifications.
- Replacement of section below cab rear window with matching profile.

new home. Adjustments needed to be made to the timing casing and other elements, and although the process initially appeared daunting, it actually came together particularly well.

"The timing casing was changed so that is fitted in with the 7810's radiator, fan and alternator," Aidan explains. "We had to strip down to the timing plate and change back to the Series 10, while leaving the fuel injection pump from the Series 40.

"When the plate has been removed, the hydraulic pump bolts straight to the engine housing on the front. The power steering is not affected, as it bolts straight back on to the timing plate, so it all came together particularly well."

opposite end of the transplanted engine was less compatible with its

It was possible to carry out the necessary modifications in the available bonnet space, which means from the exterior this repowered classic Ford looks like any other 7810 Generation III. Routing the air pipe to the original air intake housing at the front of the engine hood worked well, and was something Aidan wanted to do as he had seen other conversions where the intake ran directly to the side of the panelling, making the front intake redundant.

"We wanted to keep the tractor looking as authentic and as original as possible, so we were pleased that we could achieve the engine transplant without having to make any changes that were visible

**Below: With the bonnet raised, the extent of the modification needed to accommodate the 6.6-litre PowerStar engine is immediately apparent from the extended and re-routed pipework and the new position of the battery tray.**





## Final analysis

**ALTHOUGH AIDAN MARTIN** and his helper James Hayes had been involved with several Ford Series 10 and Series 40 refurb projects in the past, repowering this Ford 7810 Generation III with a 6.6-litre PowerStar engine introduced some new challenges. Suffice to say, these challenges were met head on with skill and enthusiasm.

While some aspects of the project were quite clearly a learning curve, ultimately they had a very positive outcome. Because they started off with a very clean and original example of the Ford 7810, the need to source costly replacement parts was greatly minimised. There is some minor finishing still to be completed before the repowered tractor is offered for sale. The failure of the dashboard to display the speed is the subject of further investigation, and Aidan is open to suggestions on how this issue can be resolved.

**Left: A pair of new LED rear cab roof work lights, one of the few concessions to non-standard modernity during the refurbishment, will greatly improve visibility at night.**



on the outside." notes Aidan. "Everything worked really well, even though we didn't have much space to spare."

A further element that needed to be accommodated was the battery, which could no longer be housed in its original position on the swing-out tray assembly. Instead the tray was relocated over the PowerStar engine, with the height of the assembly being just right to allow the bonnet to be comfortably closed. Mounting brackets for the tray were also easily accommodated.

A further factor to consider was the need for a longer pipe leading to the water pump. Other cooling system aspects of the tractor remain

**Left: Structurally, the Super-Q cab was in good condition, although a replacement roof was needed as the original had been damaged by a hedge-cutter. A corroded cross-member bar beneath the rear window also needed replacement.**

**Below: Once a dashboard fault has been resolved, this Ford 7810 Generation III will be going up for sale. With its more modern PowerStar engine and refreshed appearance, it is well-equipped for a new working life.**

unchanged, with the original radiator fitting perfectly. Aidan accepts that they may not have needed to cut as much out of the fan cowl as they ended-up doing, but hindsight is a wonderful thing.

All of the donor PowerStar engine's fuel injection equipment has been reused. The ignition needed a degree of alteration. In its original format, the Ford 7810 had a pull stopper for the engine, whereas on the 7840, which employs an electronic solenoid system, you turn the engine off using the key. Following the engine transplant, this issue was overcome by fitting an electric switch in the cab. However, not quite everything has come together with the same degree of success, with a solution to the speedometer's failure to function still sought.

With the engine transplant successfully completed, attention could turn to other aspects of the rebuild project. The cab roof had been damaged by the hedge cutter it had hosted during its time with the previous owner. A replacement was duly found at Trillick Tractors. The cross member at the base of the cab's rear window also had to be replaced. The new profile blends in perfectly, without any trace of the work having been done. The condition of the interior of the Super Q was very respectable, with all of the original elements fixtures and fittings being in perfect condition. However, the seat did need reupholstering, with this work being conducted to a professional standard by P. J. Kerr in Co. Laois.



**Above right: One of the side-effects of the engine transplant is that the digital dashboard no longer displays the engine or travel speed. Aidan is still trying to resolve this problem. If any readers can help, drop us a line and we shall pass on his details.**

**Right: Prior to buying this Ford 7810 Generation III, Aidan Martin knew it had been looked after well by its previous owner, something that was very evident from the tidy condition of its cab interior. This made the refurbishment process much easier and alleviated the need to locate hard-to-find original fixtures and fittings. One of the few in-cab jobs involved the reupholstering of the seat.**





From the front it may look like any other 7810 Generation III, but beneath the hood lies a more modern 6.6-litre PowerStar engine. Great consideration was given to reducing the impact of the transplant on the tractor's appearance.



## Parts used

**Ford PowerStar engine** Ex-7840, already in stock

**Cab roof** Trillick Tractors, Omagh, Co. Tyrone. Tel: +44 (0)28 89561314.

**Rear lower cab bar** Tractor Cab Specialists, Ballymena, Co. Antrim. Tel: +44 (0)28 25861300.

**Lights, paint and filters** Clonmel Farm Machinery, Clonmel, Co. Tipperary. Tel: +353 (0)52 6122352

**Seat reupholstery** P. J. Kerr, Timahoe, Co. Laois. Tel: +353 (0)86 8205869.

# MJPATEY

AGRICULTURAL MACHINERY

Tel: Malcolm  
07970 471773  
Totnes, Devon

ALL PRICES + VAT

Email: sales@mjpatey.co.uk

[www.mjpatey.co.uk](http://www.mjpatey.co.uk)



**YAMAHA TIMBERWOLF**  
250, 2WD, ORIGINAL  
CONDITION, DONE VERY  
LITTLE.....£1,995



**BOX TRAILER 9FT X**  
**4FT6**, WITH RAMP, NEW  
TYRES.....£950 NO VAT



**GRAYS 8FT BALLAST**  
**ROLLER** .....£875



**TEAGLE TOMAHAWK 8500**,  
2012 YEAR, SILAGE AND  
STRAW, SWIVEL CHUTE,  
ELECTRIC CONTROLS.....£6,250



**NEW MALONE MOWER**  
**PROCUT 240**, 8FT CUT, 2021  
YEAR, QUICK FIT BLADES,  
GALVANISE FRAME.....£5,750



**SIP SPIDER 555 PRO 4**  
**ROTA TEDDER**, 2011 YEAR,  
EXCELLENT CONDITION  
.....£3,250



**NEW HYDRAULIC PAN**  
**MIXER**, 850LTR / 3/4M CUBE,  
3POINT LINKAGE AND PALLET  
FORK MOUNTED.....£2,450



**BATEMAN GALVANISE**  
**AUTOMATIC YOKE GATE**  
AS NEW.....£650



**TAARUP 306 TRAILED**  
**MOWER CONDITIONER**,  
8FT, HYDRAULIC  
DRAWER BAR.....£2,475



**NEW CHAIN HARROWS 5M**  
**(16FT) HYDRAULIC FOLDING**,  
HEAVY DUTY FRAME WITH  
FRONT LEVER IN BARS.....£1,775



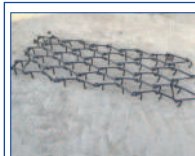
**NEW RITCHIE**  
**GALVANISED HEAVY**  
**DUTY YARD SCRAPER**  
.....£795



**NEW PALLET FORKS**,  
2.5TONNES, 1100MM  
FORKS, EURO 8  
BRACKETS.....£495



**STRIMECH SOFT HANDS**  
**BALE GRAB**, MX BRACKETS,  
AS NEW DONE VERY LITTLE  
WORK.....£750



**NEW CHAIN HARROW**  
**MATS - NOW IN STOCK**  
.....£135



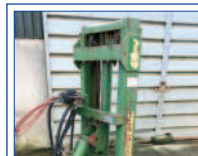
**NEW SOFT HANDS BALE**  
**GRAB**, EURO 8 BRACKETS  
.....£895



**NEW MALONE**  
**14 TONNE HEAVY DUTY**  
**LOG SPLITTER**  
IN STOCK .....£995



**NEW MALONE POST**  
**RAMMER**  
350KG WEIGHT, HYD TOP  
LINK & SIDE TILT..£3,250



**FRASER REAR FORKLIFT**, 3  
POINT LINKAGE, HYDRAULIC  
TOP LINK, DONE VERY LITTLE  
WORK.....£775 NO VAT



# GET YOURS DELIVERED!

## SUBSCRIBE NOW

**Subscribe NOW** to enjoy home delivery & save on the shop price!

Don't miss a single issue of **CLASSIC TRACTOR**! Get a personal copy delivered direct to your door every month for a year, usually before copies are on sale in the shops. Or why not order as a gift for family or friends?



**TWO ISSUES FREE!\***

### Four easy ways to order.

**Phone** +44 (0)1371 853 631

**Go to our website:**

[www.ClassicTractorMagazine.co.uk](http://www.ClassicTractorMagazine.co.uk)



SCAN ME

**Post the coupon to** CLASSIC TRACTOR Subs,  
Trinity House, Sculpins Lane, Essex, CM7 4AY, England

\*UK only via direct debit

Name.....

Address .....

.....

.....

.....Post code .....

Telephone.....

E-mail .....

We do not allow other companies to use subscribers' details for sales and marketing

**PRICES AND WAYS TO PAY** (please tick as appropriate)

UK 1 year (12 issues) £47.80 ☐ 2 years (24 issues) £93.20 ☐

Ireland 1 year £55.00 (€69) ☐ 2 years £106.00 (€133) ☐

Europe 1 year £59.00 (€74) ☐ 2 years £114.00 (€142) ☐

Rest of World 1 year £70.00 ☐ 2 years £135.00 ☐

I enclose my cheque payable to Sundial Magazines Ltd ☐

**OR** I want to pay by credit/debit card ☐  ☐  ☐

Card no .....

Expiry date.....Security no .....

Signature.....

**CT0522**

## Classic Tractor SUBSCRIPTION FORM

**OR** Take my payment of £44.00 by Direct Debit (UK only) ☐

Please complete the Direct Debit form below

**BEST PRICE**

### SUNDIAL MAGAZINES LTD

#### Instruction to your Bank or Building Society to pay by Direct Debit

Please complete this form and send it with the rest of the subscription form to:  
Classic Tractor Subs, Trinity House, Sculpins Lane, Wethersfield, Essex, CM7 4AY

Please do not send it to your Bank or Building Society

Name(s) of Account Holder(s) .....

Bank/Building Society account number .....

Branch sort code .....

Name and full postal address of your Bank or Building Society .....

To: The Manager.....  
(Name of Bank/Building Society)

Address .....

.....

Postcode .....



Originator's Identification Number

6 8 2 1 5 8

Reference (office use only)

#### Instruction to your Bank or Building Society

Please pay Sundial Magazines Ltd Direct Debits from the account detailed in this Instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Sundial Magazines Ltd and, if so, details will be passed electronically to my Bank/Building Society.

Signature(s) .....

Date.....

Banks and Building Societies may not accept Direct Debit Instructions from some types of account.

Post to: **CLASSIC TRACTOR** Subs, Trinity House, Sculpins Lane, Essex, CM7 4AY, England





CASE IH MAXXUM 5150 PRO P REG  
RING FOR DETAILS .....£POA

# SKINGSTON

Mobile: 07771 852774

www.kgkingston.co.uk

kevingkingston@yahoo.co.uk

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



CASE IH 1056XL 4WD 40K AIR  
CON TURBO H REG 8,043 HOURS  
.....RING FOR DETAILS



CASE IH 956XL E REG SOLD G REG  
AVAILABLE.....RING FOR DETAILS



CASE IH 956XL  
G REG, TURBO, TIDY,  
C/W DROMONE HITCH ..... £POA



CASE IH 956XL 4WD J REG TURBO  
AS IS OR CAN OVERHAUL. £12,500



CASE IH 956XL 4WD J REG TURBO  
AS IS OR CAN OVERHAUL. £12,500



CASE IH 1056XL 40K F REG V.TIDY  
GONE THROUGH£POA



CASE IH 1056XL 4WD H REG  
..... RING FOR DETAILS



CASE IH MX 100C W REG C/W  
LOADER .....£POA



CASE IH 4230 LP 4WD M REG  
C/W F/LINKAGE OR CAN FIT  
LOADER .....£POA



CASE IH 4230 LP 4WD M REG  
C/W F/LINKAGE OR CAN FIT  
LOADER .....£POA



CASE IH 844XL  
2WD H REG AWAITING  
PREPARATION .....£POA



CASE IH 856XL 2WD L REG  
7,092 HRS .... RING FOR DETAILS



CASE IH 856XL 4WD N REG  
..... RING FOR DETAILS



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



IH 956XL B REG TIDY  
.....RING FOR DETAILS



IH 955 2WD W REG 2 OWNERS  
BIT RUSTY AROUND CAB.....£POA



IH 5055 TURBO  
C/W LOADER ..... £15,000



IH 1055 W REG EX Lincs ARABLE  
TRACTOR VERY CLEAN .....£13,000



IH 1255 4WD C/W FRONT LINKAGE  
GOOD REAR TYRES..... £16,000



FORD 2600 RARE TRACTOR  
..... £5,500



FORD 8210  
Y REG, NEW ENGINE..... £POA



FORD 6610 Y REG 7,764 HRS  
IDEAL STRAW CHOPPER  
TRACTOR..... £POA



FORD 4600 CHOICE OF TWO  
..... RING FOR DETAILS



FORD 4000 L REG IDEAL SCRAPER  
TRACTOR.....RING FOR DETAILS



FORD 4000 J REG C/W FORKLIFT  
..... £8,000



DAVID BROWN 1210 4WD RARE  
TRACTOR STRAIGHT & ORIGINAL  
.....£POA



CASE IH 1394 SYNCHRO D REG 2  
OWNERS..... RING FOR DETAILS



CASE IH MAXXUM 5130 SYNCHRO  
P REG C/W LOADER AWITING PREP  
.....£POA



TEAGLE TOMAHAWK 4040 STRAW/  
SILAGE CHOPPER .....£2,500



TEAGLE TOMAHAWK 404M  
STRAW MINCER 2014 V.TIDY  
.....£3,500



KVERNELAND TAARUP 9443  
SINGLE ROTOR RAKE NOT DONE  
MUCH..... £4,250



NEW MALONE POSTBANGER  
..... £2,950



PARMITER 5M HYD FOLDING  
GRASS HARROWS IN GOOD  
ORDER GOOD TINES .....£2,850



AG 6M HYD FOLDING GRASS  
HARROWS USED ONCE AS NEW  
..... £4,500



PARMITER 16FT MOUNTED  
CHAIN HARROWS CHOICE  
..... FROM £750



KUHN GMD 4010 LIFT CONTROL  
MOWER ..... £5,250



TAARUP 306/336/307  
AUTO SWATHER MOWER/  
CONDITIONERS ..... FROM £2,250



TEAGLE TITAN 7 GRAIN/SILAGE  
TRAILER IDEAL HORSE DUNG  
.....£3,250



ALTEC B100 FERTILISER BAG  
LIFTER GOOD WORKING ORDER  
..... £1,100



WARWICK 11T SILAGE TRAILER  
STILL PAINT ON FLOOR NEVER  
LIVED OUTSIDE EXCELLENT £6,850



KVERNELAND 10X FORAGE  
HARVESTER METAL DETECTOR  
£POA



CLAAS JAGUAR 75 FORAGE  
HARVESTER METAL DETECTOR  
..... £3,750



SUTON 11 TINE PUSH OFF BUCK  
RAKE C/W MATBRO BRACKETS  
.....£POA



# MASTERFUL MODERNISATION



**Above:** After many hours of work, agricultural engineer Ryan Hawkins is now the proud owner of a sympathetically yet thoroughly modernised New Holland 8340 SLE that's capable of keeping up with 21st century contemporaries.

**Below:** Despite being nearly 30 years old, Ryan's 1996 New Holland 8340 SLE is still a very capable working tractor, one that thanks to its retro-fitted air braking system is safely able to handle larger trailers such as this 16t AW Ultima.

For Ryan Hawkins, an agricultural engineer from Okehampton in Devon, owning a standard New Holland 8340 wasn't enough. He wanted a machine that was equipped to deal with the requirements of farming in the 21st century. He has been telling Zach Anderson about the modifications he's done as part of ongoing programme of modernisation.

**THIS STORY STARTS** back in early 2017, when Ryan Hawkins, an agricultural engineer from Okehampton in Devon, was looking for a usable mid-range tractor for enjoyment as well to use on local farms, whenever the need arose.

His search led him to a 1996 New Holland 8340 SLE. Despite its modest 8371 clock hours, the tractor was in a sorry state, with a poor cosmetic appearance and a worrying noise in the gearbox which caused Ryan a certain amount of apprehension over what he might be about getting himself into.

Undeterred and still full of enthusiasm for the challenges that lay ahead, a deal was done and the tractor was delivered to Okehampton. Work immediately began to find the root cause of the unsettling noise emanating from the gearbox. The tractor was stripped down with the help of Eddie Reddaway, and upon inspection the cause was traced to missing teeth on three cogs within the gearbox. This issue was rectified using new parts from Ireland and genuine clutch parts sourced through QTP. Whilst in pieces, the gearbox was stripped down and fully refurbished to improve its long-term reliability. New clutch packs were fitted and various other ancillary parts received attention. Once the major mechanical

work had been completed, the back-end and linkage were given some love, with the pick-up hitch being fully re-bushed and pinned to eradicate excessive play. The old pin-type lower link arm stabilisers were replaced with modern screw types to give more control.

For most people, once a tractor has been reassembled following a major repair, that marks the end of the project. But for Ryan, that was not nearly good enough. In fact, getting his tractor back to full health was just the start of a programme of progressive modernisation and modification, aimed at making it fit for the 21st century.

## What's been done

- Front linkage fitted
- Air brake system installed
- Lights upgraded to LEDs
- Joystick control added for front linkage
- Diverter valve fitted to hydraulic system
- Extra bank of spools installed
- Gearbox/clutch packs rebuilt
- Rear linkage refurbished
- Passenger seat reupholstered
- New fuse box (separate from main circuit)
- Tinwork and wheels respayed







### What's worked well

- **Front linkage controls:** MX bracket-mounted joystick provides much more precise and user-friendly control of the front linkage.
- **Air brakes:** Reduced wear and tear on brakes; also makes tractor safer when using large trailers.
- **LED lighting upgrade:** Gives a much broader vision whilst working at night; additional lights on cab steps make access easier and safer.

When you stand back and look at Ryan's tractor it looks fairly standard, apart from its retro-fitted front linkage. Only when you get closer does it become evident that it is anything but a standard machine.

**Front linkage:** The aftermarket Zuidberg front linkage on Ryan's 8340 came off a New Holland TS100. Installing it on the 8340 involved fabricating and modifying the side rails, which now run the full length of the chassis. Fresh holes were drilled into the side rails to ensure a tidy finish, as Ryan is very particular about the appearance of his tractor.

The front linkage is controlled via an in-cab loader joystick. The joystick is neatly mounted on an MX bracket beside the main gears in the cab, a location that keeps it clear of the main spool valve levers, but still within easy reach of the operator.

The joystick is connected to a retro-fitted load sensing valve block, mounted on the rear of the tractor and cleverly concealed behind the lift arms. Along with the new valve block, a diverter valve was fitted which was hidden underneath the front of the chassis in the front linkage, in order to provide an extra service at the front when required. This is essential for operating a push-off buck-rake whilst using a hydraulic top link. All the flow and return lines

**Above: At first glance, this innocent-looking modern classic just looks like any other 1996 New Holland 8340 SLE, albeit cleaner than most. Its additional features, of which there are many, have been skilfully concealed by owner Ryan Hawkins.**

**Right: The pick-up hitch has been refurbished and new stabilisers and an extra bank of spool valves have been fitted. The two air tanks mounted on the axle provide a constant supply of air to the brakes.**

that provide the oil to the front linkage and spools have been specially made in metal and have been carefully bent and neatly fitted alongside the chassis to the rear of the tractor, so that they don't detract from the aesthetic appearance.

The most challenging parts to source for the front linkage were the two lower link pins, which proved very hard to find. Eventually, after many backwards and forwards phone calls to dealers, the pins were sourced through Andrew Collier of T. H. White. Other new parts included a heavy-duty New Holland T6 Series top link that was chosen because of its ability to cope with anything that's likely to be used on the front linkage.



REAR END ADDITIONS

**Right: Operation of the front linkage is via a cable-controlled joystick, mounted within easy reach on an MX bracket that conveniently sits beside the main gear levers.**

**Far right: This aftermarket Zuidberg Engineering front linkage came off a New Holland TS110. Installing it on the 8340 involved some fabrication work and the drilling of new holes in the chassis rails.**



LINKAGE JOYSTICK



FRONT LINKAGE





**Case IH795XL**  
H reg, starts and drives well.  
£8,250



**FOGGY GILL, FELL END,  
KIRKBY STEPHEN,  
CUMBRIA CA17 4LN**

Email: [david@tunstalltractors.com](mailto:david@tunstalltractors.com)  
[www.tunstalltractors.com](http://www.tunstalltractors.com)



**Hurlimann XA86**  
59 reg, 3 speed power shift,  
Hi Vis roof. £23,000



**Hurlimann Prince 55**  
17 reg, 55hp 4cyl, fitted with new  
Sigma4 power loader. £18,750



**Zetor HSX 100**  
17 reg, MX power loader,  
air con. £48,500



**Zetor Crystal 170 HD,**  
new, full suspension, front links, full air  
braking, 4 elec spools. £84,500



**Zetor GP110**  
19 reg, H duty wheels. £36,000



**Hurlimann XA66**  
08 reg, 40k shuttle gear box, Hi Vis  
roof, Sigma4 loader. £23,800



**Zetor Proxima 7441**  
05 reg, wide tyres all round.  
£POA



**Zetor 9540**  
R reg, HiLo splitter, gutsy  
performance. £11,500



**Zetor Proxima HS80**  
67 reg, as new condition, good  
saving on new price! £33,000



**Proxima 80GP**  
18 reg, Proxima GP80, 40k, in as  
new condition. £35,500



**Zetor Forterra 106 41**  
57 reg, fitted with  
Sigma 4 loader. £27,000



**Zetor Forterra HSX 140**  
13 reg, power shuttle, 3 speed  
power shift. £33,500



**NEW Solis RX 50 2wd**  
With cab, aircon.  
£15,495



**Massey Ferguson 5445**  
05 reg, low profile  
£23,500



**Case IH JX1100U**  
55 reg, good tyres, good condition.  
£21,000



**Solis RX50 18 reg**  
Front weights, from local goat farm.  
£14,000



**Class Ares 657ATZ**  
06 reg, cab suspension, fullpower  
shift, recent new front tyres. £27,500



**Hurlimann XB95**  
06 reg, 3 speed power shift.  
£23,000



**Hurlimann XA90,**  
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



**Massey Ferguson 5455**  
06 reg, one owner from new.  
£23,500



**Massey Ferguson 6455**  
06 reg, Dyna 6 gearbox.  
£POA



**Hurlimann XB Max 100,**  
07 reg, power shuttle, power back  
hitch, Deutz engine. £24,000



**New Holland TL100,**  
02 reg, power shuttle, quickie loader,  
new hyd pump fitted. £22,500



**New Holland T5060,**  
11 reg, power shuttle,  
MX U8 loader, one owner. £31,000



**McCormick X4.35**  
16 reg, 300 hours, wide tyres.  
£27,000



**Landini 4.090**  
16 reg, very low hours.  
£28,500

**Zetor**

**H Hurlimann**

David Tunstall mobile: 07817 832978 Chris Tunstall mobile: 07929 563907 Richard Tunstall mobile: 07765 883435



## Main parts prices

**Front linkage:** Around £1250 plus labour and steel side rails.

**Load sensing valve block (for front linkage):** £300-£400 for a bare valve, plus approx. £150 for a joystick and cables.

**MX bracket (for holding joystick):** Approx £200, plus valve at front (approx. £150), along with time and labour making brackets, etc.

**Air braking kit:** Around £600 (plus lots of time!).



**Above:** Finishing touches to this New Holland 8340's cosmetic makeover included new reproduction decals, purchased online and applied by Ryan.



**STEP LIGHTS**

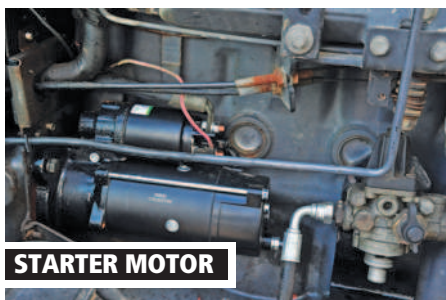
**Above:** Small rectangular LEDs have been fitted under the steps to improve visibility when accessing the cab in the dark.

**Above centre:** Fitting this 4.2kW Hi Speed gear reduction starter motor was a simple bolt-on modification, one that has helped to speed up starting.

**Above right:** Ryan was determined to keep everything neatly enclosed under the bonnet and he's achieved that aim, using the space available to house a compressor for the air braking system.

**Lights:** This tractor's retro-fitted LED light package has brought night-time visibility up to a modern standard, while at the same time drawing less power from the battery. A pair of small rectangular LED lights have been fitted under the step to illuminate the way when accessing the cab in the dark. These lower step lights can be controlled by a separate rocker switch. All the additional LED lights have been neatly wired-in by Ryan.

**Air brakes:** Perhaps the biggest modification to this tractor has been the fitment of a fully functioning air brake system, something of a necessity on today's new tractors, but a feature that was rare on most mainstream models when this New Holland 8340 was new back in 1996. Many of the parts came from



**STARTER MOTOR**

a New Holland TS110, which brought a whole host of compatibility challenges when it came to fitting them on the older 8340.

For example, Ryan had to fabricate all-new brackets to mount the compressor, as well as adding another pulley to the water pump to provide drive to the system. An air brake regulator was fitted in front of the starter housing to prevent over-pressure and to keep a constant supply. Air is taken through a custom-fabricated two-stage air filter which Ryan built himself and neatly fitted under the bonnet.

The air supply is then fed back under the cab to two air tanks mounted on the rear axle, which helps to maintain a constant supply for the system. As well as providing a source of air for tractor and trailer brakes, the system can also be used for air tools, should the need arise.

Inside the cab, a pressure gauge has been mounted on the right-hand pillar to enable the operator to keep an eye on the air pressures and ensure they are all correct. The handbrake now also works off the air braking system.

Retro-fitting the air system to the tractor has been

**Right:** The right-hand cab B-pillar now houses an air system pressure gauge, extra switches and a LED clock.



**COMPRESSOR**

one of the biggest challenges to date for Ryan, but his hours of hard work have certainly paid off. He smiles ruefully when he says he would have to seriously consider whether he would ever put himself through the ordeal of fitting another system! Nevertheless, he should feel proud for achieving what some considered to be an impossible task. It has been done with such care and attention to detail that it could easily pass as a factory-fit job.



**PRESSURE GAUGE**



Ryan Hawkins' 1996 New Holland 8340 SLE is not only a minter, but one that's got a host of modern tricks discretely tucked up its sleeve.



**Below: Another simple addition. Ryan decided to upgrade the original stereo and speakers to a more modern system he sourced via eBay.**

## Final analysis

**IF HE WAS TO UNDERTAKE** the project again, would Ryan do anything differently? No, comes the answer, as he says he's happy with how everything has turned out. The only addition he would make would be to run another auxiliary airline to the front end.

His modernised New Holland 8340 is a joy to drive. One of the biggest operator improvements has been the introduction of joystick control for the front linkage, which has made the operation of this attachment so much easier. The air brakes have also helped to improve safety and reduce wear on the tractor's brakes, thereby extending their service life.



**Starter motor:** The six-cylinder engines on some earlier Ford and New Holland tractors can take some coaxing into life due to low capacity starter motors. When the original starter on Ryan's 8340 failed, he decided to buy a 4.2kW Hi Speed gear reduction starter of the type fitted to the New Holland TM Series. This has significantly improved the starting ability of his tractor in colder conditions, as well as putting less stress on the battery. The starter bolts straight on, making it possibly the easiest of all the upgrades.

**Electrics:** To avoid future problems, Ryan took the time to add a separate fuse board for his upgrades, which he then carefully concealed within the gear lever console. This ensures that all his additional fuses are tidy and located in one place. He has also added in-cab switches that allow greater control of the lights, as well as USB ports for charging mobile devices and a modern LED digital clock.

**Hydraulics:** In addition to its front hydraulic service, Ryan's New Holland 8340 has also benefitted from the fitment of a left-hand spool bank from a Ford 7740, which means there are now no fewer than seven double-acting SCVs on this tractor. Yes, that's right, seven! The ex-7740 spool bank is a recent addition and had been fitted just a few days prior to our visit.

**Seat:** The original seat was tatty, so this was swapped out for a new unit before it got any worse. The passenger seat base was reupholstered by Ryan with material sourced through a local supplier.

As soon as Ryan was satisfied with all

the mechanical repairs and modernisation mods he had undertaken, he turned his attention to the cosmetic side. He resprayed all the tinwork and wheels, and then fitted some new tyres to complete his tractor's fresh new

look. New decals, sourced online, were fitted, including a set for the front linkage. After he had finished this work, Ryan took his tractor on a couple of local road runs to gauge interest and he has also given it plenty of hard work. It has proven that it can hold its own in the cut and thrust of modern farming.

The day of **CLASSIC TRACTOR'S** visit to see Ryan and his much-modernised 1996 New Holland 8340 took place on a beautifully sunny late winter's morning.

As mentioned earlier, when you approach this tractor, with the exception of its front linkage, it looks like any other New Holland 8340. It is only upon closer inspection that you begin to appreciate the amount of effort that has gone into its programme of modernisation. Listening to Ryan as he talks about what's he's done, it's clear that he's very proud of what he's achieved, just as he should be. Many of the jobs he's done have required considerable expertise and skill.

The end result of this labour of love project is a tractor that is now not only unique, but also capable of holding its own in the company of modern tractors.

There are several people Ryan says he would like to thank for the

help they have given him during the project, starting with his father Roger, who provided an invaluable pair of extra hands and lots of helpful advice. He also wishes to thank Andrew Collier from T. H. White, Paul McMurray of McMurray Tractors Ltd, and Eddie Reddaway whom all went above and beyond in their support for the project, particularly when it came to answering technical queries. Parts were supplied by numerous companies, but Ryan says that George Milliken was particularly helpful when it came to sourcing items and transporting them from all over the country. Ollie Webber of G. J. Webber Tractors also helped to source parts, as well as providing advice, whenever it was needed.

Ryan would also like to thank his employer South West Handling Ltd. The skills he has learned while working for them as an agricultural engineer are what gave him the confidence to undertake the project. 

**Below: The tatty original seat has been replaced by a comfier new chair. The passenger seat has been reupholstered and refurbished by Ryan using material supplied by a local firm.**



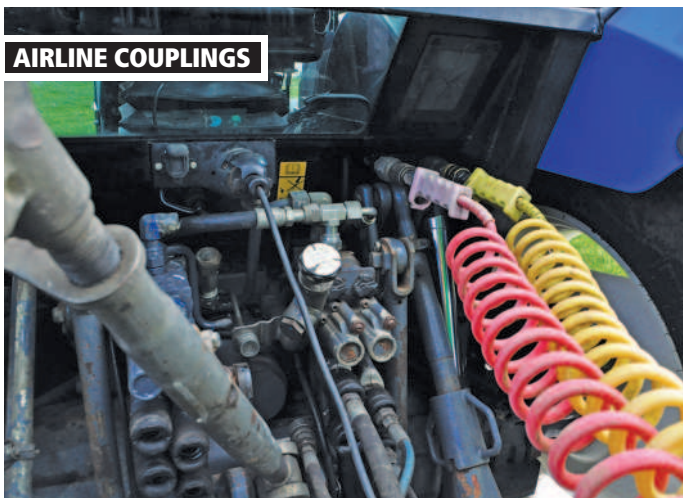


## LED LIGHTS



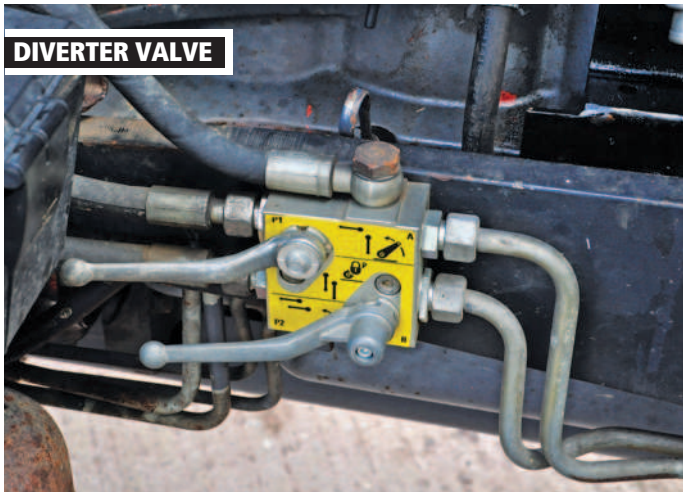
Above: New LED lights have been fitted throughout to improve lighting and visibility.

## AIRLINE COUPLINGS



Above: The airline couplings are neatly tucked away under the rear of the cab, but still within easy reach.

## DIVERTER VALVE



Above: When fitting this diverter valve to the chassis, Ryan managed to make it a neat but easily-accessed installation.

## Useful contacts

**T. H. White Agriculture**, 47 London Road, Marlborough, Wiltshire, SN8 2RN.  
Tel: 01672 518408.

**McMurray Tractors**, 14 Raffertys Hill, Hillsborough, BT26 6QB.  
Tel: 028 9268 2957 [www.mcmurraytractors.co.uk](http://www.mcmurraytractors.co.uk)

**George Milliken Tractors**, Mossvale Road, Dromore, Co. Down, BT25 1DG.  
Tel: 07487 693900.

**G. J. Webber Tractors**, Green Hill, North Tawton, Devon, EX20 2BZ.  
Tel: 01837 82211. [www.gjwebbertractors.co.uk](http://www.gjwebbertractors.co.uk)

# RETRO TRACTORS SOUTH WEST

Specialists in modern Classic tractors and farm equipment



**John Deere 3650**, 1992, PUH, good original tractor. **£17,500 + VAT**



**Ford TW30**, 1981, 4wd, 70% good tyres, good original tractor. **£14,500 + VAT**



**John Deere 3040**, 4wd, PUH, 75% good tyres. **£10,500 + VAT**



**Ford 8210 force 3**, 1990, 9300hrs, PUH, nice original tractor. **£15,000 + VAT**



**Ford 8700**, 2wd, all works well, good project. **£6,600 + VAT**



**Ford 8210 Force 2**, PUH, very clean, new tyres. **£13,500 NO VAT**

Call us 07730 532669 | Email [info@retrotractors.co.uk](mailto:info@retrotractors.co.uk)



**Richmond**  
ASSET FINANCE

0113 288 3277 / 07949 490930 (24 hrs)

[www.richmondassetfinance.co.uk](http://www.richmondassetfinance.co.uk)

## Independent Agricultural Finance Brokers

EST 2009  
Independent, Straight  
Talking & Friendly



### Honest & Upfront About Our Products & Services

#### Machinery & Equipment Finance & Refinance

- ✓ Older Equipment Considered
- ✓ Deal Sizes £20K - £5M
- ✓ Hire Purchase or Finance Lease
- ✓ 24 - 60 Months
- ✓ CCJs, Defaults, Poor Accounts Considered
- ✓ Interest Rates From 3.9% Flat \*

\* (Subject to Individual Deal Strength)

#### Commercial Bridging Loan Products

- ✓ Land & Outbuildings, Developments Etc
- ✓ 3 - 60 Months
- ✓ Deal Sizes £30K - £5M
- ✓ Competitive Rates

**Richmond Asset Finance Ltd**  
is Authorised & Regulated by  
The Financial Conduct Authority: 723508

Call us on 0113 288 3277

We're easy to deal with - covering  
England, Wales & Scotland.





**Case Puma 185 c/w FL, 2018, 50K, leather upgrade.....£59,500**

# ALEXANDER MILLS

Tel: 028 37 548971 Mob: 07710 372273

Over 300 machines in stock

Delivery throughout UK

View at [www.alexander-mills.co.uk](http://www.alexander-mills.co.uk)

Email: [sales@alexander-mills.co.uk](mailto:sales@alexander-mills.co.uk)



**Case 240 CVX Vario c/w FL & PTO, very high spec, 96 hrs.....£90A**



**Case MX285, 710 x 42, front susp, 4 spools, PUH, air seat .....£26,500**



**Case Maxxum 140 c/w FL & PTO, 2008, 50K & air brakes.....£27,500**



**Renault 70.14 4wd orchard spec, PUH, front service, 3,806 hrs.£90A**



**Case Maxxum 140 c/w loader 2008, 50K, 8,000 hrs.....£29,500**



**Case JX100U, 3 spools, weights, 7,000 hrs.....£16,500**



**Case CS150 c/w F linkage, 2003, 50K, 9,100 hrs.....£19,500**



**JCB 528-70 on QFit carriage, 2006, low hrs .....£19,500**



**JCB TM270 c/w trailer PUH, pin & cone .....£15,900**



**JCB 540-170 2014, 17m with chassis levelling, 4,800 hrs...£36,500**



**JCB 520-50 compact 2010, 5100 hrs .....£17,500**



**Case 410 skid steer 2008, c/w 6' bucket, 2585 hrs .....£11,500**



**JCB 520 farm special, QFit & pallet toes, PUH .....£8,400**



**MF 50 HX with front QH & 4-in-1, extendahoe & 2 buckets .....£6,900**



**Fermec 760 turbo 4wd, 4-in-1 & pallet toes, extendahoe .....£12,750**



**Hydrema 912 dump truck, 2002, only 5,600 hrs .....£18,500**



**CAT 308E CR Bogmaster on 900 pads, 2012, QH, 5,800 hrs.£33,000**



**Takeuchi TB108 micro digger 2014, 2 buckets .....£9,900**



**Komatsu PC50 zero swing, rubber tracks, 2 buckets...£11,500**



**Smith 26T tri axle dump trailer, steering axle & air brakes.....£90A**



**Teagle Telehawk bale shredder/blower, new, 1 left @.....£13,500**



**Kuhn HR3003 & Fiona drill, v. clean 1 pass.....£90A**



**Kverneland 4F AB vari width auto reset, hyd shaft & wheel.....£90A**



**Kuhn Merge Maxx 950 & 1050, new in stock, old price .....£90A**



**Quivogne TM28 Tynemaster trailed disc/cultivator .....£5,500**



**Kverneland 5F i-plough, 2017, no. 28 bodies, full spec .....£90A**



**Kuhn i-Bio combi baler, on 500 x 22.5 tyres, shop-soiled new.£49,000**



**Kverneland 48/26 4.8m trailed discs, hyd angling, excellent.....£90A**



**Conor 2500 tanker, with Dodo pump to supply umbilical system, 2016**



**Redrock 850 with rain gun jetter, v. clean & original .....£6,500**



**Kuhn 3, 4 & 5F vari width reversibles, new in stock.....£90A**



**Joskin 2500 tanker c/w 7.5m dribble bar, 800 x 32, new.£34,900**



**Eurospect 15T dump trailer on 550 BKT tyres, with ramps.....£12,900**



**West 11T rear discharge c/w slurry door, flotation wheels.....£7,900**



**NC 14 & 16T dump trailers new in stock from .....£12,400**



**Chapman FM120 ATV flail mulcher, 23HP electric start...£90A**



**Kuhn GMD 350 disc mower, 2015.....£6,500**



**McConnel PA6570T RH new, also s/h PA5600 RH.....£90A**



**McConnel PA6065 c/w 1.6m head & orbiter bracket, 2014.....£13,900**



**Kuhn G II 5757, with forward cranked arm, hyd roller, new...£90A**



**Agrimaster Shark 320 hedger, to suit smaller tractor .....£90A**



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



**Bomford B48 XLE, RH cut, electric controls.....£4,400**





# TAILOR-MADE FOR TRIMMING

Alec Lunn, an agricultural contractor from North Yorkshire, ran a New Holland 8360 as a frontline tractor back in the mid-2000s. His familiarity with this model was one of the reasons why, late last autumn, he bought another 8360 to use on a hedge trimmer. It wasn't his intention to overhaul and improve it, but that's what happened and he's pleased it did. David Laley has been getting the low-down on the project.

**Right:** Alec Lunn says the upgrades to his 1997 New Holland 8360 have so far been very beneficial. He bought the tractor specifically to operate a 2019 Shelbourne Reynolds 660T hedge cutter.

**Far right:** Alec Lunn, a contractor from North Yorkshire, first ran a New Holland 8360 back in 2004 when he needed a larger six-cylinder tractor to power a Mengele trailed forager. He has been a huge fan of the 60 Series ever since.

**IT IS 18 YEARS SINCE** Alec Lunn bought his first New Holland 8360 and 12 years since he sold it. Following its departure, his predominantly blue tractor fleet has evolved significantly and now includes a New Holland T6070, five New Holland T7 Series models and a reverse drive Valtra T194 Direct. These tractors are used for many different tasks, including ploughing, potato harvesting and silage making, in Alec's agricultural contracting business, based at Wilton in North Yorkshire.

Hedge cutting is another of Alec's core services, one which enabled him to expand and increase his customer base when he first began contracting in 2001. Last year, after taking on more work during the autumn months, he realised that by the time the hedges needed cutting

during the winter, he was going to be a tractor short.

"I had a New Holland T6070 matched up to my 7.5m-reach Shelbourne Reynolds 8075 VFRT hedge-cutter, but needed another cost effective, rugged and reliable tractor to use with my 6m reach Shelbourne Reynolds 660T," he explains.

Having run New Holland 60 and TM Series tractors successfully in the past, Alec decided a tidy 8360 would be ideal for what he had in mind.

"Back in 2004 I was running a Ford 7740 alongside a compact six-cylinder 100hp New Holland TS115, but needed a larger, longer wheelbase six-cylinder tractor to power and pull a Mengele trailed forager I had just bought," he says. "I ended up getting a smart 135hp New Holland 8360 from local second-hand tractor dealer, Sandy Hutchinson.

"I absolutely loved the torque characteristics of the 7.5-litre turbocharged PowerStar engine matched to the three-range semi-powershift 18x6 Range Command gearbox," adds Alec. "It remains one of the most user-friendly transmissions I've ever operated.

"The longer wheelbase of the 8360 not only made it perfect for pulling the Mengele forager with a trailer in tow, but also ideal for ploughing and hedge cutting, without the need to add too much extra ballast," he recalls.





**Alec says his refurbished New Holland 8360 is a perfect match for his 6m reach Shelbourne Reynolds 660T hedge trimmer. Fitted with a 1.2m flail head, the trimmer weighs 1725kg, so it needs a stable host.**

## What's been done

- Viscous fan replaced
- Range Command gearbox and clutch packs rebuilt
- Creeper speeds added to RangeCommand gearbox
- Exhaust manifold bolts replaced
- Head gasket replaced
- Fuel injectors reconditioned by specialist
- New handbrake cable fitted
- Load sensing kit fitted to hydraulics
- Two coats of grey synthetic paint applied to skid unit
- Front and rear wheels shot-blasted and painted
- Wider rear flotation tyres (28.1 R26) fitted
- Flashing beacons, LED work lights and flashing strobes added
- Front weight box with light brackets attached to front linkage
- Cab roof and bonnet polished
- Sun strip added to windscreen
- Cab interior cleaned and freshened-up
- Blue tooth two-way radio fitted in cab
- Fuel tank sender unit repaired

## What's worked well

- **Creeper speeds:** Increasing the number of gear ratios from 18x6 to 30x12 has resulted in greater speed control when hedge cutting.
- **Load sensing kit:** Enhanced hydraulics allow load sensing to be used to operate other implements, including a bale wrapper and stone/clod separator.
- **Rear flotation tyres (28.1R26):** Wider boots spread the weight of the hedge cutter over a wider area on all surface types, reducing the ground pressure and therefore soil compaction. Being hard-walled, they are also very durable.
- **LED work lights and flashing strobes:** Additional lighting has made the tractor and hedge cutter more visible to other motorists, and also improved operator visibility when accessing the cab in the dark and carrying out maintenance.

hauling some stone, just to see if everything was tight and performing as it should be.

"Whilst using the 8360 for this task I realised a lot of heat was being generated around the trumpet housings behind the brakes," he recalls. "The fault was traced to an inoperative viscous fan which was replaced and the tractor successfully returned to work a fortnight later.

## Refurb decision

"Unfortunately, not long after, the Range Command transmission's top two gears failed along with the E clutch pack," says Alec. "It was this issue that prompted me to fully refurbish the tractor whilst we had it stripped down to repair the transmission fault. John Tomkinson was incredibly helpful in sourcing and supplying all the necessary parts to return the 8360 to full health. This included a new E clutch pack, a B clutch basket and binocular housing, a new damper plate and a complete set of seals.

Two of Alec's most experienced operators and



**Left: Alec originally made this weight box for a New Holland TM140. The newly-added blue brackets house a set of flashing strobes and LEDs.**

**Below left: Additional LED lights between the cab steps make cab access safer when getting on and off during the darker winter months.**

"The 8360 I originally owned definitely helped me expand my business, so I thought it would be quite poignant to get another one to use on my second hedge cutter," explains Alec.

## About the model

New Holland's 8360 was one of four new 100-160hp tractors launched at a convention at Orlando in the USA in January 1996. The new mid-rangers were available in blue as the 60 Series or in terracotta as the M Series. All four tractors utilised technology from the Ford 40 and 70 Series, as well as the outgoing Fiat Winner range. The New Holland 8360 (135hp) slotted in just below the range-topping 8560 (160hp), and above the 8160 (100hp) and 8260 (115hp).

All four of the Basildon-built models used New Holland 7.5-litre six-cylinder PowerStar engines. Three different types of transmission were available: the Fiat-derived 16x16 Shuttle Command synchromesh gearbox, the 24x12 Dual Command synchromesh and the top-spec 18x6 semi-powershift Range Command.

Alec bought his current 8360 sight unseen from Ford and New Holland specialist J. R. Tomkinson & Sons of Market Drayton in Shropshire at the beginning of September 2021, becoming its second owner in the process. It was originally supplied new by dealer Murley Agricultural Supplies Ltd to a farmer in Worcestershire on 15 August 1997. When Alec bought the tractor, it had clocked 8026 hours.

"It was a very clean machine and appeared to have been well-looked after," he says. "My original intention before it went on the hedge cutter was to give it a decent polish, fit some wider rear tyres, and a set of LED worklights to make the tractor more visible when hedge cutting on the road side.

"At that time, I wasn't planning on giving the tractor a significant refurbishment," continues Alec. "However, I decided to give it a thorough work-out



**STEP LIGHTS**



**WIDER BOOTS**

**Above: The purpose of these 28.1 R26 hard-walled tyres, bought from a farmer at Stockton on Tees, is to spread the weight of the tractor/trimmer over a larger area. The tyres were fitted to wheel centres compatible with the rear hubs.**

Ten years ago, Alec refurbished a two-wheel drive Ford 7810 that he then used for baling and bale wrapping. Since then, he had always hankered after owning another modern classic he could utilise in his fleet.



## BEACONS

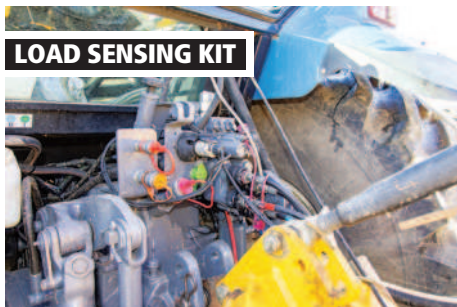


**Left: Adding a pair of two flashing beacons to the cab roof has made the tractor more visible to motorists when it's hedge cutting on the public highway.**

**Left centre: The fitment of a load sensing pipe kit to the hydraulics will enable the New Holland 8360 to be used with a McHale bale wrapper and Standen stone separator.**

**Left below: Company branding and decal specialist Agri Sign of Driffeld supplied Alec with this New Holland-themed sun strip.**

## LOAD SENSING KIT



## SUN STRIP



technicians, Rob Shepherd and Andy Lightfoot, completed the rebuild of the Range Command in December. Whilst the transmission was in pieces, Alec decided to carry out a number of other jobs.

"I felt the addition of creeper speeds would improve the versatility of the 8360 when hedge cutting and would also allow me to use the tractor with one of my Standen stone and clod separators too," he notes. "I was able to source the planetary gear set from M. J. Robinson Tractors Ltd, near Burnley, which allowed me to increase the number of gears from 18 forward and six reverse to 30 forward and 12 reverse."

Once Alec, Rob and Andy had got the 8360 back together and sat on axle stands, they discovered the exhaust manifold bolts had sheared and needed replacing. The decision was also taken at this stage to complete a precautionary head gasket change and send the fuel injectors away to be reconditioned by specialist, Autodiesel Ltd of Scarborough.

Whilst this work was being carried out Alec fitted a new handbrake cable supplied by local New Holland dealer, Russells. A load sensing kit, also acquired from Russells, was plumbed into the hydraulics so Alec

could run his McHale bale wrapper and Standen potato equipment on load sensing, further improving the efficiency and versatility of his 8360.

"By this stage in early January I was looking at more ways I could improve the original specification of the 8360 and create my ultimate modern classic workhorse, at a fraction of the cost of a newer tractor," explains Alec.

When all of the mechanical work had been completed, the chassis received two coats of standard synthetic grey paint, whilst the front wheels were shot blasted and painted white. They were refitted to the hubs the other way around, increasing the track width to 80in for added stability.

A pair of hard-walled 28.1 R26 flotation tyres were bought from a farmer near Stockton-on-Tees, and these were fitted to centres compatible with the 8360's rear hubs.

"They were a similar to a set of wheels and tyres I had bought for my other hedge cutting tractor, a New Holland T6070," he notes. "Not only do these wider tyres look the part, but they also spread the

## Useful contacts

- **Viscous fan, transmission & clutch pack parts:** J. R. Tomkinson & Sons Ltd., Orchard Cottage, Sandy Lane, Market Drayton, TF9 2AE. Tel: 07860 230392.
- **Creeper speed planetary gear set:** M. J. Robinson Tractors, Coal Staithe Garage, Old Coal Staithe, Burnley, Lancs, BB12 7RT. Tel: 01254 877011.
- **Head gasket, hand brake cable, load sensing pipe kit and paint:** Russells (Kirkmoorside Ltd), Eden Works, Edenhouse Road, Old Malton, Malton, YO17 6RD. Tel: 01653 698000.
- **Injector refurbishment:** Autodiesel Ltd, Mount View Business Park, Salisbury Street, Scarborough, YO12 4EH. Tel: 01723 373932.
- **New Holland sun strip:** Agri Sign, Argyle House, Skerne Road, Driffeld, East Yorkshire, YO25 6RT. E-mail: sales@Agri-sign.co.uk
- **LED work lights and flashing strobes:** [www.amazon.com](http://www.amazon.com)

**Below: Alec is the second owner of this 1997 New Holland 8360, which he bought from used blue tractor specialist J. R. Tomkinson & Sons late last year. It had clocked 8026 hours at the time and has quickly done another 365 following its recent overhaul.**





## CREEPER GEARS



**Left:** A gearbox fault with the 18x6 Range Command semi-powershift transmission wasn't great, but the subsequent strip-down encouraged Alec to carry out a full refurb of his tractor. Whilst the gearbox was in pieces he fitted a creeper gear set, increasing the number of gears to 30F/12R.

**Left centre:** Alec replaced the head gasket on the 7.5-litre PowerStar engine as a precaution, and he also got Autodiesel Ltd of Scarborough to recondition the fuel injectors.



weight of the hedge cutter exceptionally well, and being hard-walled they are very durable too.

To make his 8360 more visible to other road users whilst hedge cutting, Alec has equipped it with twin flashing cab beacons along with additional LED worklights and flashing strobes. These lights, bought through Amazon, have been fitted to the cab roof, in between the cab steps and on a weight-box attached to the tractor's integrated Zuidberg front linkage.

"I had a spare weight box in the yard I had previously fabricated for a New Holland TM140 I used to own," he says. "I made some new protective light brackets for the LEDs and strobes and welded them to the side of the box. The box itself could do with repainting and this is the next job I intend to complete to finish off the 8360's cosmetic refurbishment."

The cab roof and bonnet were given a deep polish, whilst Alec also fitted a New Holland sun-strip to the windscreen, supplied by Drifffield-based clothing, custom branding and decal specialist, Agri Sign. The cab interior was original and in great condition, but it was still given a thorough clean. Alec completed the cab work by fitting a blue tooth two-way radio.

The final fault that needed attention before the 8360 headed out on its maiden voyage hedge cutting was to a cracked sender unit inside the fuel tank. 🚜



**Above:** Alec bought this 1997 New Holland 8360 late last year after he found himself short of a tractor to drive a 2019 Shelbourne Reynolds 660T hedge cutter.

**Below:** New Holland launched its four-model 60 (blue) and M (terracotta) Series tractors in January 1996. Here, Alec's overhauled and improved New Holland 8360 is joined by local farmer Ben Morley's unusual New Holland M160.

## Final analysis

**"ALL OF THE WORK** was completed during the evenings and weekends from the middle of December 2021 through to the middle of January this year by Rob, Andy and myself," explains Alec. "Although the issue with the gearbox was frustrating it actually encouraged me to refurbish the whole tractor and improve its specification ready for hedge cutting and spring work."

"By the time we had finished the tractor it almost looked too good to put on a hedge cutter, but it has now become a valuable member of the fleet and one we all enjoy operating," he says. "We started cutting hedges with it in January and so far we've put over 365 hours on the clock without any problems."

"I'm really pleased with how the 8360 has performed, particularly the Range Command transmission and its creep speeds, which allow you to be far more precise when cutting hedges," observes Alec. "I may end up adding a front-mounted PTO so that the 8360 can also be used as a back-up mowing tractor or with a flail bush cutter in conjunction with the Shelbourne Reynolds hedge cutter."

## Difficulty ratings

| Task                             | Rating |
|----------------------------------|--------|
| Gearbox and clutch pack work     | 8/10   |
| Viscous fan replacement          | 6/10   |
| Fitment of load sensing kit      | 5/10   |
| Installing fuel tank sender unit | 4/10   |
| Lighting upgrades                | 3/10   |
| Painting                         | 2/10   |
| Fitment of two-way radio         | 2/10   |
| Rear flotation tyres             | 1/10   |





### New Holland TN75SA



SN:71040557 **£12,500**

Year 2005, 2385 hours, Super steer front axle, 4WD, Mech Shuttle, Grass tyres.

Jon Wright t:07980 856 391

### New Holland T6.145



SN:B1043837 **£46,000**

Electro Command, year 2019, 2500 hours, No Suspension, CCLS Hydraulic Pump, 3 Valves, 3 Speed PTO, 420/70R28 & 520/70R38 Tyres

Paul Goodwin t:07970 805 340

### Logic 1.2 MFP



SN:91043224 **£3,400**

Engine driven flail mower, outboard wheels, 16hp, briggs & stratton V twin engine, only done approx 6 hrs as new

Tom Fawcett t:07779 793 039

### Honda TRX300



SN:91043220 **£1,500**

Big Red 2WD, year 1995, good old quad, tyres ok

Tom Fawcett t:07779 793 039

### Pottinger Novacat 307TED

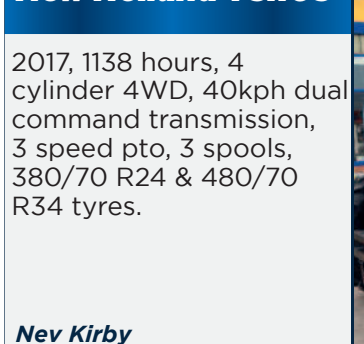


SN:21032922 **£10,950**

3m Mower Conditioner, 2010, 3M working width, semi-mounted side pull, mower conditioner, wear skids.

Nev Kirby t:07970 805 369

### New Holland T5.105



2017, 1138 hours, 4 cylinder 4WD, 40kph dual command transmission, 3 speed pto, 3 spools, 380/70 R24 & 480/70 R34 tyres.

Nev Kirby  
t:07970 805 369



SN:21038837 **£39,000**

### Lely Splendimo 320 Classic



SN:11033899 **£4,400**

Year 2010, 8 discs, No Conditioner

Graham Milner t:07885 243 761

### Stewart GX13-17 SS



SN:51043626 **£19,500**

Grain Trailer, year 2021, Air & hydraulic brakes, sprung drawbar, roll over sheet, front view grill (perspex lined), grain chute, no grain sock, 385/65R22.5 tyres.

Andy Loxton t:07971 065 022

### New Holland T7.190



2017, 2800 Hours, 50KPH Range Command, Air Brakes, Front Linkage, front & cab suspension, 540/65R28 & 650/65R38 Michelin Tyres @ 75%.

Stuart Dixon  
t:07506 595 873



SN:11044329 **£59,950**

### Ken Wootton



SN:51044328 **£6,950**

14 Ton Mono Grain Trailer, 1988, Sprung Drawbar, Grain Chute, Perspex Window, Left hand Drop Down, Hydr Brakes, 445/65R22.5 50%

Andy Loxton t:07971 065 022

### New Holland BB940A



SN:21043248 **£28,500**

Baler, Year 2009, Crop Cutter Feeder, Single Axle, 50K Bales.

Nev Kirby t:07970 805 369

### New Holland BB1290



SN:61043684 **£59,000**

Rotor cutter, year 2014, Tandem axle, under 40,000 bales, very tidy.

Jon Newton t:07966 067 241

### New Holland 648



SN:11035145 **£6,750**

Round Baler, 18222 Bales, bales up to 5ft, 6ft pick up, net & twine, Belts.

Graham Milner t:07885 243 761

### Kverneland 7655



SN:31040131 **£6,500**

Trailed bale wrapper, year 1997, 2 point linkage

Dave Bradley t:07977 480 920



# KEEPING A LOW PROFILE

Tyre selection can be perplexing and in current market conditions, with prices on the rise, striking the right balance between price and quality is more important than ever. When we looked into the chunky, low-profile 540/65R28 (front) and 650/65R38 (rear) tyres that are available for mid-range tractors, we found 26 different tyre sets from 19 different brands to choose from. Graeme Kirk has been busy collating the information, as well as tracing the history of the brands and their ownership.

**Right:** This 2001 John Deere 6910, owned by the Poole family from Gorey in Co. Wexford, is shod on 650/65R38 (rear) and 540/65R28 (front) low-profile tyres of the size we are focusing on in our market guide.

**Far right:** After 12,000 hours, this Pirelli TM800 540/65R28 front tyre is nearing replacement. Buyers in the market for a new tyre in this size have 19 different brands to choose from.

**WHILE TYRES** with an 85% profile remain the dominant type used on agricultural tractors, particularly older models, there's an important and growing role for rubber with a 65% profile, where the height of the sidewall is roughly 65% of the tyre width. These maximise the tyre's footprint – vital for getting the power to the ground and reducing the pressure exerted on the ground – without the overall heights associated with taller 70% and 85% patterns.

The aim of this guide is to look at the aftermarket replacement options for a tractor with the common fitment of 540/65R28s on the front and 650/65R38s on the rear. We have looked at complete sets of the same pattern commonly available from tyre retailers in Great Britain. Where there was a choice of weight/

speed ratings, we have included all those available. All the patterns were available in the latter half of 2021, and we have checked that the importers are still bringing them in.

In the current volatile market, it would be extremely foolhardy to try and give actual guide prices for the tyres we have featured, but we have assigned them a price rating from one £ symbol to five £££££ symbols, the latter being the most expensive. At the time of writing, the prices ranged from £800 plus VAT at the lower end to £2200 plus VAT at the other extreme. It is also worth pointing out that the brands featured here also produce 70 and 85 profile tyres, and on the whole their prices will follow the same pattern as the price ratings shown in our table for the 65 profiles.







## Technical data

For each tyre, we scoured the data books to collate a set of technical information. Strictly speaking, all the tyres of a declared size should be the same size – and they are within the margins of error permitted for achieving the correct rolling circumference ratio for a four-wheel-drive tractor (about 1:1.27 for the front and rear tyre sizes we are looking at here). But it is interesting to note the small differences that exist.

The figures we are showing include: the **Section Width**, which is the width at widest part of the tyre, but not necessarily the actual tread width; the **Overall Diameter**, which is the height of the unfitted tyre; the **Static Loaded Radius**, which is the distance from the ground to the centre of the axle with the tractor under load at the recommended tyre pressure; and the **Rolling Circumference**, which is the distance the tyre travels in one full rotation.

For each tyre, we also list its fastest load/speed rating: B represents 50kph; D is 65kph and E is 70kph. For a direct comparison between the tyres, we have also noted the maximum permitted load for each tyre at the fixed speed rating of A8 (40kph) and the associated recommended tyre pressure. It is worth noting, however, that you should always look up the data sheet for your tyres and match the tyre pressures to the actual loads the tractor is working with, to minimise the effect



## Alliance (Yokohama)

PRICE RATING £££££



**THE ALLIANCE BRAND** dates back to the firm's establishment in Israel in 1950. It started making tractor tyres in the 1960s, and in 1971 acquired the Samson tyre brand. The company survived financial problems in the late 1980s and had several changes of ownership during the remainder of the 20th century. In July 2007 it was bought, with the help of a private equity firm, by India-based tyre executives, father and son Ashok and Yogesh Mahansaria, who had recently exited BKT, and was renamed the Alliance Tire Group (ATG). In 2009 the US-based Galaxy and Primex brands were acquired out of bankruptcy and became part of the group. ATG was sold to current owner Yokohama in July 2016 for a reported \$1.2bn.

The **Alliance 365 Agri-Star** is described as a family of modern radial agricultural tyres with low aspect ratio. It is said to offer high tyre volumes as well as low inflation pressure to provide high traction capabilities and greater soil protection. The tyre is claimed to have the optimum number of elastic lugs for excellent self-cleaning capability, while a strong carcass and rigid belts ensure long tyre life.

## Ascenso

PRICE RATING £££££



**ASCENSO OPERATES** from a brand-new factory at Gujarat, India. The company was established by Ashok and Yogesh Mahansaria (see Alliance, above, and BKT, below) with substantial private equity funding, and it recently bought the North American tyre distributor, Tyres International, to help gain a foothold in the United States. The new company is currently setting attractive prices to win market share, a strategy that worked extremely well at BKT.

The new **Ascenso TDR650** has just been launched and claims an optimum tread design for maximum performance in-field and on-the-road, and a greater lug overlap for a safe and comfortable ride at high speeds. The most distinctive feature of the tyres are what the company calls 'dual mud breakers', claimed to be an industry first, that are said to ensure better self-cleaning.

## BKT

PRICE RATING £££££



**WHILE THE COMPANY'S** foundation dates back to the 1950s, India's Balkrishna Industries Limited (BKT) only started making off-highway tyres in 1987 with the opening of its first manufacturing facility at Aurangabad. The company, which has successfully focused on specialist segments such as agriculture, construction and industrial tyres, as well as earthmoving, port and mining, ATV and turf applications, now has five manufacturing sites in India. Yogesh Mahansaria, whose wider family part-owned BKT, was CEO of the firm from 2000 to 2006. He then left the business and set up ATG with his father. BKT has since grown to become one of the largest players in the agricultural replacement tyre market, as well as growing its OEM sales.

The **BKT Agrimax RT657** is said to be the ideal tyre for on-the-road use and field operations. It is said to guarantee excellent driving comfort as well as significant fuel savings, and has a high load capacity at high speed levels. BKT claims it is the best choice for those who need a versatile and reliable tyre with no compromise on performance.

the tyre has on the soil and maximise tyre life.

Bridgestone is the only brand that offers very high flexion (VF) tyres in both of the sizes we are considering here. These have flexible sidewalls that allow operation at particularly low tyre pressures. As a result, the Bridgestone VT-Tractor can operate at a working pressure of 0.8 bar, whereas an increased flexion (IF) tyre would require a pressure of 1.0 bar and a conventional tyre would need 1.2 bar to operate with the same weight on the tractor's axles. The company claims its VF tyres offer a lug contact area that is 26% bigger than competitor IF patterns.

There is also a set of increased flexion (IF) tyres in our list – the Mitas SFT. Michelin also offers one as a 650/65R38, but there was no 540/65R28 to complete the set. Our table shows that the Mitas AC65 and Mitas SFT (142D front and 157D rear) have the same maximum load figures at 65kph and 40kph, but the difference comes at lower tyre pressures. At 0.6 bar the SFT rear tyre can take a load of 3000kg/tyre at

40kph, while the AC65 is only good for 2740kg. At a field speed of 10kph at 0.6 bar, that gap opens up to 3835kg for the SFT and 3505kg for the AC65.

The other piece of information we present is the acceptable wheel rims that the tyre can be used with. The first size is the rim the tyre was designed for, and the others are acceptable fitments. Essentially, the numbers represent the width of the rim, measured down at the base of the flange where the beading sits, while the letters represent the profile of the flange. Needless to say, it is important to use the tyres with the correct rim for safety reasons.

We complete our review of the tyres with a short history of each brand. We also relay the (often brief) marketing information each brand offers about the particular tyre or tyres we have included in our table. There has been considerable consolidation in the tyre sector, and it is interesting to see which companies currently own which brands, with Trelleborg featuring prominently in this respect.



## Bridgestone

PRICE RATING £££££



**FOUNDED IN JAPAN** in 1931, Bridgestone is the world's largest tyre company, boasting more than 180 production facilities in 24 countries. It took the top place in global tyre production after buying US tyre giant Firestone in 1988.

The **Bridgestone VT-Tractor**, pictured, is a very high flexion (VF) tyre claimed to help boost productivity while protecting crops and valuable topsoil. It offers low soil compaction thanks to its larger footprint, and this contributes to higher yields as well as superior traction that is said to enable farmers to work faster, as well as benefiting from lower operating costs through fuel savings and higher efficiency on the road.

The **Bridgestone VX-Tractor** has been

designed to offer more traction over a longer period, and to help boost productivity in the field and on the road. The company claims a long wear life thanks to a wear-resistant compound and long, wide and deep lugs. The tyres are also capable of carrying heavy loads at higher inflation pressures up to 3.0 bar, and are said to offer superior traction thanks to a large tread footprint and patented lug design.

## Continental

PRICE RATING £££££



### PREMIUM GERMAN TYRE BRAND

**CONTINENTAL**, which started life as a rubber manufacturer in the 1870s, recently re-entered the agricultural market after a break of nearly 15 years. It left this market segment in 2003, selling its Czech Republic factory and the licensing rights to the Continental name for agricultural tyres to GS Holding, the owner of Mitas.

The subsequent sale of Mitas to Trelleborg cleared the way for Continental to return to farm tyres, and it has since built a dedicated new production and R&D site at Lousado in Portugal.

The **Continental TractorMaster** is said to have been designed to support farmers in all weather and on all terrain.

The tyres feature 'N.flex' (nylon) technology that allows greater impact resistance and excellent robustness; an innovative bead design that allows high sidewall deflection performance for low soil compaction; and advanced 'd.fine' lug technology that offers a 5% greater lug surface than standard tyres for optimum traction.

## Cultor (Trelleborg)

PRICE RATING £££££



**CULTOR WAS ORIGINALLY** established as an economy brand offered by Czech Republic-based manufacturer Mitas. Since the 2016 acquisition of Mitas by Trelleborg, the European-made Cultor off-road range has been marketed by Trelleborg Wheel Systems in the UK.

The **Cultor RD-03** claims reduced soil compaction thanks to a large ground contact area and optimal pressure distribution. It is said to be able to withstand up to a 40% higher tension force compared to standard tyres, and has a high load capacity due to the wide design and the large volume of air within the tyre. Outstanding grip and tractive force are also claimed, leading to less slip

and lower fuel consumption. The tyres offer a maximum speed of 65kph across the range, with high driving comfort and easy handling.

## Kleber (Michelin)

PRICE RATING £££££



### THE KLEBER NAME DATES BACK TO 1945

when the French tyre manufacturer moved its headquarters to Avenue Kleber in Paris. The firm had actually commenced operations 44 years earlier at a factory built by the French Goodrich Company at Colombes, in the north-west suburbs of Paris.

The first Kleber agricultural tyre was launched in 1948 when a range with 18 sizes came to market. Three years later the company developed the first tubeless tyre for the agricultural sector, and in 1970 it developed its first agricultural radial tyre, the Super Tracsol, which helped the firm become the European leader in tractor tyres. In 1981, Kleber was acquired by fellow French manufacturer, Michelin.

The **Kleber Gripper**, launched in 2010, is said to be a multi-purpose 65% profile tyre with great traction that protects the soil.

Deep tread depth and an exclusive tread pattern are claimed to ensure great traction and excellent self-cleaning properties, while flexible casings and the specific tread pattern also ensure high comfort on the road at up to 65kph. Rounded lugs, meanwhile, are said to help protect plant roots.

## Galaxy (Yokohama)

PRICE RATING £££££



**GALAXY TYRE & WHEEL** was started in the US in 1986 by the Ganz family, which bought two divisions of BF Goodrich and created new Galaxy product lines for the agricultural and off-road sectors, with manufacturing outsourced overseas. In September 2005 Galaxy was merged with Dynamic Tire of Canada (which owned the Primex brand), creating GPX International Tire Inc. This business grew to more than \$500mn in annual sales by the end of 2008, but soon after, US Government moves to limit tyre imports forced the company into bankruptcy, after which it was sold to ATG in 2009. In July 2016, ATG and its Galaxy brand were sold to Yokohama.

The **Galaxy Earth-Pro Radial 650** is described as an extra-wide radial tyre for use with agricultural tractors and harvesters. It is characterised by increased load capacity for the same inflation pressure. This means that the low inflation pressure combined with the large footprint helps reduce soil compaction. Low angled lugs on the tyre's shoulder area are said to improve traction, while higher angles around the tyre centre line improve ride comfort. This is claimed to lead to increased tyre traction efficiency by providing an effective traction/slip characteristic. The strong radial construction with reinforced beads and sidewalls is also said to provide long tyre life.

## Firestone

PRICE RATING £££££



**THE FIRESTONE TYRE COMPANY** was founded in 1900 by Harvey S. Firestone of Akron, Ohio, USA. In 1932, Mr Firestone, who was originally a farmer, developed the world's first pneumatic tractor tyre.

Since 1988, Firestone has been part of Japan's Bridgestone Corporation, the largest tyre and rubber company in the world.

The **Firestone Maxi Traction** has been designed for high horsepower tractors, combines and other harvesters, says the manufacturer, adding that it offers upgraded load and speed indexes compared to previous tyre models. Excellent traction, self-cleaning and driving comfort are also all claimed, together with long tyre life and uniform tread wear.



## Maximo (Trelleborg)

PRICE RATING £££££



**THE MAXIMO BRAND** was started by Trelleborg in 2011 to sell agricultural tyres produced at a factory in China that it bought from US firm Maine Tire. Maximo tyres are marketed in Europe by Trelleborg Wheel Systems Italia.

The **Maximo Radial 65** range is designed for tractors up to 180hp. It is said to provide excellent performance, both in the field and on the road. The tread pattern design is claimed to guarantee gentle ground handling and high traction capability. With its large footprint area and optimal pressure distribution, the tyre is also said to prevent soil compaction, leading to higher field productivity.

## Mitas (Trelleborg)

PRICE RATING £££££



**MITAS CAN TRACE ITS ROOTS BACK** to the Czech Republic (then Czechoslovakia) in the 1930s, when tyres were first produced in Prague, then in Zlín, and then in Otrokovice. The company was nationalised after World War II and remained in public ownership under communist state rule from 1948 to 1989. After privatisation it became part of GS Holding, producing tyres under the Continental brand between 2003 and 2014. Mitas tyres are made in the Czech Republic, Slovenia, Serbia, Sri Lanka and at a USA plant opened in 2012. This was also the year that Mitas was sold by GS Holding to the Trelleborg group.

The **Mitas AC 65**, pictured, is claimed to be extremely economical thanks to very good traction and low-wear tread. It is said to offer very high load-carrying capacity thanks to its large volume of air, which also leads to gentle ground handling thanks to the very large contact patch. Mitas describes it as a versatile wide tyre that delivers efficiency in field applications and in transport.

The **Mitas SFT (SuperFlexionTyre)**, meanwhile, was developed specifically for use on high-horsepower tractors. These tyres are said to have flexible ultra-strong sidewalls that allow low inflation pressures for high load-carrying capacities. This means the tyres contain extremely large volumes of air that ensure gentle ground handling when working with heavy loads. As a result, Mitas claims these tyres offer maximum traction and outstanding productivity.

## Nokian

PRICE RATING £££££



**THE NOKIAN TYRES GROUP** name came into being in the late 1980s, but the company can trace its roots back to 1898 when the Finnish Rubber Works was founded in the town of Nokia, Finland. Given the company's location, it should come as no surprise that it claims the development of the world's first winter tyre in 1934.

Today, the company's heavy tyre division focuses on niche product segments, which has made it a pioneer in the fields of forestry, ports and terminals, mining and agriculture. Nearly all of its heavy tyres are still manufactured at Nokia.

The **Nokian TR Multiplus** is described as a strong radial tyre for field, earthmoving and light forestry work. It is said to have good grip and cleaning properties on all surfaces, and it is reinforced with steel belts for improved puncture resistance. Sidewall protection also helps it withstand the most demanding conditions.

## Michelin

PRICE RATING £££££



**THE MICHELIN GROUP**, now a global company headquartered in Clermont-Ferrand, France, was founded in 1889 to make rubber products, these initially being brake blocks for horse-drawn carriages. Following a chance encounter in 1891 with a passing cyclist who had a puncture, Édouard Michelin took a personal interest in this issue and ended up creating a detachable tyre to eliminate the many hours required for the gluing and drying that was previously required to repair a puncture.

This ingenious system took only 15 minutes to repair a flat tyre, and the concept quickly proved itself for bicycles. By 1895, Michelin had developed the system for cars too, and began showcasing the benefits of tyres to the world. The company naturally moved into

agricultural tyres when these began taking over from solid wheels in the early part of the 20th Century. The Michelin Group has been active in tyre company consolidation: it bought Kléber in 1981; made lasting inroads into the North American markets by acquiring Uniroyal-Goodrich in 1990; and bought plants from Stomil Olsztyn (Poland) in 1995 and Taurus (Hungary) in 1996.

The **Michelin Multibib** is claimed to offer increased service life and mileage for tractors from 80hp to 220hp and is aimed at farmers who need a tyre that is multi-purpose but offers productivity, longevity and ride comfort. It is said to offer great performance in the field and on the road, high traction to save time and fuel, combined with soil protection and 65kph road speeds, and extra deep tread compared to competitors for a long service life.

## Özka

PRICE RATING £££££



**ÖZKA TYRES**, part of Turkey's Kanik Group of Companies, has been making tyres for the agricultural and industrial sectors since 2002. Radial tractor tyre production commenced in 2012 and the company is currently increasing output capacity as global sales increase.

The **Özka Agro-10** is said to be comfortable to drive due to its flexible sidewall structure. It has a mud repellent feature via a specially-designed tread pattern, and it also claims high performance thanks to deep treads and a wide base track.

## Petlas

PRICE RATING £££££



**PETLAS WAS FORMED IN 1976** by the Turkish government to make military aircraft tyres. It remained a state-owned business until a seven-year privatisation process put the firm in private hands in 1997. Turkey's leading tyre company, AKO Group, took over Petlas in April 2005, and it has been making radial tractor tyres since 2007.

The **Petlas TA-110** is said to offer a special tread compound that provides a high level of resistance against wear and cuts. The tread profile is claimed to provide exceptional traction and high performance throughout the tyre's lifespan while enhancing resistance against tread base fatigue. Another feature is excellent self-cleaning, while the tyre's special structure is said to improve flotation on soft terrain and ensure a comfortable ride in all operating conditions, while low rolling resistance leads to maximum fuel efficiency.



**GOODYEAR**

MADE TO FEEL GOOD.

The  
**British Rubber Co.**

**GOODYEAR FARM TIRES  
OFFER EXCELLENT  
VALUE FOR MONEY  
THE PERFECT CHOICE  
FOR FARMERS AND  
CONTRACTORS**



The British Rubber Company  
is currently offering great prices  
on some of the most popular  
Goodyear farm tires

**The British Rubber Company**  
The Old Station, Station Road, Baildon,  
Shipley, West Yorkshire, BD17 6SE  
Tel: 01274 585427

## Specialists in Tractor Parts & Manuals

[www.sps-parts.co.uk](http://www.sps-parts.co.uk)



**Great savings on  
Case/IH MX & MXM  
Tractor Parts**



**SPS  
PARTS**

Contact **Simon Scott** for more  
info on **07789 793721** or email  
[simon@sps-parts.co.uk](mailto:simon@sps-parts.co.uk)

**TEK  
SEATING**

**Putting driver comfort  
and safety first**

- Quality agri seats for the OEM and aftermarket
- Leading suppliers include Grammer, KAB, United Seats, Sears and Isri
- Retrimms, parts and spares

From top to bottom:  
The new Rancher seat,  
plus the CS85/H90 and  
W700 - all from United Seats,  
Grammer's Maximo  
Professional and  
KAB's SCIOX Super

tek|group



**t: 01892 515028**

e: [sales@tekseating.co.uk](mailto:sales@tekseating.co.uk) | [www.tekseating.co.uk](http://www.tekseating.co.uk)

Branches: Tunbridge Wells, Kent and Rearsby, Leics



## Front tyres: 540/65R28

| Brand                                   | Load/speed rating     | Max load/pressure (A8) | Rims (Rec/Alt)                   | Section width | Overall diameter | Static loaded radius | Rolling circumference | Price rating |
|-----------------------------------------|-----------------------|------------------------|----------------------------------|---------------|------------------|----------------------|-----------------------|--------------|
| Alliance 365 Agri-Star <sup>a</sup>     | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | W16L/W15L/W18L                   | 535mm         | 1415mm           | 633mm                | 4192mm                | ££           |
| Alliance 365 Agri-Star <sup>b</sup>     | 149D (3250kg @ 65kph) | 3560kg @ 2.4 bar       | W16L/W15L/W18L                   | 535mm         | 1415mm           | 633mm                | 4192mm                | £            |
| Ascenso TDR 650                         | 149D (3250kg @ 65kph) | 3560kg @ 2.4 bar       | W16L                             | 530mm         | 1413mm           | 646mm                | 4226mm                | £            |
| BKT Agrimax RT 657                      | 149D (3250kg @ 65kph) | 3550kg @ 2.4 bar       | W16L/W18L                        | 530mm         | 1413mm           | 643mm                | 4253mm                | ££           |
| Bridgestone VX-Tractor                  | 146E (3000kg @ 70kph) | 3555kg @ 2.4 bar       | DW16L/W16L/DW18L/W18L            | 532mm         | 1419mm           | 645mm                | 4259mm                | £££          |
| Bridgestone VT-Tractor (VF)             | 151E (3450kg @ 70kph) | 3300kg @ 1.6 bar       | DW18L/W18L                       | 528mm         | 1404mm           | 606mm                | 4164mm                | ££££         |
| Continental Tractormaster               | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | W16L/DW16L/W18L                  | 542mm         | 1421mm           | 632mm                | 4217mm                | £££          |
| Cultor RD 03 <sup>c</sup>               | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | W16L/W18L/W15L                   | 520mm         | 1402mm           | 622mm                | 4150mm                | ££           |
| Firestone Maxi Traction 65 <sup>d</sup> | 139E (2430kg @ 70kph) | 2905kg @ 1.6 bar       | W16L/DW16L/W18L/DW16L            | 524mm         | 1410mm           | 635mm                | 4224mm                | ££           |
| Galaxy Earth Pro 650                    | 149D (3250kg @ 65kph) | 3560kg @ 2.4 bar       | W16L/W15L                        | 550mm         | 1413mm           | 633mm                | 4116mm                | £            |
| Kleber Gripker                          | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | DW16L/W16L/DW18L/W18L            | 535mm         | 1416mm           | 617mm                | 4178mm                | £££          |
| Maximo Radial 65                        | 142D (2650kg @ 65kph) | 2905kg @ 1.6 bar       | DW16L/W16L/W15L/DW15L/W18L/DW18L | 525mm         | 1413mm           | 637mm                | 4250mm                | £            |
| Michelin Multibib                       | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | DW16L/DW18L/W16L/W18L            | 529mm         | 1427mm           | 630mm                | 4223mm                | £££££        |
| Mitas AC 65 <sup>e</sup>                | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | W16L/W18L/W15L                   | 530mm         | 1410mm           | 624mm                | 4145mm                | £££          |
| Mitas SFT (IF)                          | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | W16L/W18L/W15L                   | 540mm         | 1414mm           | 627mm                | 4210mm                | £££          |
| Nokian TR Multiplus                     | 146B (3000kg @ 50kph) | 3250kg @ 2.4 bar       | W16L/DW16L/W15L/W18L/DW18L       | 540mm         | 1413mm           | 653mm                | 4254mm                | £££££        |
| Ozka Agro 10                            | 149D (3250kg @ 65kph) | 3550kg @ 2.4 bar       | W16L                             | 550mm         | 1420mm           | 639mm                | 4238mm                | £            |
| Petlas TA 110                           | 149D (3250kg @ 65kph) | 3550kg @ 2.4 bar       | W16L/W18L                        | 535mm         | 1431mm           | 637mm                | 4248mm                | £            |
| Pirelli PHP:65                          | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | W16L/W18L                        | 547mm         | 1425mm           | 650mm                | 4226mm                | ££           |
| Taurus Point 65                         | 142B (2650kg @ 50kph) | 2650kg @ 1.6 bar       | DW16L/W16L/DW18L/W18L            | 529mm         | 1414mm           | 622mm                | 4187mm                | £            |
| Trelleborg TM 800                       | 142D (2650kg @ 65kph) | 2905kg @ 1.6 bar       | DW16L/DW18L/W16L/W18L            | 530mm         | 1413mm           | 637mm                | 4240mm                | ££££         |
| Trelleborg TM 800 High Speed            | 146E (3000kg @ 70kph) | 3560kg @ 2.4 bar       | DW16L/DW18L/W16L/W18L            | 530mm         | 1413mm           | 637mm                | 4220mm                | £££££        |
| Vredestein Traxion 65                   | 142D (2650kg @ 65kph) | 2900kg @ 1.6 bar       | DW16L/W16L/W18L/DW18L            | 540mm         | 1410mm           | 635mm                | 4210mm                | £££          |

Note: Match front tyres marked a, b, c, d, e with similarly-marked rear tyres.



### Pirelli (Promoteon)

PRICE RATING £££££



**TALY'S PIRELLI GROUP**, originally founded in Milan in 1872, stopped making agricultural tyres in the early 2000s, but in 2017 it established a spin-off company, Promoteon Tyre Group, to design and manufacture tyres for tractors and trucks under the Pirelli brand name. The new company says its technological innovation comes from the research and development centres it operates in Italy, Brazil and Turkey, where researchers and engineers mix the knowledge accumulated over decades of experience with the creativity of young people from universities and start-ups.

The **Pirelli PHP:65** has apparently been developed to provide excellent traction, durability, self-cleaning and low compaction. The tyre is claimed to have a special tread compound that provides excellent resistance to cuts and perforations, protecting the carcass. The radial structure and wide base with low section profile provides better load distribution resulting in less soil compaction, while the lug height is claimed to be 20% higher than comparable tyres to provide more durability and better performance.

### Taurus (Michelin)

PRICE RATING £££££

**THE TAURUS BRAND** was established by Hungarian company Ruggya Anta Arugyár in 1913. The company has been in business since 1882 and started to produce tyres in 1912. Like Mitas, it was nationalised under communist rule from 1945 to 1989. Since 1992 the agricultural division of the business has been known as Taurus Agrotyre. The company has been 90% owned by Michelin since September 1996.

The **Taurus Point 65** is marketed with three simple claims: a tread pattern that provides greater soil protection; a capability to operate at lower tyre pressures; and improved yield in the field because of the first two attributes.



## Trelleborg

PRICE RATING £££££



**LIKE MANY OF ITS COMPETITORS**, Trelleborg began as a rubber producer. Founded by Henry Dunker and Johan Kock in Sweden in 1905, it is now a global engineering concern focused on polymer technology with operations in about 50 countries. Trelleborg Wheel Systems is one of five business units within the overall group. As well as the Trelleborg tyre brand, the company owns the Mitas, Cultor and Maximo brands.

The **Trelleborg TM800**, pictured, has been developed for high power tractors and is claimed to have outstanding field and road performance. It is one of the most successful products in the company's agricultural range and can operate at 65kph on the road at the nominal pressure of 1.6 bar. The tyre's extra large tread pattern is said to

offer maximum performance in the field and can carry heavy loads and work at very low pressures. The footprint area of the TM800 tyre is said to be larger, both at 1.6 bar and at 0.6 bar pressures, than premium brand competitor tyres, while the wider tyre surface is claimed to guarantee low soil compaction.

The **Trelleborg TM800 HS** has been developed to extend the well-known road performance of the TM800. Rated for speeds of up to 70kph, it is said to offer the excellent handling, grip, comfort and safety that's needed to match today's latest agricultural tractors fitted with sophisticated front or full suspension systems.

## Vredestein

PRICE RATING £££££



**VREDESTEIN WAS BOUGHT BY INDIA'S APOLLO TYRES** in 2009 and has been Trading as Apollo Vredestein since then. The company can trace its roots back to its foundation as a rubber manufacturer by Emile Louis Constant Schiff in 1908. The name came from the farm where the business was based. Major growth occurred in 1946 when BF Goodrich acquired a 20% share in the business and a new production facility was built. Goodrich became the sole owner in 1971, although during the 1970s oil crisis the firm moved into the sole ownership of the Dutch Government. In the early 1990s the business was taken on by three private Dutch investors, who ran the operation until the Apollo takeover. In March 2020 Vredestein announced it was winding down production of car tyres to concentrate on the agricultural and industrial sectors.

The **Vredestein Traxion 65**, launched in spring 2020, is said to offer a special tread cleat design with a traction zone in the shoulder area and comfort zone in the centre. The tyre is claimed to have the longest service life compared to competitor brands thanks to the extra-large contact area in the centre of the tyre, as well as excellent self-cleaning properties from widely spaced cleats in the shoulder and a large footprint for maximum traction power. The Vredestein Traxion 65 was introduced in spring 2020, making it one of the newest tyres on the market. Its widely-spaced cleats are good for traction and self-cleaning.

## Rear tyres: 650/65R38

| Brand                                              | Load/speed rating     | Max load/pressure (A8) | Rims (Rec/Alt)    | Section width | Overall diameter | Static loaded radius | Rolling circumference | Price rating |
|----------------------------------------------------|-----------------------|------------------------|-------------------|---------------|------------------|----------------------|-----------------------|--------------|
| Alliance 365 Agri-Star <sup>a</sup>                | 163D (4875kg @ 65kph) | 5340kg @ 2.4 bar       | DW20B/DW18L       | 658mm         | 1825mm           | 826mm                | 5505mm                | ££           |
| Alliance 365 Agri-Star <sup>b</sup>                | 166D (5300kg @ 65kph) | 5800kg @ 2.5 bar       | DW20B/DW18L       | 658mm         | 1825mm           | 826mm                | 5505mm                | £            |
| Ascenso TDR 650                                    | 163D (4875kg @ 65kph) | 5340kg @ 2.4 bar       | DW20B             | 645mm         | 1811mm           | 832mm                | 5417mm                | £            |
| BKT Agrimax RT 657                                 | 163D (4875kg @ 65kph) | 5300kg @ 2.4 bar       | DW20B             | 645mm         | 1811mm           | 830mm                | 5483mm                | ££           |
| Bridgestone VX-Tractor                             | 160E (4375kg @ 70kph) | 5340kg @ 2.4 bar       | DW20B             | 647mm         | 1813mm           | 831mm                | 5413mm                | £££          |
| Bridgestone VT-Tractor (VF)                        | 166E (5300kg @ 70kph) | 5800kg @ 1.6 bar       | DW23B/DW21B       | 650mm         | 1801mm           | 779mm                | 5424mm                | ££££         |
| Continental Tractormaster                          | 157D (4125kg @ 65kph) | 4500kg @ 1.6 bar       | DW20B/DW21B/DW23B | 661mm         | 1830mm           | 820mm                | 5447mm                | £££          |
| Cultor RD 03 <sup>c</sup>                          | 157D (4125kg @ 65kph) | 4500kg @ 1.6 bar       | W18L/DW20B        | 626mm         | 1829mm           | 809mm                | 5410mm                | ££           |
| Cultor RD 03 <sup>c</sup>                          | 166D (5300kg @ 65kph) | 5800kg @ 3.0 bar       | W18L/DW20B        | 626mm         | 1829mm           | 809mm                | 5410mm                | £            |
| Firestone Maxi Traction 65 <sup>d</sup>            | 154E (3750kg @ 70kph) | 4520kg @ 1.6 bar       | DW20B             | 636mm         | 1807mm           | 811mm                | 5421mm                | ££           |
| Firestone Maxi Traction 65 Extra Load <sup>d</sup> | 163E (4875kg @ 70kph) | 5340kg @ 2.4 bar       | DW20B             | 640mm         | 1809mm           | 813mm                | 5430mm                | £££          |
| Galaxy Earth Pro 650                               | 171D (6150kg @ 65kph) | 6730kg @ 3.5 bar       | DW20A             | 645mm         | 1835mm           | 733mm                | 5433mm                | £            |
| Kleber Gripker                                     | 157D (4125kg @ 65kph) | 4520kg @ 1.6 bar       | DW20B/DW20A       | 651mm         | 1805mm           | 794mm                | 5336mm                | £££          |
| Maximo Radial 65                                   | 166D (5300kg @ 65kph) | 5805kg @ 2.8 bar       | DW20B             | 650mm         | 1820mm           | 825mm                | 5525mm                | £            |
| Michelin Multibib                                  | 157D (4125kg @ 65kph) | 4520kg @ 1.6 bar       | DW20B/DW20A       | 646mm         | 1819mm           | 801mm                | 5380mm                | £££££        |
| Mitas AC 65 <sup>e</sup>                           | 157D (4125kg @ 65kph) | 4500kg @ 1.6 bar       | W18L/DW20B        | 618mm         | 1828mm           | 810mm                | 5416mm                | £££          |
| Mitas AC 65 <sup>e</sup>                           | 166D (5300kg @ 65kph) | 5800kg @ 3.0 bar       | W18L/DW20B        | 620mm         | 1840mm           | 828mm                | 5461mm                | £££          |
| Mitas SFT (IF)                                     | 157D (4125kg @ 65kph) | 4500kg @ 1.6 bar       | W18L/DW20B        | 645mm         | 1828mm           | 810mm                | 5445mm                | £££          |
| Nokian TR Multiplus                                | 160B (4500kg @ 60kph) | 5000kg @ 2.4 bar       | DW18/DW20B        | 645mm         | 1811mm           | 838mm                | 5485mm                | £££££        |
| Ozka Agro 10                                       | 163D (4875kg @ 65kph) | 5300kg @ 2.4 bar       | DW20B             | 650mm         | 1820mm           | 825mm                | 5449mm                | £            |
| Petlas TA 110                                      | 163D (4875kg @ 65kph) | 5300kg @ 2.4 bar       | DW20B             | 645mm         | 1841mm           | 825mm                | 5510mm                | £            |
| Pirelli PHP:65                                     | 157D (4125kg @ 65kph) | 4520kg @ 1.6 bar       | DW20B             | 645mm         | 1820mm           | 800mm                | 5436mm                | ££           |
| Taurus Point 65                                    | 157B (4125kg @ 60kph) | 4125kg @ 1.6 bar       | DW20B             | 645mm         | 1811mm           | 812mm                | 5378mm                | £            |
| Trelleborg TM 800                                  | 157D (4125kg @ 65kph) | 4520kg @ 1.6 bar       | DW20B             | 645mm         | 1811mm           | 815mm                | 5395mm                | ££££         |
| Trelleborg TM 800 High Speed                       | 159E (4375kg @ 70kph) | 5340kg @ 2.4 bar       | DW20B             | 645mm         | 1811mm           | 815mm                | 5450mm                | £££££        |
| Vredestein Traxion 65                              | 157D (4125kg @ 65kph) | 4515kg @ 1.6 bar       | DW20B/W18L/DW18L  | 650mm         | 1840mm           | 840mm                | 5475mm                | £££          |

Note: Match front tyres marked a, b, c, d, e with similarly-marked rear tyres.



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

## UK MADE CAB PARTS

|                                                                        |        |                                                                        |           |
|------------------------------------------------------------------------|--------|------------------------------------------------------------------------|-----------|
| 4200 REPLACEMENT WINGS IN STEEL, SET OF 4 .....                        | £450   | 674-885 STABILISER ASSEMBLY .....                                      | £28       |
| 885XL CASE IH GRILLE WITH MESH, 1986+ .....                            | £245   | B275 – 434 FULL 3 POINT LINKAGE .....                                  | £250      |
| 844-856XL NARROW WINGS IN STEEL, PER PAIR .....                        | £150   | XL PILLAR COVER LEFT OR RIGHT .....                                    | £95       |
| XL CAB REPLACEMENT CORNERS, SILLS, DOOR BOTTOM,<br>ALL AVAILABLE ..... | £POA   | 74 SERIES GRILLE WITH MESH + CLIPS .....                               | £75       |
| 885-895 BONNET SIDE PANELS PER PAIR .....                              | £125   | 84-85 SHORT GRILLE WITH MESH + CLIPS .....                             | £85       |
| XL STEPS, AS ORIGINAL, ALL MODELS .....                                | £POA   | CLOTH SUSPENSION SEAT TO FIT L CAB<br>WITH SUSPENSION UNDERNEATH ..... | £275      |
| APL 330 – 345 RECON CROWN WHEEL + PINION .....                         | £595   | SECURA HEATED ROOF PANEL .....                                         | £265      |
| 74-85-85 SERIES WINDSCREEN SURROUND .....                              | £249   | HIGH ROOF WITH OR WITHOUT VENT HOLES .....                             | FROM £225 |
| LP ROOF ALL MODELS, GALVANISED .....                                   | £145   | SECURA CAB WINGS INCLUDING BACK PIECE .....                            | £185 EACH |
| REAR WINDOW FRAME, ALL TYPES .....                                     | £145   | 4230 LP LEFT DOOR FRAME .....                                          | £325      |
| DOOR FRAMES, L CAB, AS ORIGINAL .....                                  | £155   | 5100 SERIES BONNET ISLAND NEW .....                                    | £225      |
| FOOT PLATES .....                                                      | £39.50 | CASE 5100 BONNET, IN STEEL, BRAND NEW,<br>PAINTED WITH DECALS .....    | £995      |
| 85 X L BATTERY CARRIER 81 – 85 .....                                   | £45    | LH XL DOOR, WITH GLASS, NEW ... £495 (BLACK) / £595 (RED)              |           |
| 85-95-42 SERIES BATTERY CARRIER 86-98 .....                            | £125   | 956, 1056 LEVELLING BOX AS ORIGINAL FROM .....                         | £125      |
| 84-85 SERIES TALL + SHORT GRILLE SURROUND .....                        | £125   | CASE 5100 WINGS IN STEEL PAIR .....                                    | £750      |
| 856-956-1056 FRONT LOWER GRILLE, CASE IH TYPE .....                    | £150   | 956, 1056XL WINGS IN STEEL PAIR .....                                  | £395      |
| 856-956-1056 FRONT TOP GRILLE, CASE IH TYPE .....                      | £125   |                                                                        |           |
| CX 4200 STABILISER ASSEMBLY .....                                      | £65    |                                                                        |           |

**ALWAYS A GOOD SELECTION OF QUALITY USED TRACTORS TO SUIT ALL POCKETS**

## TRACTORS FOR SALE

|                                                                                                                                                      |                |
|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------|
| <b>IH 475 Perkins with ZF 4x4 conversion</b> , fully refurbished with heated roof & spot lights, work or play .....                                  | <b>£15,750</b> |
| <b>Mccormick MTX150</b> 06 front suspension 6,000hrs very tidy, front linkage .....                                                                  | <b>£POA</b>    |
| <b>CASE IH MX135</b> X reg 8,000hrs front suspension full set of weights, excellent condition inside and out .....                                   | <b>£19,950</b> |
| <b>CASE IH 895XL</b> 2wd K reg 800hrs very nice condition inside and out, drives well 85hp PAS & PUH .....                                           | <b>£7,995</b>  |
| <b>CASE IH 785L cab 4x4 shuttle</b> fully refurbished to usual standard 78hp PAS & PUH well shodjust fitted<br>quickie loader & euro headstock ..... | <b>£10,750</b> |
| <b>Quickie 750 loader to fit CASE MX 100c</b> comes with all brackets valve and cables .....                                                         | <b>£4,250</b>  |
| <b>Trima 1490 professional loader to fit CASE 5120</b> comes with brackets valves & cables .....                                                     | <b>£3,750</b>  |
| <b>Trima 1490 Professional loader to fit CASE 5130, 5140, 5150</b> with all brackets & cables .....                                                  | <b>£3,750</b>  |
| <b>CASE IH 1455XL cab</b> as new complete with doors new wings & interior must be seen .....                                                         | <b>£5,000</b>  |

**REFURBISHED 956XL – 1056XL, 1255XL, 1455XL, CABS IN STOCK, CALL FOR DETAILS**

## RUMOUR HAS IT...

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



CASE MX135



MTX 150



CASE 785



CASE 475



CASE 1455XL CAB

## CURRENTLY BREAKING

**BREAKING OVER 500 CASE IH & McCORMICK TRACTORS:** MTX165, MC135, MX135, MX150, MX100C, 4240/30/20/10, 995XL, 895, 795, 695, 1056XL, 40K, 956, 856, 844, 533, HYDRO 85, 84, 885XL, 785, 585, 485, 84 SERIES ALL MODELS, 74 SERIES ALL MODELS 444, 434, MAGNUM 7250 M REG FOR BREAKING, ALL PARTS AVAILABLE. 1000'S OF 4WD AXLE PARTS ALL STRIPPED & READY TO GO.

**INTA TRAC UK LTD, ACTON VIEW, BROCKTON, LYDBURY NORTH, SHROPSHIRE SY7 8BA**  
**TELEPHONE 01588 680217 FAX 01588 680222 MOBILE 07711 215929 EMAIL [intatrac@gmail.com](mailto:intatrac@gmail.com)**

**VIEW & BUY ONLINE @ [www.intatracuk.com](http://www.intatracuk.com)**



# Bethel Plant Sales [www.bethelplantsales.co.uk](http://www.bethelplantsales.co.uk)



**NEW CARTER CT60**  
6.2 ton, steel tracks, rubber blocks, QH, 3 buckets, excellent value.



**NEW CARTER CT18-9B**  
1.9 ton, mini digger, hydraulic QH, expanding tracks, 2 speed tracking.



**NEW CARTER CT10**  
1 ton micro digger, 180° slew, manual QH, 3 buckets.



**USED CARTER CT45-9**  
4.5 ton, 2020, 81 gen hrs from new, 3 buckets, hydraulic grab, air con.



**TAKEUCHI TB216**  
2019, 1117 hrs, expanding tracks, QH, 3 buckets, mint condition.



**YANMAR B17-2**  
1.6 ton, 1994, 1500hrs, manual QH, 3 buckets, 1 owner from new.



**McCORMICK CX110**  
2012, 40k, 3,800 hrs, wide tyres fitted new, Quicke Q4 loader.



**THWAITES 3 TON DUMPER**  
2005, 2300 hrs, good tyres.



**BARFORD SX5000**  
5 TON DUMPER, beacon, power shuttle, very good tyres. as new.



**SOLIS 50**  
4wd, air con cab, front weights, wide tyres, excellent value.



**SOLIS 50**  
4wd, safety frame, power steering, front weights, spool valves.



**SOLIS 50**  
2wd, safety frame, power steering, front weights, spool valves.



**SOLIS 26 9+9 shuttle tractor**  
4wd, industrial tyres, full spec



**MASSEY FERGUSON 135**  
1978, QD cab, new tyres, very tidy tractor.



**JUST IN: MASSEY FERGUSON 135**

**OPEN 7 DAYS • Mobile: 07979 860635 Office: 01248 670643 • Caernarfon, North Wales • Delivery available**

## Gwynedd Farm Machinery Ltd

Dinas, Llanwnda, Caernarfon LL54 5UG • Tel: 01286 830009

John: 07836 645802 Rhys: 07824 506169

[www.gwyneddfarmmachinery.co.uk](http://www.gwyneddfarmmachinery.co.uk)



**David Brown 1394**  
4WD, C reg, Ideal restoration project.



**Ford 4600**  
Q Cab, floor change, P/steering, original condition.



**Major 7ft Topper**  
very good condition.



**NEW 5ft muck grab**  
c/w Euro brackets and pipes.



**NEW 6ft Fleming toppler**



**NEW 5ft, 6ft, 7ft buckets with Euro brackets.**  
In stock.

**Our NEW Online shop**  
is Live for all of your New & Used Parts go to

[www.gwyneddfarmmachinery.co.uk](http://www.gwyneddfarmmachinery.co.uk)

New items added weekly

**Also parts stockist for**



**VAP VAPORMATIC**



**LARGE SELECTION OF NEW & USED PARTS FOR NEW HOLLAND, FORD, MASSEY FERGUSON, DAVID BROWN, CASE, LEYLAND/MARSHALL AVAILABLE.**





01823 429431  
07760 236534

www.blackdownfarmsservices.co.uk



NEW Moulton Yard Scrapers, galvanised, A frame or pin attachment, 50mm moulded rubber blade, adjustable working width, heavy duty swing over, very well made .....£795



NEW BFS Work Platforms, 2 person capacity, kick boards, floor grips, harness point, self closing gate, high mesh back, pallet fork mounted, in high vis yellow. Choice of sizes. Prices from .....£795



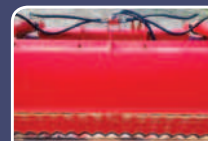
USED Strickland Bucket, Heavy Duty, 2.24m (7ft4) wide, approx 1m3 capacity, very strong & well made bucket, perfect for stone, rubble etc. Holes for digging teeth. JCB Q-fit brackets. DUE IN .....£POA



USED Kidd 814 Bale Chopper, 72014, 1.58m tub diameter, 3 point linkage or A frame mounted, fitted with extra blades, left and right hand discharge, adjustable flow rate, very good condition and working order .....£4,295



USED Twose 315 Hedge Trimmer, 3 point linkage mounted, cable control, good flails, good rams, suit smaller tractor, good working order ....£3,995



USED Redrock 180/85 Shear Bucket, 2019, 5'10" wide, 1.25m3 capacity, 85cm opening, twin ram, serrated blade, 1/2 inch hoses, Euro 8 brackets. Hardly used & in very good condition .....£3,595



USED Bomford Hedge Trimmer, 3 point linkage mounted, cable control, good flails, good rams, suit smaller tractor, good working order ....£2,595



USED Albutt A120 Bucket, 1997, 7ft 6in wide, 1.41m3 capacity, replacement floor and front edge, repainted, VG condition, Pin & Cone brackets, c/w Sutton SBB213 Brush, 7ft wide, full set of new bristles, new bearings, pump refurbished .....£2,295



USED Manitou (Whites Handling) Telehandler Grab, 2013, 7ft 6in wide, good Kvernland tines, twin ram, hydraulic hoses, good tidy grab. Manitou brackets .....£2,000



USED NC Road Runner 700 Rotary Brush, 7ft wide, 3 point linkage mounted, adjustable rear death wheels, hydraulic drive, very good bristles, hardly used .....£1,995



USED Quicke Silcot 150 Sheargrab, 2010, 1.50m (5ft) wide, 0.95m3 capacity, 12 tines, twin ram, good cutting edge, hydraulic hoses, Euro 8 brackets .....£995



USED Conor 150 Sheargrab, 21.50m (5ft) wide, approx 0.95m3 capacity, 12 tines (all tight and straight) twin ram, good cutting edge, hydraulic hoses, in good condition but with some welding. Trima No5 brackets .....£995



USED Quicke Silcot 125 Sheargrab, 1.25m (4ft) wide, 0.80m3 capacity, 9 tines (2 new), all tight & straight, twin ram, good cutting edge, hydraulic hoses, Euro 8 brackets .....£895



USED Cherry Products Adapter Plate, from MX brackets to pick up JCB Q-fit attachments, manual locking, also 50mm ball hitch, good condition ....£795



USED Quicke 210H Bucket, 2009, 2.1m (7ft) wide, approx 0.82m3 capacity, good front edge, hardly used, sale due to upgrade. Euro 8 brackets .....£650



USED Foster Rear Bale Spike, 3 point linkage, 3 long spikes, 1 short, all tight & straight, will do round and square bales, handy bit of kit .....£595



USED Quicke Dung Fork, 190cm wide, 10 good straight tines, side tines, solid back, good condition. Euro 8 brackets .....£595



USED Moulton Yard Scraper, A frame or pin attachment, 50mm moulded rubber blade with some life left, pins & pivots ok, will still do the job!...£295

ALL PRICES + VAT

# RM Jackson

## Supplier of Agricultural Machinery



Kidd 346 double chop forager, good order, rear hitch .....£1,400



2014 Teagle Tomahawk 8550 dual chop trailed straw chopper, GWO, electric controls. Swivel spout .....£7,750



2005 Claas Disco 3000 TC Plus, trailed 3m mower conditioner, Giro headstock, good working order .....£4,500



Loadall bucket, 7'6" wide on JCB Q fit brackets. Had little use, slight bend in wear plate .....£650



2012 Teagle XT48 fertiliser spreader, very good condition .....£1,200



2012 CHERRY 10' buckrake with hardox tines. Hydraulic push off with mesh gate. Very good condition .....£3,250



2019 Foster S990 silage feeder. Very good condition, full working order. Front conveyor belt .....£7,900



2010 New Holland L150 Superboom Skidsteer Loader. Manual hand and foot controls. Very good condition, good working order .....£13,950



5 Metre Mounted Chain Harrows. Hydraulic fold up. Working order but some links are worn .....£995



Parmiter post knocker. With Manual tilt and Post clamp. Will swing both sides of the tractor .....£1,850



1996 CLAAS MARKANT 65 Conventional Baler. Very tidy condition from a local owner .....£5,900



2006 VICON RF121L Round Baler, Roller fixed chamber, Rotor feed, Wide angle pto, Net wrap and string, 12,800 bales .....£3,950

Located near Penrith Cumbria, Telephone Robert on: 07788 785871 or 01931 714676  
All prices are plus VAT. Visit our Facebook page or www.rmjacksonmachinery.co.uk

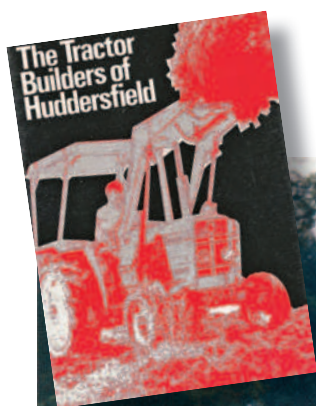




David Brown tractors nearing completion at the east end of the lower assembly line in R Block at Meltham Mills in the mid-to-late 1970s. Note the non-UK spec headlamp location and the optional Power Adjusted Variable Track (PAVT) wheels on the export 1210 models in the foreground. Photo courtesy of Stuart Gibbard.

The mid-1970s were halcyon days for the David Brown tractor plant at Meltham Mills in Yorkshire. Former David Brown product training instructor, Alan Kellett, reflects on what was made being where in the factory at the time, and also by whom.

# MANUFACTURING AT MELTHAM



Left: Apprentices from DB's training school (S Block) with three of their projects: from left, a Cropmaster, a cutaway/sectioned 1210 and a VAK/1A. Peter Clegg, production and assembly manager, is on the right, and he is joined by the apprentice instructor (white coat) and apprentice training manager. R block, the new two-storey assembly complex that was opened in April 1971, can be seen in the background.

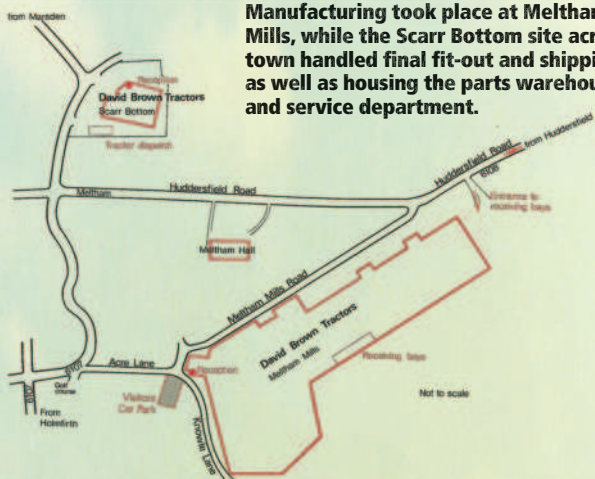


## What was located where at Meltham Mills

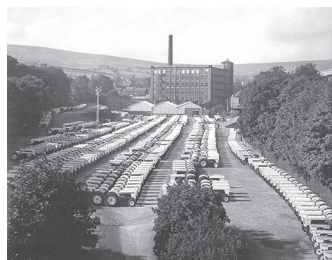
**THIS AERIAL VIEW** of the Meltham Mills factory was taken in 1985, just after the J. I. Case/IH merger. Starting at the top of the photo, the buildings on the north side of Bent Ley Road, to the left of the large tractor despatch yard, were owned by Shaw's Packing, an independent company that had the contract to partially strip and crate tractors destined for export markets such as Indonesia. The main assembly area, known as R Block (R), was the largest building on the site. Below R Block in this photograph is the E Block (E) machine shop and C Block (C), which housed the drawings for gear assembly, the staff canteen, the works canteen and gearbox assembly. On the corner of Meltham Mills Road and Knowle Lane was A Block (A), which handled hydraulic assembly. The road then turned left up the steep bank of Knowle Lane. On the left was O Block (O), which was the home of engine machining and assembly. Photo courtesy of Stuart Gibbard.



**A plan showing the location of David Brown's two main sites in Meltham. Manufacturing took place at Meltham Mills, while the Scarr Bottom site across town handled final fit-out and shipping, as well as housing the parts warehouse and service department.**



**Below: Ace David Brown fitter George Greaves at the wheel of a four-wheel drive 1210 on the test track above Scarr Bottom. Four-wheel drive tractors left R Block, which can be seen in the background, with a slave two-wheel drive axle, leaving the four-wheel drive unit, which in the case of this export market 1210 was made by Kramer, to be fitted at Scarr Bottom. The four-wheel drive tractors were then primarily checked by the assemblers on the test track at Scarr Bottom, followed by an extensive two-hour road test by a dedicated tester.**



**Above left: Completed tractors were sent down to the Scarr Bottom site at Meltham for final checks and fitment work, prior to shipment. The tall building, rear centre, housed the parts warehouse and service department headquarters. The fitting-out shop can just be seen on the right. This photograph of Scarr Bottom dates from around 1967/68.**



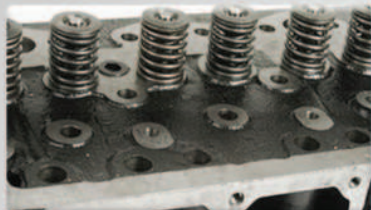
**Above right: Completed David Brown tractors in the despatch yard at Scarr Bottom, Meltham, in the mid-1970s. Note the absence of front grilles, batteries and silencers, all of which were fitted just prior to despatch. The multi-storey building at the rear housed the parts warehouse and service department. Photo courtesy of Anthony Heath.**

**Below: The tractor park at Meltham Mills, just prior to the company's takeover by J. I. Case in 1972. Note the slave-wheeled tractors in the foreground, the Weatherframe safety cab-equipped tractors in the centre, and R Block, left, and C Block to the right.**





# MAY HILL TRACTORS



REPLACEMENT PARTS FOR:

MASSEY FERGUSON

FORD

FORDSON

DAVID BROWN

CASE INTERNATIONAL

LEYLAND



**WWW.MAYHILLTRACTORS.COM**



- NEXT DAY DELIVERY AVAILABLE
- FAMILY OWNED BUSINESS
- THOUSAND'S OF PARTS IN STOCK
- GOODS DESPATCHED DAILY
- FRIENDLY SALES TEAM

SALES@MAYHILLTRACTORS.COM  
01452 831820







**Gear blanks in the machine shop in E Block. Blanks were first cut, then hardened by either oil quench or cyanide process. Hardening slightly distorts the profile so a post-hardening final, dress-cut was then performed.**

**Photos courtesy of Stuart Gibbard.**

**AS BEFITTING** a leading gear-cutting manufacturer, David Brown's works at Meltham Mills did all its own gear cutting and manufacturing in a large single storey building on Meltham Mills Road, known as E Block. Next door to this block was C Block, a large four-storey red brick building. The top floor of C Block housed gearbox assembly drawing storage, the third floor was the staff canteen, the second floor was the works canteen, and the basement floor was gearbox assembly.

Three gearbox types were produced at Meltham Mills. There was the small synchro for the 885, 990, 995 and 996; the spacer synchro for the 1210; and the Hydra-Shift for the 1212. All were assembled under the watchful eye of shop foreman Ellis C, a quiet but authoritative shop foreman. Each week, C Block would receive the week's order for gearboxes, with each box type having a code. For example, a 1210 gearbox was always known as a 2100.

The synchro boxes were assembled on a swivel dolly by one of around six

assemblers, the Hydra-Shift range box by one man and the front clutch section by another. The completed Hydra-Shift assembly was then immersed in a test unit for sequencing valve adjustment. It was said that the lack of a second Hydra-Shift test unit was the reason why the Hydra-Shift was never offered on the 995 and 996 models.

The synchro boxes took each assembler approximately 20 minutes to complete, after which one of three overall-wearing inspectors, led by Dennis T, would meticulously inspect each unit and then initial the box with a felt tip marker as pass authority. The small synchros gearboxes destined for the 995 and 996 received special attention as lay shaft end float was deemed critical on these higher-horsepower machines. Once passed, the gearboxes would be placed in stillages and transported the 50 yards across to the main assembly line, ready for hook-up to the recently-arrived engine from O Block.



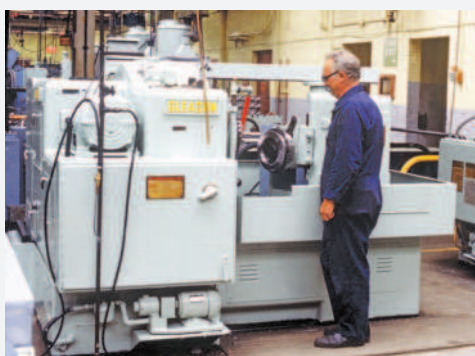
**Left: E Block housed the machine shop. By 1975/6, the old David Brown machine tools had been replaced with these modern units, paid for by J. I. Case/Tenneco money.**



**Left: Gears being wet cut. Cutting oil was fed onto the cutting head to minimise wear and tooth distortion, hence the splash screen and operator's rubber gloves.**



**Left: More American investment in the form of what were, at the time (1970s), state-of-the-art gear cutting machine tools.**



**Left: A hobbling machine tool cutting a differential/ring gear in E Block. From 1974 onwards, J. I. Case financed the purchase of new state-of-the-art machine tooling to replace the old David Brown and Cincinnati tooling.**



## R Block | Main Assembly Line



**Above: David Brown 9 Series tractors near the end of the main assembly line in R Block. The fitment of PAVT rear wheels, flat fenders and high nose cone lighting suggests they were destined for export, possibly to the USA.**



**Above: This photograph was taken at the west end of the upper line in R block. Note the Plessey front-mounted tandem pump, a rarely specified optional extra which doubled the flow via an operator actuated combining valve.**



**Above: A view of the upper line in R Block. Note the fitment of the Plessey power steering pump. This task was always done by two weekly rotating personnel from Engine Rectification Shop 109 at Meltham Mills. Photos courtesy of Stuart Gibbard.**

**THE MAIN ASSEMBLY LINE** at Meltham Mills, known as R Block, was a modern 200-yard-long, two-storey building with a single storey unit, known as 'The Cathedral' at the east end. Opened in April 1971, it was at the time the most modern tractor assembly plant in Europe. The line concept followed the traditional 'mane and tail' format and was geared to producing more than 100 tractors each working day.

The upper line foreman was Arnold B, a strict disciplinarian addressed as 'Mr. B' to his face but jokingly known as 'Sirloin' behind his back, on account of his former occupation as a butcher's boy.

The line itself started on the west end top floor, with the lay down of the chassis members, front axle and front-wheel drive drop box, if so specified (the transverse 14 Series steering ram had already been installed in the chassis for that model). Next, the newly-arrived engine from O Block was dropped into place, while ancillaries such as the power steering pump, starter and alternator were installed by two fitters sent down from 109 engine rectification. The fitters varied from week to week, but the stand-out aces were Hedley Dickinson and Stuart G, who knew the David Brown engines inside out.

Next, the home-produced gearbox, fresh from A Block, was slotted in from the rear. Then came the already hydraulically-equipped rear axle. Cast by Dartmouth Auto in the Midlands, machined at David Brown's factory at Leigh and trucked over the Pennines to Meltham, it required great skill and four assemblers to marry it to the lower chassis member.

Adjacent to the line at this point were the final drive reduction and PTO housing assembly stations, with one man on the PTO station and eight on final drives. Before the final drive reductions were fitted, the diff-lock collar was installed. This was a difficult task for dealers, and all the works visitors wanted to view the factory assembler, David, performing this task. Invariably they were in awe as they watched him doing it one-handed in 15 seconds, while puffing away on his pipe at the same time.

Once David's task was done, the final drive reductions, PTO housing and gearbox top were quickly installed, followed by the steering system and engine radiator. Finally, the drawbar, three-point linkage and side steering ram, all made at the Leigh factory, were fitted.

The partially-assembled skid had now reached the end of the top line and was then chained off and into the paint booths. Here, the so-called 'Michelin Men', on account of their protective suits and helmets, gave the skid units their grey undercoat and Chocolate Brown (later Power Red) topcoat. Then it was through the bake oven and, while still suspended from the chain, down to the west end of the lower line.

It was here where the bonnet and mudguards were installed. These bodywork parts were made of fine grade sheet steel sourced from Llanwern Steelworks in Wales. They were pressed and fabricated at David Brown's factory at Leigh and brought across the Pennines by lorry. Finally, came the wiring harness and wheels.

Some of the many countries that took the product did not request tyre equipment. Following the 1967-68 Foot and Mouth disease outbreak in Britain, Australia and New Zealand in particular were terrified of importing the virus in the rubber of tyres. Consequently, tractors for those markets were equipped with slave wheels to allow road testing. These were later taken off and the correct wheel centres and rims were fitted at Scarr Bottom; the wheels were fitted with wooden slats instead of tyres to allow them to be moved for shipping. The wooden slats were said to be easier to disinfect than rubber tyres. Other tractors were equipped with new GKN wheels with various tyre brands.

Finally, after 11½ working hours, the tractor was filled with oil and fuelled-up and then, under the watchful eye of foreman George Humphries, it was fired-up by a slave battery on a trolley and driven down into the cavernous 'Cathedral'. Here, in some eight service bays, two-man teams would perform the Group 3 hydraulic settings for the rear linkage and fit the David Brown safety cab where applicable.

Then came the road test. This consisted of a ¾-mile run, including a run up the Knowle Bank to check for power and smoke emission. Once successfully tested, the tractor would eventually be driven down to the finishing shop at Scarr Bottom, at the other end of Meltham. There, ancillaries such as the front grille, battery, silencer, front end weights and four-wheel drive front axle, if specified, would be installed. The finished tractor would then be handed over to John Pickles, chief yardman, who would park it up according to despatch manager Eddie B's direction.

After that, the new tractors were despatched to lands near and far to enhance and perpetuate the famous David Brown name. They surely succeeded.

**Footnote:** The author would like to thank all-time David Brown great, Alf Wolton, without whom this article would not have been possible. Thank you for everything, Alf.

## A Block | Hydraulic Shop



**In this snapshot, taken by the author in 1974, A Block (hydraulic assembly) can be seen in the front foreground, with C Block (gearbox assembly and canteens) beyond.**

**THE HYDRAULIC SHOP** at David Brown's Meltham Mills works was a small room, 25ft square, with a pressurised air system to prevent dust ingress. Presiding over around 15 assemblers was ex-RAF engineer, Walter W. Together, these men were responsible for assembling steering ram line valves, three-way valves and the Selectamatic valve chest, as well as assembling, calibrating and fitting the main pump relief valves onto the bought-in Plessey open-centre pumps.

The valve chests came into the room already fully machined in individual plastic boxes with the matching hold and bypass valves in a foam cover. Over the years, these Selectamatic valve chests would progress through S2, S3 and S4 versions, and all were compatible with all three- and four-cylinder Selectamatic tractors. Later 14 Series tractors used the similar S5 version.

Three assemblers would then fit the remaining valves and do the Group 1 settings for the spool valve and traction control unit. The chests would then be handed over to another two assemblers who



## O Block | Engine Shop



**The machining line in O Block (Engine Shop) at Meltham Mills. A red collar on a white coat denoted the rank of foreman, a green collar was a chargehand, inspectors wore brown overalls and assemblers wore blue ones. Photo courtesy of Stuart Gibbard.**

**THE ENGINE SHOP** at Meltham Mills, always referred to as O Block in works circles, was located at the top of and adjacent to the steep Knowle Bank. Behind the shop was an open parts receiving area, where the rough cast engine blocks and cylinder heads from Midland Motors' Smethwick foundry were received and stacked 20-high for six weeks. This outside six-week storage period gave the castings time to molecularly settle.

Following their settle-in, the blocks and heads were brought into the Engine Shop which consisted of two separate operating areas. The north end was the machining line, where rough cast blocks and heads vanished into the milling units for partial machining, with the blocks then returning to the cylinder boring machine adjacent to the front door.

After boring, the blocks were transferred onto the engine assembly line at the south end of the shop. The first component to be installed was the crankshaft; it came already machined from supplier Shardlow's of Sheffield, but was indented in an adjacent work bay before it was installed in the block. The assembly line was approximately 30 yards long and it took two hours and around 50 assemblers before a bare engine, complete with either an 11in Borg & Beck or Laycock dry clutch reached the line end, where it was hoisted off and monorailed into the adjacent engine test shop.

Here the engine was installed on one of 12 dyno test beds, each with a dedicated tester, and run for 55 minutes, this process generating real heat and noise. This was the only occasion when a works power test was ever performed. The engine was then inspected by one of three inspectors in brown overalls and, if all was found to be good, it was loaded onto a small low loader trailer pulled by an old David Brown Taskmaster. The engines were then taken six at a time down to the R Block main assembly line.

If a fuel-related problem was detected during testing and inspection, this was referred to Neville, the CAV factory trouble-shooter, who resided in a small wooden hut adjacent to the test house, amid heaps of injectors, copper washers and fuel pumps. He travelled up from CAV at Acton in London, every Monday in an old Ford van, left on Wednesday for LH at Doncaster and returned to Acton on Friday lunchtime.

If an engine problem was not fuel-related, the offending engine was wheeled next door into another smaller rectification shop, known as 109, where a skilled team of technicians would rectify the problem.

assembled the ram shaft housings. They would then mount the chest onto the ram shaft and do the Group 2 settings to set-up the relationship between the rocker arm and the spool valve clearance.

The complete unit would then be slid on rollers through a hole in the wall to the test rig room, where a charismatic Geordie, Ernie B, would connect it to a weighted test rig and cycle for five minutes, checking for correct lift, hold and drop action. The complete unit was then shrink-wrapped and despatched to the R Block main assembly area.

Meantime, back in the Hydraulic Shop, the three-way valves were assembled and tested by George, a stocky man with a marked face from his 8th Army days at El Alamein. When pushed, he could perform a complete assembly in five minutes, although it took slightly longer when the time and motion people were around.

Across the alleyway from George was Geoffrey, an elderly ex-business CEO who had fallen on hard times. His job was to assemble and calibrate the main relief valves, fit them to the bought-in Plessey pumps and then check for correct operation on a hydraulic rig behind a glass cover. All went well until one day an important visitor took a keen interest in the operation. Geoffrey gave a demonstration, but forgot to close the glass cover. Hot oil and an expensive suit did not go well together.



# POCOCK TRACTOR SUPPLIES LTD

SPARES

PARTS

Thousands of used  
and new parts available  
for British & American built tractors.  
Many rare and hard to find items.

Visit our website:

**[www.pocock-tractorsupplies.co.uk](http://www.pocock-tractorsupplies.co.uk)**  
Please see our website for used tractors for sale.

- CASE
- INTERNATIONAL
- NUFFIELD
- JOHN DEERE
- FORDSON
- DAVID BROWN
- MASSEY FERGUSON

Richard Pocock, Manor Farm, Berwick St John,  
Shaftsbury, Dorset SP7 0EX

Tel: 01747 828272 • E-Mail: [rjbpcocock@btinternet.com](mailto:rjbpcocock@btinternet.com)

**WE MAY HAVE THAT HARD TO FIND PART**



**NATIONWIDE AND  
OVERSEAS DELIVERY**

Serving the Nation  
with over 40 years of  
David Brown experience

## DAVID BROWN CASE SPARES

We specialise in David Brown / Case tractors and carry a comprehensive range of spares and assemblies – new, used or reconditioned.

Service exchange units available including:

- Hydrashift gearboxes
- Hydraulic control valves
- Engine oil pumps
- Steering rams
- Short engines etc

We also specialise in Hydrashift gearbox repairs. All units are run and tested in our Hydrashift test bed.

**With over  
10,000 sq ft  
dedicated to all  
David Browns.**

*All major credit  
and debit cards  
welcomed.*

**BARCLEY WILLIAMS LTD**

For further enquiries or advice please contact  
Stuart Edwards or Barclay Williams  
Tel: 01386 833694 Fax: 01386 830469  
Web: [www.barcleywilliams.co.uk](http://www.barcleywilliams.co.uk)





# FIELD DAY FOR DEERES

Field of Deere, a first-time charity working event for John Deere tractors in the north-east of Scotland, went so well that another one is already being planned for next year. Sandy Cox has been talking to the organiser of the successful day; pictures by Anne McPherson.

**W**HEN A FEW FARMING FRIENDS decided to do some ploughing for charity, they never thought it would develop into a working event that would attract several hundred visitors, let alone become something in which a growing number of people would want to participate in annually. But that's exactly what happened when Willie Line and three friends planned to do some ploughing on his farm at Cantraybuich, near Inverness.

When others heard about the charity ploughing, they asked to join in, and it soon snowballed into a bigger 'Field of Deere' event that took place on 26 February. A total of 32

tractors took part, although there would have been more if several owners hadn't tested positive for Covid and had to reluctantly stay at home. Even so, tractors and their owners and drivers came from all over Scotland, covering an area from Lockerbie in the south-west to Peterhead in the east and Caithness in the north.

The furthest distance travelled participant was Danny Key from Lockerbie, who made a 600-mile round trip with his John Deere 2120 and three-furrow John Deere plough. The oldest tractor taking part was George Williams' immaculate 1956 John Deere 720 two-cylinder model equipped with a two-furrow trailed plough, while the newest was John Deere

**Above left:** Willie Lean, standing with daughter Zara and his newly restored John Deere 3650, receives a donation in the form of a cheque from members of the Caithness Tractor Club. Willie's Field of Deere event raised over £7000 for charity.

**Top:** Scott Macrae was using a two-furrow reversible with his B-registration John Deere 2140. The other 40 Series model at the event was Graham Beattie's 4240S.

**Above:** Norman McIver's 1991 John Deere 2850 rubbing shoulders with a current modern 6155R. They were using three- and five-furrow ploughs respectively.

Limited's rubber-tracked 8RX Series demonstrator. The 370hp John Deere 8RX 370 took part with a modest seven-furrow fully-mounted Kverneland reversible, but when the ploughing was over it was hitched to a 6m disc cultivator in order to provide local visitors with the rare opportunity of taking the wheel of a four-track tractor.

While the majority of participating tractors were from the modern era, there was a good smattering of classics. Drew Maclean and Brian Grant had both brought along nice examples of the 3350. Brian's smart-looking H-plate, driven by Callum Duncan, was working with a four-furrow Kverneland reversible while Drew's tractor, still in its working

**Below:** Working together, the 30 John Deere tractors ploughed the first 20-acre field in just 21 minutes and 30 seconds, after which they moved into a further 40-acre field.







**Top: The ground soon gets turned brown when you have this many tractors working in a line. The two fields used for the event will be drilled with spring malting barley.**

**Above: Some of the 32 participating tractors lined-up and waiting for the off. The tractors covered a time span of over 65 years, ranging from a 1956 John Deere 720 to a current tracked 8RX 370 demonstrator.**

clothes, was equipped with a spring-tine cultivator.

Staying with the 50 Series, Willie Lean's own freshly-restored 3650 was operating a four-furrow Kverneland reversible, but as he was busy with organisational duties, it was operated on the day by Michael Fraser. Former John Deere dealer technician Norman McIver was working his very smartly restored 1991 John Deere 2850 with a three-furrow John Deere reversible and George Sinclair was using Henry Sleight's John Deere 4450 to pull a four-furrow plough. The earlier John Deere 40 Series was represented by Scott Macrae's 2140, which was equipped with a two-furrow reversible, and Graham Beattie's 4240S, which was partnered by a five-furrow semi-mounted Dowdeswell plough.

"We could not have had better weather on the day," says Willie. "and because it was so good, 400

people turned out to watch. All the tractors ploughed the 20-acre field in 21 minutes 30 seconds, and it could have been done much quicker. Then they moved on to do a 40-acre field too.

"Everyone enjoyed the day and we'll do it again next year," he adds. "Everyone said they want to come and the clubs say they will be bringing more older tractors. The modern 8RX was a big crowd pleaser and I would like to thank John Deere Limited for its support and for bringing the tractor along."

The event raised a total of £7000 for the charity Cash for Kids and for the Children's Hospice in Inverness.

**Above centre: Brian Grant's very smart H-plate John Deere 3350 was being driven by Callum Duncan. Working with a four-furrow Kverneland plough, the 3350 was one of five classic 50 Series models taking part in the Field of Deere.**

**Above: Danny Key became the furthest travelled participant after he made the 300-mile trip from Lockerbie to take part with his 2120 and three-furrow John Deere plough.**





**67a CRANKILL ROAD, BALLYMENA, CO. ANTRIM, NORTHERN IRELAND BT43 5NN**

**NO SUNDAY TRADING** Opening hours: Monday to Friday 9am-5pm, Lunch between 12 and 1 o'clock

**Email: [amanda@dunloptractor.plus.com](mailto:amanda@dunloptractor.plus.com)**

PROPRIETORS JOHN & AMANDA ROSS



**Visit us at: [www.dunloptractorspares.co.uk](http://www.dunloptractorspares.co.uk)**



This is your chance to give your best classics the praise they deserve. Send us details and pictures and tell us why you've been so impressed by the performance and reliability of your favourite tractor, harvester or loader. We'll do the rest!

# HELPS ON A SMALL UNIT

Thanks to its combination of a lively 90hp four-cylinder turbo engine and modest proportions, the MF 390T remains a deservedly popular tractor. It has a particularly strong following in Northern Ireland, some of which, it seems, is down to us at CLASSIC TRACTOR.

"I decided to buy a MF 390T after reading a buyer's guide on the pocket rocket model in a **CLASSIC TRACTOR** in the mid-2000s," says Michael Brogan. "The journalist who wrote the guide was complimentary about the 390T's power, torque, compact length and high-spec build, as well as its lack of electronics, with the exception of the buttons for the four-wheel drive and diff-lock selector."

In addition to his MF 390T, Michael also owns an MF 65 and MF 135, and a David Brown 990 Selectamatic.

"These tractors are used by me, my brother Brendan and his son Darrell for harvesting and cultivating duties on Brendan's 50-acre farm in Tattysallagh, outside Omagh," explains Michael. "Brendan also runs a Massey Ferguson 6485 and a 100hp Hurlimann. The part-time enterprise consists mainly of 25 suckler cows and follow-on calves, which are sold on at a year old.

"If the weather forecast is promising, then we like to get our own silage in, rather than bring in a contractor," he adds. "We use classic equipment

that is easy to maintain, and in the past this has included a Taarup 1500 double-chop harvester, a 1994 New Holland 2305 self-propelled forager and a Mengele SH 30 trailed harvester. We find that these kinds of machines are relatively easy to maintain and suit our tractors and land. I also run a New Holland 377 small square baler behind the MF 390T, and use it to make bales for a few farmers locally during the summer months.

"My 390T is a LoProfile cab model with a 12x12 shuttle, which makes it well-suited to loader work," notes Michael. "Its single mechanical gear stick on the right-hand side of the operator leaves the rest of the floor clear of gear levers."

This 390T was originally sold new by William Bell Tractors of Fivemiletown. It had gone on to lead a busy life as a loader tractor, receiving some harsh treatment in the process. Michael bought it to replace a Massey Ferguson 185 that had previously belonged to a neighbour.

"The MF 185 was OK for what I needed at the time, which was running a small square baler and a bit of ploughing with a three-furrow Kverneland," he explains.

"When working on steeper ground, the lack of four-wheel drive and locking-up brakes were a problem at times, so I knew I would need four-wheel drive for driving a double-chop harvester and pulling a tandem-axle silage trailer.



**E-MAIL:**

editor@classictractormagazine.co.uk



**WRITE TO:**

Farm Favourites, **CLASSIC TRACTOR**,  
Sundial Magazines,  
Sundial House,  
17 Wickham Road,  
Beckenham, Kent  
BR3 5JS



**Above: Michael Brogan's MF 390T takes a rest from driving a Taarup double-chop harvester on his brother's farm near Omagh.**

**Below: One of the summer-time tasks for Michael's MF 390T is making bales for local farmers using a New Holland 377 baler.**

"I also use my 390T on a feed wagon and with a link box during the winter," says Michael. "It is still a very useful tractor, and despite now being 29 years old, it has stood the test of time well."





# TRIMMING WITH 4WD

When David Eyres retired from dairy farming in Wiltshire 22 years ago, he relocated to North End Farm, an all-pasture smallholding at Sutton Verney in Gloucestershire. He had run a Massey Ferguson 590 on his dairy farm in the past and was looking for a similar-sized tractor to use for lighter work at North End Farm. After carrying out a search, he found just what he was looking for among the advertisements of CLASSIC TRACTOR.



His very smart four-wheel drive 1979 MF 590 came from a farm near Taunton and cost him just £5000. First registered in March 1979, it had previously worked on a hedge trimmer. Thanks to its relatively light and intermittent workload, it was in remarkably good condition and had done below-average hours. Even now, it is only showing 5500 hours on the clock.

One of the main tasks for this Massey Ferguson 590 on David's small farm is trimming hedges, but it also does some baling with an MF 20 baler, verge mowing and pasture topping.

This earlier version of the MF 590 is fitted with a single-door silver cab. The big door is hinged at the rear and extends the full length of the side of the cab. This not only provides excellent access, but also superb visibility for hedge cutting through the one-piece side window. Unlike many other cabs, there's no B-pillar to obstruct the view.

Following the introduction of the MF 500 Series in 1976, customers had to wait until 1978 for a four-wheel drive option to become available on the 590.

There can't be too many still-working 590s that look as fresh as this example. David's son Richard services the tractor annually and he's not had to do any repairs during the time it has been in his father's ownership.

As well as his MF 590, David, a keen enthusiast of classic-era tractors, also owns a couple of four-wheel drive Roadless machines. He's certainly never going to be short of traction on his smallholding.

**Right: The large single-door with one-piece window on David's MF 590 provides excellent visibility for hedge trimming.**

## Fine looking Ford

The present immaculate condition of this 1987 Ford Force II is a far cry from how the ex-Bord Na Mona tractor looked when it was bought by Luke Donnellan, a young enthusiast of Ford tractors from Co. Roscommon, and his Grandad last year.

"I bought my tractor last summer with my Grandad Pat, who up until then had been using a Massey Ferguson 165 with a square axle," explains Luke, aged 10. "We got it from Dedan Fallon, who had bought it at a Bord Na Mona reduction sale.

"Declan carried out the major restoration work for us and then I added some bits of my own. When I first got it home, it turned out that it had previously been driven by our neighbour when he worked for Bord Na Mona.

"We bought this tractor because I have always liked Fords, and also because my Grandad needed a tractor for round bales and topping," adds Luke. "It has only done 3257 hours so mechanically it is very sound."

"During the restoration it was fitted with a new AP cab roof and mudguards, larger tyres on the front and wider rims and tyres on the rear. I have also added a stainless steel pipe and light bar to the front, and added a few modern extras like whip aerials. I am now saving up to buy a weight for the front end. My family use it for lots of tractor runs and I am never going to sell it."

**Below, A proud Luke Donnellan, aged 10, with his fully rebuilt Ford 4610 Force II.**







# CAB PARTS INTERIORS LTD

DELIVERING QUALITY CAB PARTS

## REPLACEMENT INTERIOR TRIM

A FAMILY RUN BUSINESS COMMITTED TO DEVELOPING NEW PRODUCTS TO MATCH THE QUALITY OF OUR SERVICE

**FORD** | WW G-Cab  
Continued

**3 Cylinder**  
2600, 2610, 3600, 3610, 4100, 4600, 4110 & 4610

**466 Cylinder**  
5600, 5610, 6600, 6610, 7600 & 7610

CP90001  
Rear floor pad

CP90002  
Transmission mat

CP90003  
Luggage pad

CP90004  
Luggage pad

CP90005  
Luggage pad

CP90006  
Luggage pad

CP90007  
Luggage pad

CP90008  
Luggage pad

CP90009  
Luggage pad

CP90010  
Luggage pad

CP90011  
Luggage pad

CP90012  
Luggage pad

**NE: All From Trim to Fit Replacement**  
We can produce replacement parts from original patterns and dimensions and supply to your nearest depot or by post.

T: +44(0) 1873 816331  
W: cabpartsinteriors.co.uk

## COME AND SEE US AT THE SPRING TRACTOR WORLD SHOW!

Three Counties Showground, Malvern,  
Worcestershire, WR13 6NW  
21st & 22nd May 2022

We will be showcasing our range of products.  
You can find our team in The Avon Hall on stand A15 and A16.

If you are planning on visiting the show and are interested  
in a particular product, please let us know and we will  
make sure we bring it along.

Hoping to see you there!

## PLEASE CONTACT US IF YOU WOULD LIKE A FREE BROCHURE

**RUBBER MATTING**

CP90001  
Front Floor Matting  
General Call Us  
Size 1800 x 1200 x 10mm thick  
sold per mtr (Roll size 12mtr)

CP90002  
Rear Floor Matting  
General Call Us  
Size 1800 x 1200 x 10mm thick  
sold per mtr (Roll size 12mtr)

CP90003  
Rear Floor Matting  
General Call Us  
Size 1800 x 1200 x 10mm thick  
sold per mtr (Roll size 12mtr)

CP90004  
Rear Floor Matting  
General Call Us  
Size 1800 x 1200 x 10mm thick  
sold per mtr (Roll size 12mtr)

CP90005  
Rear Floor Matting  
General Call Us  
Size 1800 x 1200 x 10mm thick  
sold per mtr (Roll size 12mtr)

CP90006  
Rear Floor Matting  
General Call Us  
Size 1800 x 1200 x 10mm thick  
sold per mtr (Roll size 12mtr)

**NE: All From Trim to Fit Replacement**  
We can produce replacement parts from original patterns and dimensions and supply to your nearest depot or by post.

T: +44(0) 1873 816331  
W: cabpartsinteriors.co.uk

We can produce trim  
panels from original  
patterns - please call  
for details.  
A wide range of  
acoustic sound proofing  
materials, matting and  
interior trim panels are  
shown in the brochure.

**INTERIOR TRIM SHEETS**

CP90001  
Light Grey  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

CP90002  
Dark Grey  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

CP90003  
Med Grey  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

CP90004  
Black  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

CP90005  
Blue  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

CP90006  
Red  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

CP90007  
White  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

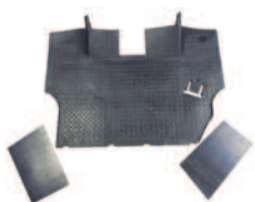
CP90008  
Black  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

CP90009  
Grey  
12mm Thick  
Sheet for general OFF Trim use  
Size 12mtr x 2mtr

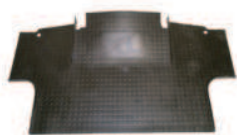
**NE: All From Trim to Fit Replacement**  
We can produce replacement parts from original patterns and dimensions and supply to your nearest depot or by post.

T: +44(0) 1873 816331  
W: cabpartsinteriors.co.uk

## MOULDED FLOOR MATS - SEE OUR FULL RANGE ONLINE



Case IH Maxxum & Maxxum Pro



Case IH XL 4 CYL



Case IH XL 6 CYL



DB 90 & 94 Serie



DB 90 & 94 Series



Ford WWQ Cab Transmission Mat



MF 550



MF 565



MF 575 590 595



MF 600 Series

ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED

Tel: 01873 811631 • E-mail: [sales@cabpartsinteriors.co.uk](mailto:sales@cabpartsinteriors.co.uk) • Web: [www.cabpartsinteriors.co.uk](http://www.cabpartsinteriors.co.uk)





New, Deutz-Fahr 7250 TTV HD, 247 hp, HD transmission, front and rear iso-bus...£156,758



Deutz-Fahr 5125, 126 hp, 40 x 40 powershift transmission, SDD quick steer, loader ready...£59,115



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



Deutz-Fahr 6155 power shift, 2018,  
3,650 hours ..... £52,000



Ex Demo, Deutz-Fahr 7250 TTV,  
Full spec.....£135,000



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



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



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



Deutz-Fahr 5120 GS, 116 hp, 40F X 40R gears,  
Creeper box, Air Con, loader ready.....£55,229



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



New Kioti K9 Mechtron 2400, power steering,  
full cab.....£17,450



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

New Grove Barn, Grove Hill, Martinstown,  
Dorchester, Dorset, DT2 9JP

Higher Woodsford,  
Dorchester DT2 8BL



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



DUE IN, JOHN DEERE 6620 PREMIUM,  
with Trima loader. £POA



JUST IN, JOHN DEERE 6410 PREMIUM,  
with quicke loader. £POA



JUST IN, JOHN DEERE 6310, 2002,  
4,500 hours, Trima loader. £POA



JOHN DEERE 6610 PREMIUM,  
1999, 11,300 hours. £POA



DEUTZ 6.10, 1987, 3600 hours good  
original condition. £11,995



CASE INTERNATIONAL 956XL  
2WD, 1990. £5,995



INTERNATIONAL 585,  
in working order. £2,995



CASE 580K WHEEL DIGGER,  
1989, 9100 hours, 5 buckets. £9,995



TAKEUCHI TB175,  
2005, 4500 hours, 3 buckets. £17,500



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



CLAAS 8550C BUTTERFLY MOWERS,  
in good working order. £3,850





After three years living in the United States, where he worked for a leading supplier of tractor parts, Richard Keel returned to the UK and is now helping to run the family farm in Worcestershire. He is also buying, selling and sourcing classics. His email is: rjkeel@hotmail.co.uk

## Repairs to classic crawler

**Heavy snow in Minnesota has put container loading on hold. I have several tractors that are currently buried up to the top of their bonnets in snow, but once the conditions improve, they will be driven out of the snow and prepared for containerisation.**

Here in Worcestershire I have been working through the backlog of last summer's arrivals. This week, the new owner of the MF 2805 that appeared in the February 2022 issue of **CLASSIC TRACTOR** sent me a video of his tractor working down land ready for spring drilling. What a great sight!

As well as working on my American imports, I have also been giving our aged fleet of farm classics some attention. The Track Marshall 70 that has been on the farm for over 40 years has been getting some mechanical TLC in the workshop.

When this crawler originally arrived here, our main tractors were a nearly new Ford 7600 and a County Super-6 that made way for a Roadless 115 in the mid-1980s.

Our Track Marshall 70 has a Sun-Trac cab, a Turner heavy-duty three-point linkage and front weights. It came as a set with a Ransomes 106 four-furrow reversible on-land plough. My father bought the crawler and plough off a large farm in the Fens which had just replaced four crawlers and ploughs with two large Renault tractors and ploughs.

**The Track Marshall 70 that has been on the farm for over 40 years has been getting some mechanical TLC in the workshop.**

The Track Marshall was never a great success ploughing on our clay, but it did find favour on a mole plough. It never really gave us any bother. The engine was de-carboned and a new clutch was fitted in the mid-1980s, and in the early 90s I unblocked the radiator with caustic soda. A few years later I had to fit a repair link to the right-hand track after the joining link broke.

Our crawler always steered hard to the left, but we never seemed to have the time to fit the spare steering brake that came with it.

Having not seen the inside of the workshop for over 30 years, it was finally time to address the slipping clutch and fit the steering brake band that has been hung up in the workshop for 40 years!

The clutch had failed due to the gearbox input seal wearing out and going hard, but a good clean-up inside the bell housing, a new seal and an exchange clutch plate from R. H. Crawford & Son soon sorted that out. In the rear end, the pinion shaft was found to be worn, so this was replaced with a good used one from Crawfords.

Anyway, our crawler is nearly back together now. I'm just waiting on some sections of replacement water hose. The top hose is as hard as concrete and the bottom one is sporting an insulation tape repair that looks decades old, so now is the time to sort it out.

I must say it's certainly not been the easiest tractor to work on and I now understand why so many Track Marshalls get scrapped and not repaired. I aim to do the repairs properly as I have no intention of working on it again in the near future! Our crawler is good cosmetically and hopefully its mechanics will now match its appearance.



Robin Truss is a first generation farmer in South Cambridgeshire. With his wife and a fleet of 1980s machinery he farms 260 mainly-arable acres and carries out some contracting work. The farm also supports a steadily growing pedigree Lincoln Red suckler herd.

## Recent quad bike convert

**At the time of writing, feeding and tending to livestock is occupying a big part of our daily routine. The cows have now finished calving, but the sheep are due to start lambing soon, so it's busy, busy.**

One of the unsung heroes on our farm, and not just at this time of year, is our old Sanderson 6-22 Teleporter. It rarely lets us down, but did recently have cause to remind me of its advancing years.

During the recent storms, the small produce stall in our farm gateway was blown over. The stall is quite heavy, so I decided to use the Sanderson to lift it upright again. The engine was initially a little sluggish when being turned over, but it did fire up.

I lifted the stall back onto its feet, backed away and then stopped the engine while I detached the chain. I jumped back on, turned the key and nothing happened. Of all the moments for the starter motor to fail, it did so with the Teleporter parked crossways on the driveway, blocking the entrance to the farm.

We managed to tow the machine back to the yard, so at least our campsite residents could get in and out. I removed the starter, which involved unfastening the as-always difficult bolt at the back against the engine block. A sticker on the starter motor dated it to 1988, the same year as the Teleporter, so it must have been fitted from new.

**One of the unsung heroes on our farm, and not just at this time of year, is our old Sanderson 6-22 Teleporter.**

Considering how often telehandlers are started and stopped, I think the original starter did incredibly well to last as long as it did. The Ford engine in the Sanderson is fitted with a very common Lucas starter, so I was able to remove the similar one from our Ford 4000 and use that on the Teleporter until a new one arrived.

One recent second-hand purchase that is becoming almost as indispensable as the Teleporter is a quad bike. I had resisted buying a quad bike for a number of years,

but an increase in our cattle and sheep numbers had made a purchase inevitable. Our 'new' quad bike, a 2003 Massey Ferguson 400 4x4, had previously not been used for a while, so not surprisingly it has experienced a few teething problems.

The MF 400 is a badge-engineered Arctic Cat, so getting hold of parts has not been a problem and not too expensive. A starter was sourced from eBay and a carburettor from America was delivered in just four days, via Amazon. The bike has shown us the great benefits of using a quad, so even if it does prove to be unreliable in the long-term, I will not hesitate to buy a newer one. My only reservation about owning one is how often they are stolen.

The news of a local farm fatality has really shocked us all and made people think about how they work. The fatality happened on an efficient, well-run and safety conscious modern farm, staffed by a small but highly experienced team, the sort of farm where you would not expect such a thing to happen. I know this as I was their sandwich year student during my time at college. These things can happen in just a millisecond. Such a sad loss.





Kevin Hyde works as assistant farm manager for Harrington Hall Farms Ltd, near Spilsby, Lincolnshire. The majority of the 2400-acre estate is down to arable cropping, mainly winter wheat, barley and oilseed rape.

## Tractor cab developments

Following last autumn's very successful and relatively painless cultivation and drilling campaign, we have spent the winter months carrying out the usual low-key maintenance tasks. I have not even had any primary cultivations to catch up on.

We are currently awaiting delivery of a new Grange Machinery 5m LDL low-disturbance cultivator, so I'm looking forward to giving that a run-out somewhere, when conditions allow.

I mentioned the painless autumn, but that was not totally true, as it left me with a very painful back problem. My physiotherapist said it was caused by constantly twisting round to look over my right shoulder. As most readers will know, that is basically the life of a diligent tractor driver.

It did get me thinking about tractor cab ergonomics and whether more could be done to try and prevent this bad back scourge that has afflicted tractor drivers throughout the ages, even for those of us who operate state-of-the-art machines.

It might help if I give you a potted history of

the prime movers I've operated in the past. The first tractors I drove at the start of my farming career were IH Worldwide models, this being at the time when quiet cabs were being launched with rubber ISO mountings to reduce noise and vibration. The cabs on these IH tractors were also among the first to have the main controls grouped together in a right-hand console.

### We are currently awaiting delivery of a new Grange Machinery 5m LDL low-disturbance cultivator.

I then spent time on a Ford 7600, followed by a Ford 8210 and several TW models. The next big step forward cab-wise for me was when a John Deere 4255 arrived on the farm. The seat was the best around at the time and the closely-grouped controls definitely made those long working hours less tiring than they had been in the past.

But it was what came next from the leaping Deere brand that really impressed me. I am referring to what, for me, was the ultimate driver's cab, this being the Command

Center on the revolutionary 8000 Series of 1994. This cab raised the bar in so many areas. The main controls were placed literally at the operator's fingertips on the armrest of the super-comfortable swivelling seat. Armrest controls are taken for granted now, but they were rare back then. The days seemed to pass much more easily and quickly when you were in a Command Center.

These improvements were obviously very welcome, but when an implement is hitched to the tractor, the need to monitor that machine is paramount, and hence we are back to the twisted and uncomfortable 'looking behind' position.

I have tried to overcome this by mounting a reversing camera on top of the cab roof of my current New Holland T7 Series drive. My solution is not particularly innovative, but it does appear to help. The camera, which is connected to a 7in screen that was already fitted to the cab A-post, provides me with a very good panoramic view of what's happening behind the tractor.

It may be too late to prevent more visits to the physiotherapist, but if I can spend half the time looking forwards instead of back, without compromising the quality of the work I'm doing, then it will certainly help my physical health.



Jim Fisher farms 600 acres in partnership with his father and two brothers at Penrith in Cumbria. The family's two farms support 240 dairy cows along with dry cows and followers as well as 200 acres of arable. Jim has a special interest in classics, especially County 1884 tractors, and he is also a committee member and past chairman of his local farm machinery club.

## Ford makeover is finished

In my previous Farm View column, published last November, I mentioned that we had received a grant to put a roof on our silage bunker and were about to start work. I'm pleased to report that most of the construction work was completed around Christmas and New Year.

The roof and sides are done, but we've still got to fit the concrete panels to the back wall. Like most things nowadays, you have to wait a few weeks for deliveries, but hopefully the panels should be here very soon and installed in time for first-cut silage.

On the tractor front, I've got two or three bits of news to share with you. The cosmetic makeover of my brother's Ford 7810, ongoing for the past four years, has finally been completed. It was back in February 2018 that we travelled down to a farm sale at Northallerton and ended up buying a 6000-hour Ford 7810. It was an incredibly sound tractor mechanically, but it had the usual rust under the front windscreen of the Super

Q cab. It wasn't too bad really, but would have steadily got worse if it had been left untouched.

### The cosmetic makeover of my brother's Ford 7810, ongoing for the past four years, has finally been completed.

It looked like it had done a bit of spraying at some point in its life as the paint under the axles was worn. The windscreen repair couldn't be done without applying some fresh paint, which was also needed on the axles, so the decision was taken to go the whole hog, remove the cab, strip out the glass and rubbers and treat the whole tractor to a full, professional respray.

After the parts had been painted, our local New Holland dealer Lloyds put everything back together again. Unfortunately, it was only then that it was discovered that the clutch was seized, this being the result of the tractor having not been used for four years. The only way to cure this was to split the tractor again, after everything had been

repainted. I have to say that Lloyds made an incredibly good job of not damaging any of the new paintwork. The trouble is, the tractor is almost too smart to use now.

Our New Holland TS115A has also been 'in dock' recently. This tractor, which I used to write about in past **CLASSIC TRACTOR** 'Running Reports', has done 15,000 hours and spends almost all its time on a feeder wagon. This winter it needed its first-ever major repair. A few days before Christmas the turbo failed and the engine began to burn more oil in a week than it has done during the entire time we've owned it (since 2008).

I was a little bit scared it would 'run on', with oil getting past the turbo and into the cylinders. 'Run on' is when the engine starts to run on its own sump oil, fed through the turbo, and you can't stop it until all the oil has been used up, which usually results in a seized engine in the process. Anyway, thankfully that didn't happen. A new turbo was duly fitted, the intercooler was flushed out and now the tractor is back to its normal self. Hopefully, it is fit for another trouble-free 15,000 hours.



# W H Bond & Sons Ltd

Bake Farm, Treverulefoot, Saltash, Cornwall PL12 5BW

Dan - 07790 370368 dan@whbond.co.uk • Nicole - 07970 376361 nicole@whbond.co.uk

LOTS MORE EQUIPMENT FOR SALE AT WWW.WHBOND.CO.UK

# WH BOND



1995 Fendt 514C, 14,500 hrs, 40kph, loader, 3 spools, air brakes .. £35,000+ VAT



1987 Fendt 380, 40kph, 4wd, 2 spools, front linkage (no arms) ..... £15,000 + VAT



1995 Fendt Favorit 512C, 15,000 hours, 40kph, front axle susp ..... £35,000 + VAT



1999 John Deere 6910, 11,500 hrs, 40kph 20x20 with creep, RH shuttle £25,500 + VAT



1990 Ford 8630, dual power, import, 4 spools, drawbar ..... £30,000 + VAT



1975 County 1164, Ag Spec, 38" tyres, front weight, rear linkage .. £17,500 + VAT



1977 Roadless 120, late restoration ..... £POA no VAT



Ford 5000 Pre Force Super Major, 4WD, 4 cylinder, rear linkage ..... £14,000 + VAT



1983 Ford TW25, 11,500 hrs, 30kph Dual Power, 2 spools, drawbar . £15,000 no VAT



1981 County 7700-FOUR, 10,100 hrs, Dual Power, 1 spool, PUH .. £27,500 + VAT



1982 County 6700-FOUR, 3,960 hrs, Dual Power, 2 spools, PUH £25,000 + VAT



1996 Fendt Xylon 524, 8,000 hrs, 40kph, front linkage, 4 spools ..... £35,000 + VAT

**BRIGGS THOMAS**  
Engineering Ltd

MAIN DEALER FOR

*Zetor*

BRIAN JAMES TRAILERS

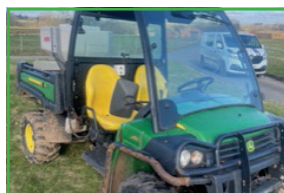
30 Connected to you

2A Ditton Priors Trading Estate,  
Ditton Priors, Bridgnorth,  
Shropshire WV166SS

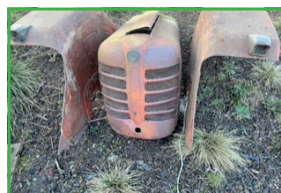
Email: adambriggsthomas@gmail.com



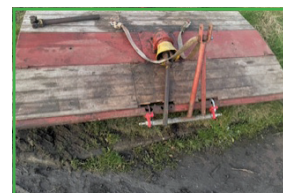
County front weight complete un-damaged .....£600



John Deere Gator 2011 road registered .....£7,500 + VAT



Zetor 4011 Bonnet and wings in really good useable condition .....£500



Votex 9ft topper ready for work..... £500



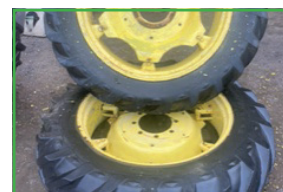
Jcb Bucket QFit attachment .....£1,150 + VAT



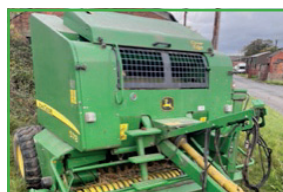
JCB 170 Skid Steer .....£6,000 + VAT



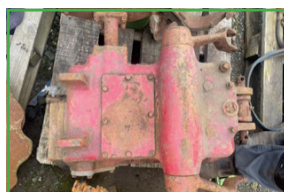
Indespension Plant trailer 10 x 6 ft. £1,750 + VAT



Wheels off a John Deere 710 ..... £400



John Deere 578 Baler ready to go. £12,500 + VAT



International Hydraulic top cover ..... £120



David Brown or international PTO Belt pulley .....£80



International 784 good engine and gearbox cosmetically rough.....£2,250

**AGRICULTURAL ENGINEERS  
AND MACHINERY SALES**

Tel: 01746 712217 / 07868 440423  
**briggsthomasengineering.co.uk**



**THIS IS ONLY A SMALL SELECTION OF OUR STOCK  
CHECK [WWW.TRACTORBREAKERS.COM](http://WWW.TRACTORBREAKERS.COM) FOR AN UP-TO-DATE STOCK LIST**



**Case IH CX100**



**Massey Ferguson 4225**



**Ford 5610**



**John Deere 6430**



**Massey Ferguson 5612**



**Ford 8340**



**Massey Ferguson 6475**



**Massey Ferguson 3120**



**Massey Ferguson 4345**



**Same Laser 90**



**Massey Ferguson 4270**



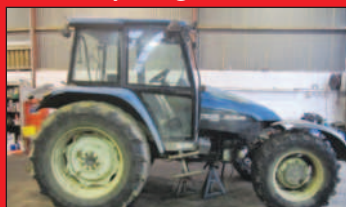
**Massey Ferguson 3690**



**Fendt 820**



**Massey Ferguson 6265**



**New Holland 7635**



**Massey Ferguson 390T**



**Massey Ferguson 390**



**Massey Ferguson 3070**



**Terex TR200**



**Case IH 956XL**



**New Holland TS110A**



**Steyr 9094**



**New Holland T6080**



**New Holland TM130**

**CONTACT: O'HARA MACHINERY Tel: 028 777 50572**



Find us on  
Facebook

Email [info@tractorbreakers.com](mailto:info@tractorbreakers.com)



Follow us on  
twitter

**EVANAGH LODGE FARM, 193 SEACOAST RD, LIMAVADY, CO DERRY BT49 9EF**

**[WWW.TRACTORBREAKERS.COM](http://WWW.TRACTORBREAKERS.COM)**



98



## Contents

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

89

### TIPS & MODIFICATIONS

Expert tips, new parts and readers' modifications.

91

### TURBO STRIP DOWN

Overhaul of a JCB Fastrac's turbo gets underway.

98

### FORD PINION REPAIR

How damaged pinion on Ford 8210 was replaced.

105

### ASK THE EXPERTS

Our experts respond to readers' technical queries.



### MOD OF THE MONTH

## Air bags are installed

**ALBERT O'NEIL** loves carrying out modifications to his New Holland tractors. One of his most ambitious projects so far has involved the fitment of air suspension to the cab of his TM165.

He replaced the original coil springs with air bags from a lorry cab. In order to achieve this, explains Albert, some modification was required to both ends of the mounts to make the air bags fit the TM cab.

"Fortunately, my TM165 is a rare one with air brakes, so I was able to take a feed pipe from the air tank to a switch block inside the cab, and then out to the air bags," he says. "Inside the cab I have fitted a pressure gauge, which allows the operator to set the preferred air pressure for optimum comfort, according to the job in hand."

### TIP OF THE MONTH

## Replacing fuel filters

With the advent of spring, now is the time to service the diesel fuel filtration systems on those classics, advises Alan Kellett. A good many older tractors use a dual-filter Delphi 296 type of filtration system, as shown here.

Although both filters are identical, they service two separate purposes. The filter nearest the lift pump, right, takes out approximately 90-95% of any contaminant, with the filter nearest the fuel injection pump taking out the remainder of the fine particles. Consequently, this secondary filter has a longer safe working lifespan.

Hence, when changing the filters, if you want to save a bit of money it can make sense to discard the heavily contaminated primary filter and then install the next door secondary filter in its place. You then fit a new filter in the secondary location. Such action halves the parts cost whilst maintaining a good level of filtering efficiency.



## STOCK OF GENUINE WINGS

**REPLACEMENT MUDGUARDS** for late Nuffields and less-cab Leylands have been unavailable for a long time now. But owners of these machines need not despair as Tractor Spare Parts has just acquired a batch of good used wings for these models.

The Nuffield, Leyland and Marshall specialist, based at Ashbourne in Derbyshire, has been importing used mudguards for some time, but usually they sell-out straight away. On this occasion, they were able to buy in bulk, so have been able to build up a decent stock.

"We import them from overseas, where they don't rot like they do in this country," says Jo Griffin of Tractor Spare Parts. "Although they are blue, they fit the Nuffield 4/65 and are very popular with the owners of these models. They also fit the Leyland 384 and later less-cab 270, 262, 272, 282, 462, 472 and 482 models. They don't fit the 344 or the 3/45, although they can be cut down to make them fit as the top pressing is the same."

The mudguards are £525 per pair plus carriage and VAT. For more information, call Tractor Spare Parts on 01335 310538.





**MIKE  
BREWER**  
Motoring Expert  
& TV Presenter

# “ I’ll tell you the truth about these amazing little pellets ”

In 1942, American motor industry engineers discovered the little pellets, used in Hurricane fighter planes on the Russian front, removed carbon deposits and kept engines permanently clean. They were worried. This would put a massive dent in sales of replacement parts and slow new car sales. But, for the fuel additive companies the news was catastrophic. So, a smear campaign was started to mislead motorists and “if they were that good the manufacturers would fit them” was born.

80-years on this slogan is still misleading the public. While millions of cars, vans and lorries develop the same deposit-related problems of poor fuel economy, low power, sluggish acceleration, rough running and increased emissions. Needlessly dirty engines and clogged exhaust systems may make billions for the motor industry but it's ordinary drivers, public-health and our environment who pay the price.

Permanently clean engines remain economical, reliable & quick. And sail straight through the MOT without any drama or injector cleaner! Removing hidden engine deposits, restores lost performance and lost fuel economy. And as industry standard before & after test results and MOT certification repeatedly confirms, cuts those nasty exhaust emissions.

Great performance, fuel economy and low emissions aren't the only benefits of a permanently clean engine. It can also prevent numerous common engine problems with injectors, sensors, valves, turbos, CATs, EGRs & DPFs. All helping to save us drivers a pile of money and loads of grief! You can use FTC in **any age petrol or diesel** vehicle. From cars, motorbikes and lorries to tractors, jet-skis and outboard motors.

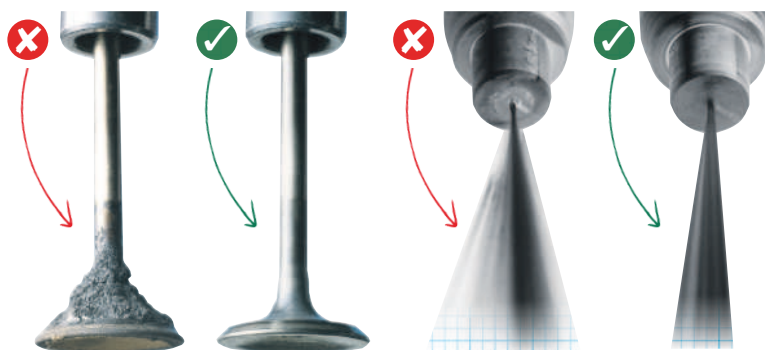
The manufacturers might not fit 'em - but we all can!"

*Mike*

FTC is a permanent treatment so you only add the pellets once. FTC doesn't breakdown, dissolve or wear away and won't move around at the bottom of the fuel tank. Comes with full instructions. **Order now for FAST FREE delivery.**



One-time treatment  
Easy & simple to fit  
Petrol & diesel old & new



"FTC has improved throttle response and reduced smoke under load"  
David Holbrook, Shropshire



"The CO reading is now 0.00% and the hydrocarbons are down to 0 ppm"  
Bob Blackman, East Sussex



"The engine is smoother, quieter and acceleration is effortless"  
Ian Taylor, West Yorkshire



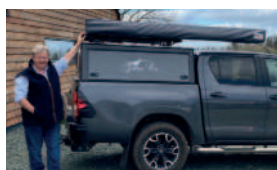
"FTC reduced the emissions by over 65% from 0.18 to 0.06"  
Elliott Mills, Manchester



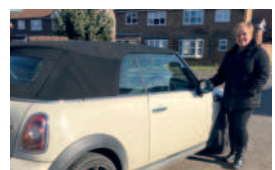
"No more black smoke, way better acceleration & restored fuel economy"  
Tim Jones, Yorkshire



"I'm left with no doubt whatsoever that FTC really does what it says"  
Aaron Carr, Kent



"FTC has produced fantastic results in numerous vehicles"  
Trevor Reece, Shropshire



"The Mini accelerates better and is far more responsive than before"  
Victoria W, Kent



"The emissions dropped from 2.46 to 0.10 l/m after adding FTC"  
David Harris, Dorset harris



Order now by phone or online - Offer code **CLAMON**

**Call 0333 456 4747**

**ftcdirect.com** - Use offer code at checkout to receive the discounted price

Send cheques made payable to Hamilton Direct, Woodview Road, Paignton, Devon TQ4 7SR



The discounted prices are shown next to the red arrows below

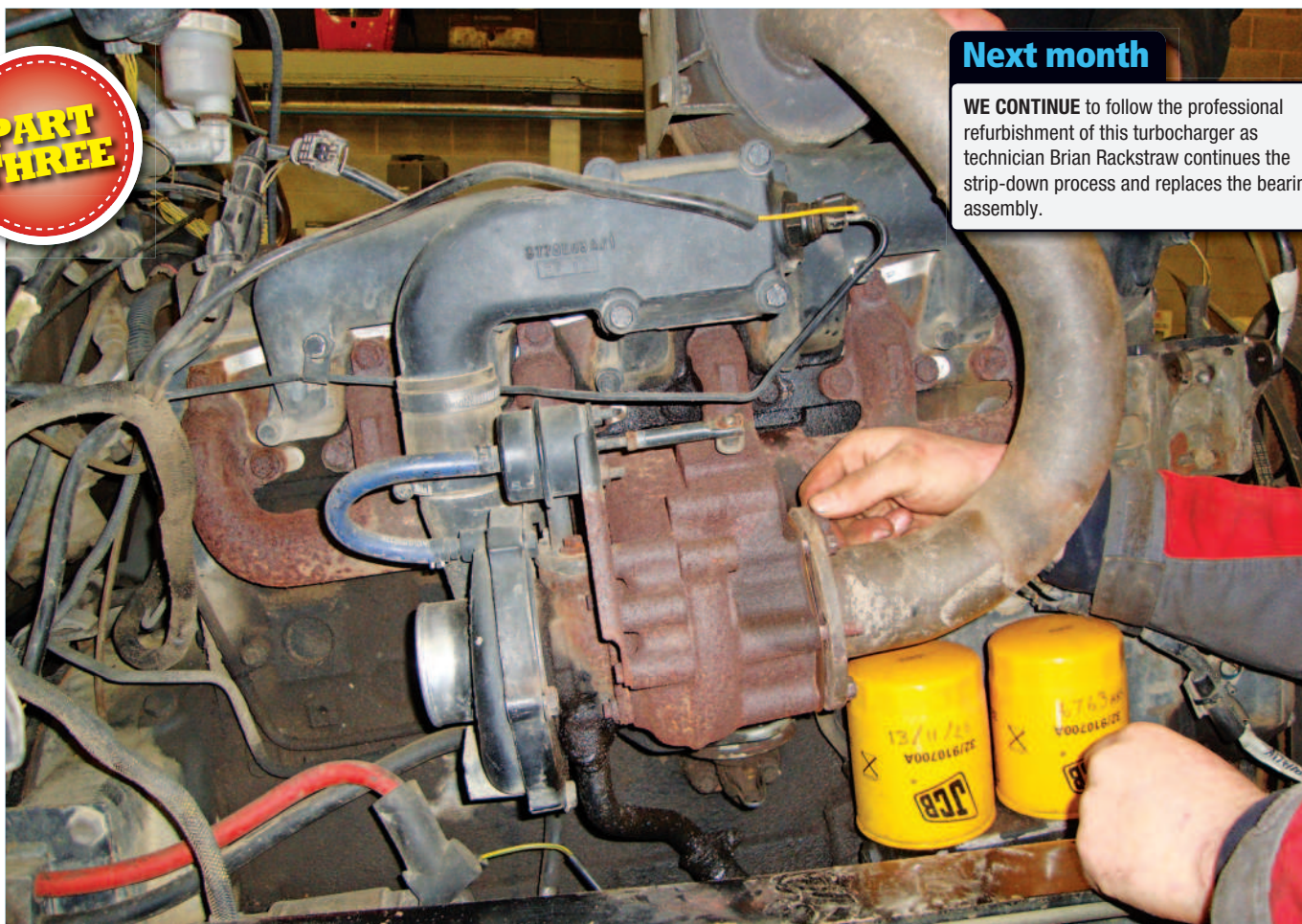
|                                          |                                          |
|------------------------------------------|------------------------------------------|
| FTC01K - up to 1.0 Litre ➤ <b>£29.75</b> | FTC04K - up to 4.0 Litre ➤ <b>£35.75</b> |
| FTC02K - up to 2.0 Litre ➤ <b>£31.75</b> | FTC05K - up to 5.0 Litre ➤ <b>£37.75</b> |
| FTC03K - up to 3.0 Litre ➤ <b>£33.75</b> | FTC06K - up to 6.0 Litre ➤ <b>£39.75</b> |

**SAVE  
£10**  
PLUS FREE  
P&P

admin@hamiltondrc.com. Technical: 0345 230 7077



## PART THREE



### Next month

**WE CONTINUE** to follow the professional refurbishment of this turbocharger as technician Brian Rackstraw continues the strip-down process and replaces the bearing assembly.

The turbocharger from Myerscough College's modern classic JCB Fastrac 1135 is being inspected, tested and overhauled by specialist, Turbo Force (NW) Ltd.

## Off to see specialist

Turbochargers are standard equipment on many modern tractor engines and they can boost performance of older engines too. In the third instalment of his series on engine performance upgrades, Lance Butters follows a modern classic turbocharger as it is removed from its JCB Fastrac 1135 host and then taken to specialist Turbo Force (NW) Ltd for an inspection, test and strip-down.

**WHEN THE JCB FASTRAC 1135** at Myerscough College in Lancashire was giving problems, diagnostic tests revealed that its Perkins six-cylinder engine required a full overhaul, including the turbocharger. Turbo Force (NW) Ltd of Bamber Bridge, Preston, agreed to carry out the work necessary to the turbo unit, providing us with an opportunity to show how the work is carried out professionally.

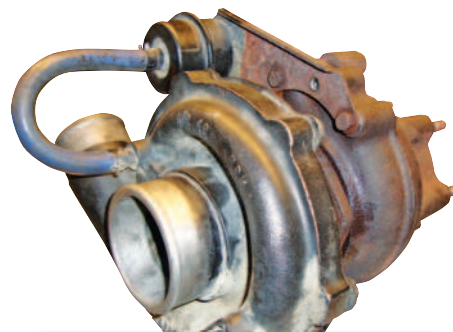
However, before they could begin work, the turbo firstly had to be removed from the engine. The turbo is bolted directly onto the exhaust manifold and a large air filter is connected to the turbo inlet via a flexible inlet hose held in place with a jubilee clip. The exhaust and silencer bolts onto the turbo outlet with a flange coupling, secured by six studs and nuts.

Removing the air intake was straightforward, and just required the jubilee clip slackening to pull the hose off. The complete filter unit is held in place with a

bracket bolted to the engine and it was easily removed.

The six nuts holding the exhaust system in place were accessible and easy to remove, but the nuts holding the turbo onto the manifold were difficult to access. It appeared easier to remove the manifold in order to get a spanner on the two nuts at the rear. The four turbo-to-manifold nuts were extremely tight, and only after they had been soaked in penetrating fluid and the length of the spanner extended, was it possible to shift them. Once cracked, three of the nuts unscrewed easily, but the fourth locked up after a few turns. Heating had no impact and there was a danger of applying too much force and shearing the stud or stripping the threads. At this point it was best to cut the nut free; they are easily replaced but a broken stud is another matter.

After separating the turbo unit from the manifold it was ready to take to the professionals for assessment and a possible rebuild.



### Busting a stubborn nut

- If possible, position the nut to expose one of the flats.
- Using a sharp cold chisel, cut into the flat on the nut, parallel to the threads.
- After a few sharp blows, the nut should start to split.
- Avoid excessive chiselling; it is easy to cut into the stud threads.
- With one side split open, the nut should unscrew, leaving the stud undamaged.
- If the nut is still stubborn, it is advisable to chisel it on the opposite side.
- Chiselling underneath the nut will only shear the end of the stud off with the nut.
- If the threads are damaged, it will not always be possible to run a die down the threads. A thread file is a handy tool to have in the tool box for rectifying this problem.

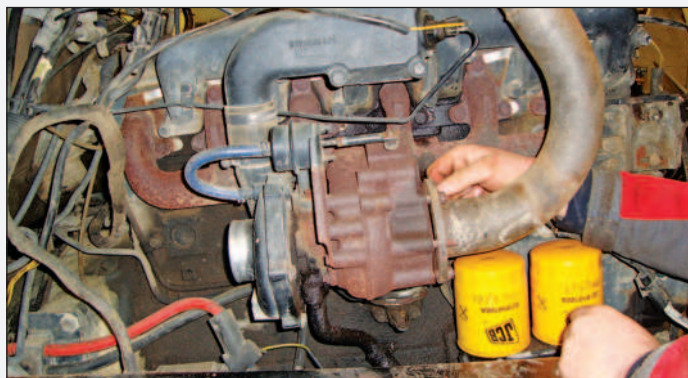


## Removing the turbo



### Air filter removal required

**1** The air filter assembly on top of the engine was held by a simple bracket. A clean air supply is vital for the turbo as contaminated air will wreck the compressor wheel and the resulting debris will harm the pistons and cylinders. The intake hose needs checking for deterioration and replacing if necessary.



### Penetrating oil is needed

**2** The six nuts that secure the exhaust to the turbo were easily accessed, but hours of extreme heat and cooling causes them to seize. Using a long-handled spanner on them can result in the studs shearing off. Plenty of penetrating oil was needed and each of the nuts were carefully slackened and unscrewed.



### Two nuts are inaccessible

**3** Fortunately no studs sheared and the turbo unit was ready for removal. It is held onto the manifold by four studs and nuts. Two were inaccessible, located underneath the unit and impossible to get a spanner on them. The exhaust manifold had to be removed, which also entailed removing the inlet manifold.



### Unbolting the oil feed pipe

**4** The oil feed bolts onto the top of the turbo with two bolts that were easily accessed and removed. The drain pipe is also held by two bolts; one was easily removed, but the other, at the back, was a challenge. A bend in the pipe and other parts made it impossible to turn the spanner on the bolt head.



### Tube removed on manifold

**5** It was easier to unscrew the turbo oil return pipe from the engine block to remove the manifolds as a complete unit. The cover for the cold start device had to be removed to access a hidden bolt. With all 18 bolts removed, the manifold, turbo and oil return pipe were lifted away from the cylinder head.



### Mounting is hottest point

**6** The next job was to separate the turbo from the exhaust manifold. The four retaining nuts were now accessible. The turbo and manifold mounting flanges are where all six exhaust outlets meet. This point is the hottest (up to 1000 degrees C when the engine is under load) and will certainly glow red at times.



### Nut needed to be cut away

**7** Before attempting to remove the nuts, penetrating fluid was allowed to soak into the threads. All the nuts were extremely tight and required a bit of extra leverage on the spanner. All cracked off and three unscrewed easily. The fourth unscrewed a few turns then locked solid. It had to be cut away carefully.



## Inspection and testing

**Brian Rackstraw of Turbo Force (NW) Ltd kindly cleared a slot in his work programme to allow us to follow the refurbishment of the turbocharger, starting with a visual inspection. Each of the following points was checked for the potential faults they might indicate.**

### Signs of oil leakage

- **Compressor section:** Worn seals.
- **Turbine housing:** Worn seals.
- **Oil feed into unit:** Leaking gasket, partially blocked oil gallery, feed pipe not tightened sufficiently.
- **Oil outlet:** Damaged gasket; not tightened sufficiently.

### Physical damage

- Exhaust mounting and manifold flanges must be free from corrosion, cracks and burn marks.
- Check condition of exposed stud threads.
- Look for any obvious defects in the compressor and turbine housings.

### Identify make, model and number

- This info is required when ordering spare parts.
- Check availability of replacement parts.

### Waste gate

- Disconnect flexible pressure feed pipe from compressor housing and waste gate body, and check pipe for cracks and perishing.
- Direct compressed air into the waste gate body to check linkage moves and operate waste gate valve operating arm.
- If it failed to operate the linkage, the internal diaphragm may be damaged or the waste gate operating arm seized.

### Oil feed and drain ports

- These should be clean; a thin layer of black engine oil is normal.
- A build-up of hard baked-on carbon would be an indication that the engine had been switched off too soon without letting the turbo unit cool down. Not allowing a cooling-down period (20-30 seconds) is terminal over a short period of time.
- A build-up of black sludge and jelly-type deposit would be an indication the oil had not been changed at the correct intervals and had become saturated with the by-products of combustion.

### Findings

**Brian Rackstraw's inspection revealed that the turbo from Myerscough College's JCB Fastrac 1135 appeared to be in fundamentally good condition and worth overhauling.**



### Inspection by professional

**A**

It had taken two hours to remove the turbo, which was then taken to Turbo Force. Visual inspection there indicated it was in good condition; the exhaust side was free from corrosion and the threads on the six exposed studs were in good condition. The threads on these studs are often damaged when removing the nuts.



### Waste gate checked next

**C**

After checking the turbo exterior for cracking and oil leaks, the wastegate was checked. It works as a pressure relief valve and is a sealed unit, comprising of a diaphragm and spring. The diaphragm side is linked to the compressor housing by a short flexible hose. This was removed prior to testing.



### Evidence found of oil leak

**B**

The inlet or compressor side was relatively clean. The underside of the casing had evidence of a slight oil leak due to a leak from the oil drain connection. This was probably a result of the inaccessibility of the bolt holding the return pipe flange. It was something to be aware of during the reassembly.



### Feeding in compressed air

**D**

During the test, compressed air was fed into the pressure feed side of the sealed unit. The compressed air pushes the diaphragm back against the spring. At the pre-set level, the spring compresses, allowing the diaphragm to move and operate the linkage connected to the control valve inside the turbo housing.

## Engine oil contamination

### Engine oil becomes contaminated with condensed diesel when a tractor is doing jobs that include starting and stopping while not reaching operating temperatures.

The diluted oil loses its lubricating properties and this is the death knell for turbocharger bearings.

During normal use, engine oil is designed to absorb the by-products from the combustion process and deposit them in the filter. Over a period of time, the oil becomes saturated with contaminate and this gets deposited in various parts of the engine, the turbo oil feed being one of them. It is essential to carry out regular

oil changes and always use a quality filter. Any restriction or excess contamination in the turbo oil supply will destroy the bearings in a very short time.

Manufacturers recommended filters designed to trap particles greater than 15 microns in size. Less costly 'bargain' filters tend to only collect particles greater than 40-50 microns; which is the difference between coarse and fine abrasive paper.



## Time to strip down the turbo

**The next stage was to remove the turbine housing. This is secured to the turbo body by six torx-headed set screws with an integral flange under the head.**

Due to the intense heat and expansion and contraction, these set-screws are usually locked solid and will not move. On this occasion, it took over two hours of soaking and gentle easing to free them off. Once slackened, they all unscrewed by hand. If a set screw or stud breaks off, or the head is damaged, it becomes a difficult job to remove. If the usual tactics to remove a broken stud or set screw prove unsuccessful, it is best to get a specialist to take over, to avoid damaging the threads.

Once the torx-headed set screws had been removed, the turbine and compressor could be removed from the turbine housing. The turbine housing and turbine bodies are made from nickel cast iron, and after many hours of service and extreme temperatures they tend to stick together. With gentle work with a hammer and chisel, the two components came apart. Care was taken to avoid damaging the turbine blades when the two parts split.

The compressor casing was the next part to take off. With the casing marked to align with the oil feed hole, the six hexagonal set screws were easily removed and the casing came free, leaving the turbine and compressor wheels secured in the turbo body. The compressor wheel and casing were coated with a dry, black layer of carbon. This indicated the seal behind the compressor wheel was leaking a small amount of oil, although it was insignificant at this stage. If the compressor parts were covered in black oil, it would be more serious. Oil leakage from the turbine seal appears as a build-up of carbon on the turbine blades and exit port, but in this unit the components were clean. A badly worn seal shows up as a thick oily deposit which eventually impedes the exhaust flow.

The turbine and compressor vanes were carefully inspected for any signs of cracking, erosion or damaged ends. If they were not perfect, they could not be used.

The final check was to evaluate the amount of wear in the bearings. The turbo shaft can rotate at speeds in excess of 150,000rpm, and is supported at each end by bush-type bearings. The bushes are free to rotate, both within the housing and on the shaft, which makes the speed of the shaft relative to the bearings just half its actual speed. There should be no wear between the bush and housing or between the bush and turbo shaft as they are not in contact with one another. A thin film of oil separates each moving part, and the turbo shaft is supported by and rotates on oil.



### Sooty deposit inside cover

**7** Removing the cover exposed the compressor wheel and casing. These were both coated with a thin dry black sooty deposit. This was an indication that there was a very slight oil leak from the spindle support shaft bearing. A wet deposit would indicate oil was leaking past the seal in larger quantities.



### Strip-down gets underway

**1** Having confirmed the waste gate was operational, the next stage was to separate the turbine and the housing. The set-screws holding the two parts together had obviously been initially screwed in very tight, in order to provide a gas tight seal. It took over two hours to remove the six set-screws.



### Take care to avoid damage

**3** The turbine wheel, bearing assembly and compressor unit pulled away from the cast iron turbine housing. Care was taken to ensure the turbine blades were not knocked. The unit is unstable so it was advisable to have a clear work surface to avoid the blades being knocked against other tools and equipment.



### Marking position of cover

**5** The oil feed and drain were checked. The visible internal surfaces should be clean; a black oily film is OK but debris, build-up of black or carbon deposit indicates poor engine maintenance and lack of oil changes. Before removing the compressor housing, the cover was marked in relation to the turbo body.



### Checks to vanes on wheel

**8** Careful checking of the compressor wheel is important. The aluminium vanes must not show any damage, and the edges must feel square and sharp to the fingertips. If there is any roughness, it will need replacing. The compressor wheel is precision engineered, and once it starts to deteriorate it can break up.



### Separating the two parts

**2** The torx set screws were all finally removed without shearing the splines. Once slackened, they unscrewed easily, although the splined heads were damaged in the process. With the set screws removed, and some gentle persuasion, the turbine unit and compressor could be separated from the turbine housing.



### Carbon build-up on outlet

**4** The turbo housing is made of nickel cast iron and is extremely tough. The very hot operating temperatures lead to expansion and contraction and can lead to external cracking, so the unit was examined carefully. A build-up of carbon around the outlet was an indication the turbine oil seal was leaking.



### Set screws need releasing

**6** Stripping the compressor unit down was straightforward. The six set screws holding the compressor wheel cover in place are held in with a thread locker. They were not exceptionally tight and do not usually seize. The cover will fit in six different positions, hence the importance of marking its position.



### Turbine wheel is examined

**9** The turbine wheel also required fingertip examination. If it breaks up, pieces are blown into the exhaust system, and the out of balance wheel can destroy the turbo unit. There will be a noticeable lack of power. If the compressor wheel is not rotating, the engine performance will be considerably poorer.



## Turbo shaft bearing wear



- Ideally there should be zero end float, although a maximum of 1.00mm can be tolerated.
- An accurate measurement can be carried out using a dial test indicator but an experienced professional can assess wear by feel.
- When checking for radial wear, the shaft should be held at each end and raised and lowered. A slight amount of movement is necessary.
- The turbo shaft is supported on a pair of plain bushes, one at each end. Each bush is free to rotate in the housing and on the shaft. The lubricating oil acts as the bearing.
- There needs to be a small gap between the shaft and bush, and the bush and housing to allow for a thin layer of oil.
- Because the bearing is an oil bearing, theoretically there will be zero wear taking place and turbo bearings and seals should outlast the engine.
- It is important to hold both ends of the turbo shaft when checking; holding one end and moving it up and down appears to indicate considerable wear, when this is not the case. Due to the small clearance between bush, shaft and housing at each end, moving one end amplifies the movement and can be mistaken for excessive wear.
- Many usable turbo units have been 'scrapped' after incorrect assessment or by repair specialists simply wanting to sell a new component.

## Broken stud or bolt removal

**A number of methods can be tried to remove a broken stud, but it is often a matter of luck if they work.**

**Left-handed taper stud extractor:** Drill a hole down the centre of the broken stud and screw in a taper stud extractor. In theory, the broken part should unscrew, but these rarely work. Screwing the extractor down into the hole forces the sides of the broken stud into the threads, making it tighter.

**A parallel fluted type of extractor** may be a slight improvement. Again, if it is held tight, the broken stud will not budge.

**Drill a hole** with increasingly larger drill bits down the centre of the stud until the hole threads are reached, then re-tap the hole. The difficulty is in drilling exactly down the centre.

**Stud extractors and taps** are easily broken and can get stuck in the stud in the hole.

**Professional electrical discharge machining**, or spark erosion, is a specialist precision method for removing the broken part of a stud. Low voltage, high current discharges are used to cut the metal by melting it and then immediately subjecting it to thermal shock with cold water to pulverise it into tiny particles and flush it away. The stud can be eroded away until the hole threads are just visible and the stud threads picked out. Or a square hole can be eroded through the full length of the broken stud or bolt, and a square driver, the same size as the square hole, can be used to unscrew the broken part.

## Acknowledgements

**SPECIAL THANKS** to Brian Rackstraw and Jimmy Steven from Turbo Force (NW) Ltd, Unit 21, The Old Mill Industrial Estate, School Lane, Bamber Bridge, Preston, Lancashire, PR5 6SY. Tel: 01772 697979.



12+13 Yew Tree Courtyard  
Earl Soham  
Woodbridge  
IP13 7SG  
U.K.

**Your hydraulic and electro-hydraulic partner for all mobile machinery**

**MANUFACTURERS**

**WE DESIGN**

- Design facility
- A complete package:  
hydraulic kit + control box/joystick
- Personalised



**DEALERS**

**WE SUPPLY**

- Retro fitted kits fully referenced
- Replacement pumps, motors
- Workshop equipment



**ENGINEERS**

**WE STOCK**

- Test equipment:  
pressure, flow and electrical
- Kits to modify, improve existing machines



Feel free to contact us

Tel: **01728 684 800**

Fax: **01728 684 808**

E-mail: **info.uk@hydrokit.com**

**Please visit us at**

4<sup>th</sup>-5<sup>th</sup> May 2022  
NEC-Birmingham  
Hall 19 Stand 114



[www.hydrokit.com](http://www.hydrokit.com)



# Tractor

Parts.co.uk LTD

THE CASE AND INTERNATIONAL SPECIALIST



TEL - 01455 843955

EMAIL - SALES@TRACTORPARTS.CO.UK



46 SERIES  
PARTS SPECIAL



STARTER MOTORS & ALTERNATORS  
CHASSIS PARTS AND GRILLES  
ZF & CARRARO AXLE PARTS  
CLUTCH & FLYWHEEL KITS  
OILS AND LUBRICANTS  
CAB GLASS & FRAMES  
HYDRAULIC PUMPS  
STEERING PARTS  
ENGINE PARTS  
WATER PUMPS  
CAB INTERIORS  
BRAKE PARTS  
RADIATORS  
FILTERS

We have many more parts for all types of makes and models available at

**www.TractorParts.co.uk**



E&OE - ADVERTREF090322



From the small...  
to the **BIG**



Everything that you could need for your  
**Nuffield, Leyland and Marshall**



**TRACTOR SPARE PARTS LTD**

Ashbourne, Derbyshire

**www.tractorspareparts.co.uk**  
**01335 310538**

**PALLISERS**

SUPPLIERS OF GENUINE PARTS



DEUTZ COMBINE PARTS STOCKISTS  
DEUTZ ENGINE PARTS

**Kubota**

KUBOTA GENUINE PARTS

KEEP DOWNTIME TO A MINIMUM!

**www.pallisers.co.uk**

Hereford: 01432 890300

**ELECTRONIC REPAIRS**

Tractor, Combine, Handler & Implement Electronics Repaired

Performance Monitors  
Tractor Dash Panels  
Linkage Controls  
Area Meters  
Joysticks  
Forward Speed Radar  
Transmission Controllers  
PTO / 4WD/ Diff-Lock Controls



**DAVID KING ELECTRONICS**

Tel: +44 (0) 1789 731365 **www.dkelectronics.co.uk**

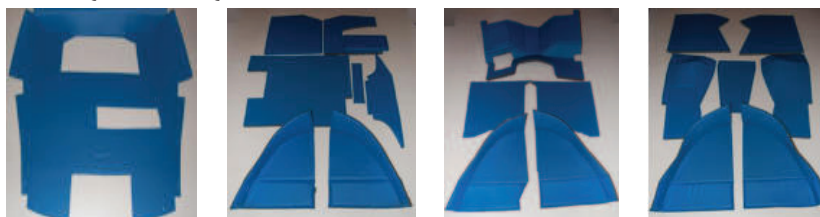




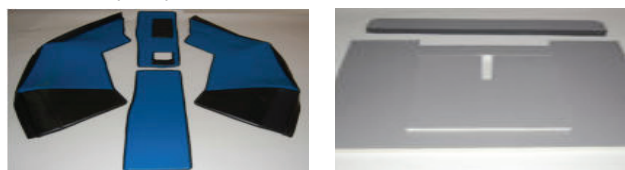
## TRACTOR CAB REPLACEMENT PANELS, PARTS & INTERIORS



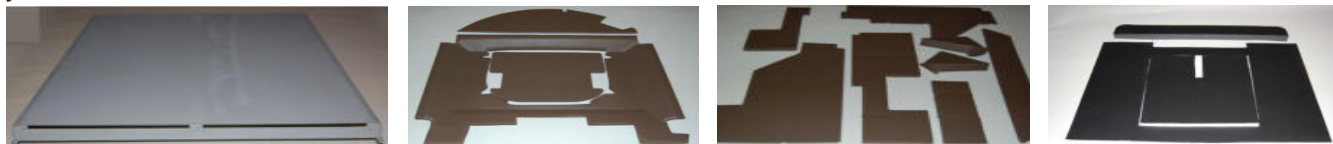
### FORD Q / SUPER Q



### FORD AP / LP / LAMBOURNE



### JOHN DEERE / MASSEY FERGUSON / MARSHALL / LEYLAND



**BESPOKE  
PARTS  
MANUFACTURED  
ON REQUEST**

IMMEDIATE & WORLDWIDE DELIVERY

MOST MAJOR DEBIT AND CREDIT CARDS ACCEPTED

SEE US ON FACEBOOK



**Tel: +44 (0)28 258 61300 or +44 (0)7885 077168**

**www.TractorCabSpecialists.com**

## Engine Fix UK

UK Precision Engine Components for  
Vintage, Classic & Modern Tractors & Machinery  
Tractor, Digger & Commercial Spare Parts, Equipment & Accessories

*For the Busy Seasons ahead....*

Case, Cummins, David Brown,  
Ferguson, Ford, Fordson, IH, JCB,  
John Deere, Leyland, Massey Ferguson,  
Perkins, Nuffield and Shibaura  
Engine Rebuild Kits, Pistons, Rings,  
Liners, Bearings, Bushes, Gaskets, Seals,  
Valve Train, Con Rods, Fuel/Oil/Water  
Pumps & much more



Please note new contact details and address

Tel: **01606 882621** or **0121 502 0101**

Email: [poweralleurope@btconnect.com](mailto:poweralleurope@btconnect.com) or [neale.astbury@psep.co.uk](mailto:neale.astbury@psep.co.uk)

**www.enginefixuk.com**

**www.poweralleurope.com** or

**www.power-source-engine-parts.co.uk**

Freshfield, Cassia Green, Marton, Winsford, Cheshire CW7 2PZ

8:00 am -18:00 pm Monday-Friday/ 9:00 am -12:30 pm Saturdays

All Prices Inclusive of VAT



All Major Cards Accepted

DEM names & numbers are shown for reference purposes only

## TRACTOR ENGINE REPAIR MACHINE SHOP



Full machine shop services for  
any size engine. Engine rebuilds  
and machining shop services  
since the 1950s.

- Line boring, honing and polishing
- Cylinder head porting
- Valve seat replacement
- Weld repairs and more

**www.southcerneyengineering.com**

Complete engineering  
service for all vehicles,  
agricultural, commercial,  
marine engines  
and machinery.



Ford 6610 Engine block rebore



**Tel: 01285 860295**

Wiltshire/Gloucestershire



**South Cerney  
Engineering**

AUTOMOTIVE MACHINE SHOP AND GENERAL ENGINEERING SERVICES





## Dealing with failed pinion

While replacing the brakes on his Ford 8210 Generation III, agricultural engineer Steve Davies discovered that the pinion gear had failed. The pinion drives the crown wheel which is attached to the differential. The pinion and crown wheel are a matching pair and must be replaced together and set up accurately. He describes how he carried out these tasks, using procedures common to many other tractors.

**TO ACCESS THE PINION SHAFT**, the tractor's rear axle assembly must be stripped down. This means either the cab has to be removed or the axle and transmission rolled away from under the tractor.

We chose the latter method and split the tractor at the clutch housing. We then supported the cab and rolled the rear axle and transmission from underneath the tractor. Then, using a workshop crane, the transmission and hydraulic top cover were removed from the rear axle. Next, the PTO clutch pack and four-wheel drive drop box were removed, which when done allowed access to the pinion. By supporting the rear axle housing with blocks of wood and a long jack, we could remove the right-hand axle housing (the differential can only be removed from the right-hand side of the centre axle housing). Finally, we removed the differential and pinion.

A second-hand crown wheel and pinion replacement set was sourced. When sourcing a second-hand crown wheel and pinion, the number of teeth on them must be identical to the old set. It may be tempting to fit a crown wheel and pinion with a different ratio of teeth in order

to achieve a faster road speed, but if this is done, the rear and front wheels will run at different speeds, leading to driveline failure caused by wind-up.

The used crown wheel that was sourced was still connected to a differential with rivets. To remove the rivets, the heads were cut off with a plasma cutter and the studs were knocked out with a punch. We then fitted the replacement crown wheel to the original differential using new bolts. Loctite was applied to the lock nuts which were tightened with an impact gun before finishing with a torque wrench.

The bearings were removed from the old pinion shaft and fitted to the new one. We placed the bearings in front of a workshop heater to make it easier to assemble them onto the pinion shaft.

With the replacement crown wheel and pinion fitted, we could then start on the differential set-up procedure. The four main principles for setting up a differential, crown wheel and pinion are: **1**, pinion protrusion; **2**, pinion rolling torque; **3**, differential rolling torque; and **4**, crown wheel backlash.

**Crown wheel pinion protrusion** is the measurement for how far the pinion sticks out from

### What you need



#### Parts required

- CROWN WHEEL AND PINION
- LOCTITE
- 60 LITRES MULTI GRADE REAR AXLE OIL
- HYDRAULIC FILTERS

#### Tools required

- WEIGHING SCALES OR STRAIN GAUGE
- BRASS PUNCH
- SOFT HAMMER
- GENERAL TOOLS
- LARGE WORKSHOP JACK AND AXLE STANDS

the casting. On high-speed applications this is very important, however, on Ford Series 10 tractors there is no official measurement available.

**Pinion rolling torque** is measured by recording the force required to spin the pinion shaft. This is set by tightening the pinion bearings so they have a pre-load. We measured this by wrapping the pinion with string and pulling it with a weighing scale. As we pulled the string, it unwrapped as the pinion turned. We pulled gently and measured the force on the scales. To increase the force, and therefore the rolling torque, we tightened the nut on the pinion, applying more pre-load to the bearings. Undoing the nut reduced the rolling torque. After each adjustment was carried out, we measured the pinion rolling torque at least five times.

**The differential rolling torque** is set without the pinion fitted and without the quarter drive shafts, as these can affect the rolling torque. The right differential bearing is located in the right axle housing, so this must be refitted in order to set the rolling torque. We wrapped string around the differential and fed it up through the top of the axle casting. Again, the weighing scales were used to measure the force and therefore the rolling torque required to pull and unwind the string as the differential turned. To increase the rolling torque, extra shims need to be fitted behind the differential bearings; to decrease the rolling torque, shims must be removed. The shimming of the bearings also affects the backlash, so once the rolling torque is close, the backlash needed to be checked.

**Backlash** is the clearance between the pinion teeth





### Damage to the pinion gear

**1** When replacing the brakes on this Ford 8210, we removed the differential to clean the bottom of the rear axle centre housing. When inspecting the parts, the pinion gear was found to be severely damaged and in need of replacement. The pinion is matched to the crown wheel, so both would need replacing.



### Rolling away the transaxle

**2** We split the tractor at the clutch housing and rolled the complete rear axle and transmission from underneath the cab of the tractor. Some may prefer to remove the cab, but we left the cab supported on the front of the tractor. We supported the rear axle housing with wooden blocks at the front and rear.



### Axle housing is taken off

**3** After removing the gearbox, hydraulic top cover, PTO pack and four-wheel drive drop box from the centre axle housing, the right-hand axle housing was removed to access the differential and pinion assembly. The differential is only fitted and removed though the right-hand side of the centre axle housing.



### Five bolts hold the pinion

**4** A speed sensor screws through the left side of the centre axle housing, and this was removed to prevent damage. A splined four-wheel drive gear was removed from the pinion shaft, followed by the five bolts holding the pinion assembly. A soft hammer was used to knock the pinion assembly out of the centre housing.



### Nuts need to be unlocked

**5** The assembly consists of a pinion housing containing the pinion shaft and bearings, plus a third bearing on the end of the pinion. We placed the assembly in a vice to undo the two lock nuts on the pinion. They can be difficult to undo, so the pinion can be held by clamping it between soft wooden blocks.



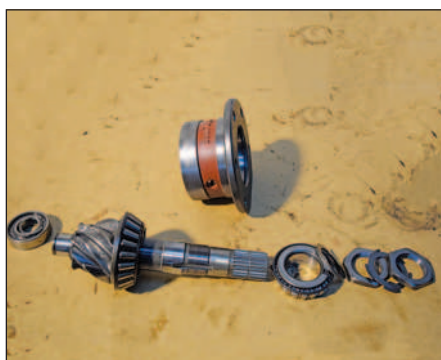
### Pinion gently knocked out

**6** The lock nuts are held in place by a tab washer keyed to the pinion shaft. With the nuts removed, we used a soft hammer to knock the pinion through the housing, noting which bearings were at the front and rear of the housing. After removing a circlip from the pinion, the rear bearing was then removed.

and the crown wheel teeth. On Ford Series 10 tractors there is no set amount of backlash, but as a guide it should be 0.2-0.3mm. The backlash is measured by locking the pinion and using a dial gauge. The crown wheel is gently rocked forwards and backwards so that it comes into contact with the pinion teeth. The point on the dial gauge should be touching an outside tooth on the crown wheel. The backlash measurement is increased by removing shims from the right bearing and adding them to the left bearing race. For a tighter backlash, the shims are removed from the left bearing race and fitted to the right bearing race.

Once the backlash was set, the differential rolling torque was double checked. Again, we checked the rolling torque at least five times after every adjustment to work out an average reading. Carrying out the test five times ensures there are no tight spots on the bearings.

Once the differential was set, we could then rebuild the tractor. When fully reassembled, both the axles and the pinion should rotate smoothly but with some resistance. It is important to fit new filters and fresh oil.



### Checks to all the bearings

**7** The end bearing is a regular straight one while the two in the housing are taper roller bearings. Each bearing was checked for any marks or scores. It is important to check the individual rollers within the bearings as well as the bearing races. They were in good condition so we decided to re-use them.



### Sourcing some used parts

**8** A second-hand crown wheel and pinion were sourced from a breaker and all the parts were thoroughly cleaned before reassembly. We heated the bearings slightly in front of a workshop heater to expand them and make them easier to fit, tapping the rear bearing home with a brass punch and refitting the circlip.





### Torque check with scales

**9** The rolling torque of the pinion was checked by wrapping a string around the pinion and pulling it with a strain gauge. We found a set of old pig weighing scales to do the job. We placed the pinion housing in a vice, but the operation can also be done with the pinion housing fitted inside the rear axle housing.



### Load is put onto bearings

**10** We oiled the bearings and pulled the scales attached to the string, which turned the pinion. The force required was low so we tightened the lock nut to put more load on the bearings. We adjusted the nut and carried out the test many times until the force required to turn the pinion was between 16-21lbs.



### Loctite is used on locknut

**11** Once the rolling torque was set correctly, we undid the second lock nut and applied Loctite before retightening. At this point the replacement pinion assembly would normally be fitted and the pinion protrusion checked. This is not required on Ford Series 10 tractors so we moved onto the next step.



### Diffs have different fixings

**12** On this tractor, the crown wheel was held to the differential casing with bolts, so we used an impact gun to remove the nuts. The replacement crown wheel, left, was held to its differential casing with large rivets. We used a plasma cutter to cut the rivet heads off and used a hammer to knock out the old rivets.



### Fitting fresh crown wheel

**13** We cleaned up the differential casing and inspected it for wear and damage, then split it apart to check the condition of the thrust washers. The differential was in great condition so we fitted the replacement crown wheel, ensuring both faces were free from oil before fitting the crown wheel with new bolts.



### Tool is made to hold bolts

**14** The crown wheel bolts have a slot for a screwdriver, but it was difficult to stop some turning. We made a tool that held the bolt and then held it tight to the housing. After Loctite was applied to the nuts, they were tightened with an impact gun before tightening the lock nuts to 45lbft with a torque wrench.



### String is wrapped onto diff

**15** We wrapped a piece of string around the differential before it was fitted into the rear axle housing. The string was threaded out of the top of the centre axle housing and connected to the weighing scales. We then fitted the right axle housing, containing the supporting bearing race, to the centre housing.



### Rolling torque is checked

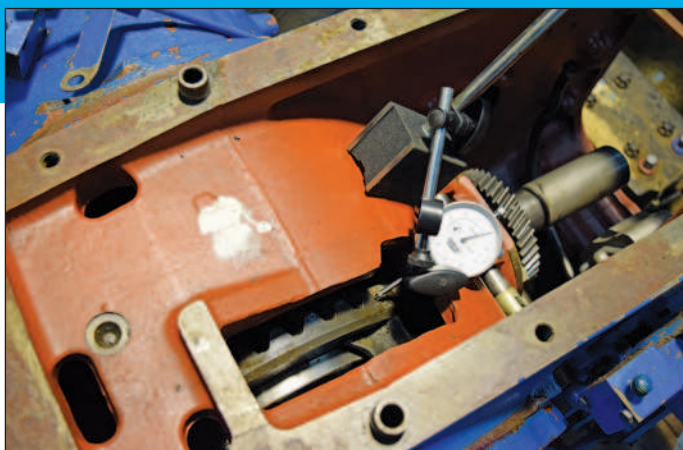
**16** Removing the axle drive shafts allowed the differential to turn freely so an accurate rolling torque could be measured. Shims fitted behind each bearing race increase the rolling torque, while removing shims decreases it. We then used the scales to check the rolling torque, which needed to be 15-35lbft.



### Pinion assembly installed

**17** Checking the differential rolling torque took time and patience. For this procedure the axle housing was held by just four equally-spaced bolts. Once the rolling torque was set, we removed the trumpet housing and differential to fit the pinion assembly, using Loctite on the bolts, then torquing them to 110lbft.





#### Dial indicator for backlash

**18** Backlash is the distance the crown wheel travels between coming into contact with the teeth on the pinion. This very small distance is measured using a magnetic-mounted dial indicator. We measured it by locking the pinion with mole grips and rocking the differential forwards and backwards.



#### Adjust setting with shims

**19** There is no backlash setting for Series 10 tractors, but as a guide it should be 0.2-0.3mm. If the backlash is too much, a shim is added behind the right bearing carrier and the equivalent shim removed from the left bearing carrier. If the backlash is too tight, the shims are moved the other way around.



#### Rear end is reassembled

**20** With the set-up completed, we reassembled the rear end, including the hydraulic top cover, PTO pack, four-wheel drive drop box and transmission, before rolling the axle and transmission under the cab. We then finished connecting everything before fitting new filters and refilling the axle with fresh oil.



**CLEAN BURN**  
ENERGY SYSTEMS

**Don't go through  
another winter  
without Free**

**- Fit a Clean Burn  
Multi-Oil Heating System**

**Tel. 01302 822800**

**email: info@freeheat.org.uk**

**Multi-Oil Hot  
Water Boilers**

**43-152kW**

**The Revolutionary CTB200 & 350  
Coil Tube Boilers**



**Wall Mounted  
Multi-Oil Hot Air Heaters 36-117kW**



**700 - 1,000hr service intervals  
when you choose Clean Burn'**

**'Engineered like no other  
Multi-Oil Heating System'**



## BLAST AWAY RUST!

With over 25 years experience in producing and supplying abrasives, equipment and spares to the SAND BLASTING, SHOT BLASTING and BLAST CLEANING industries throughout the UK.



**£125 per ton plus VAT and delivery**

We strive to deliver a personal service offering advice on products and equipment and have been awarded the prestigious quality award ISO 9001. Haulage from 1 pallet to full loads can be arranged for delivery throughout the UK.

### LAKELAND GRIT BLAST

Telephone 017684 83726

Mobile 07748 816969 Fax 017684 83610

Flusco Works, Newbiggin, Penrith, Cumbria CA11 0JA

Email: [info@lakelandcarbons.co.uk](mailto:info@lakelandcarbons.co.uk)

[www.lakelandgritblast.co.uk](http://www.lakelandgritblast.co.uk)

Tel: 02380 814340 • 02380 841343 • Fax 02380 812941

## County TRACTOR SPARES LTD

Shelley Lane • Ower •  
Romsey • Hants • SO51 6ZL



Restoration and rebuilding work undertaken  
to suit customer requirements

## EXCHANGE CLUTCH ASSEMBLIES



**FACTORY REBUILT EXCHANGE  
CLUTCHES AVAILABLE  
FOR MOST MODELS**

A full range of  
stock items available



**We always offer a quick and reliable service  
Next day delivery service for any ex-stock items**

**ACS Limited**

Tel: 01924 453140

[www.tractorclutches.co.uk](http://www.tractorclutches.co.uk)

Fax: 01924 695632

Email: [trevorhanson@tractorclutches.co.uk](mailto:trevorhanson@tractorclutches.co.uk)

**Agricultural & Commercial Supplies Ltd**

Unit 2, Hoyle Head Mills, New Street, Earlsheaton, Dewsbury, West Yorkshire WF12 8JJ

## WELHAM DIESEL INJECTION CO LTD

FUEL INJECTION SPECIALIST

EST 1964

**LARGE SELECTION OF  
EXCHANGE INJECTOR PUMPS  
& INJECTORS**

Full engine machine shop service available – contact us for details

All major credit and debit cards accepted



Tel: 0116 276 6831 or 07817 914350

Email: [chris@welhamgroup.co.uk](mailto:chris@welhamgroup.co.uk)

Hawarden Avenue, Coleman Rd, Leics LE5 4NL

**[www.welhamgroup.co.uk](http://www.welhamgroup.co.uk)**

[www.johnconaty.com](http://www.johnconaty.com)

Please  
visit our  
website

Ireland's leading supplier of Agricultural Machinery Parts and Accessories





Quality Parts for New & Old Tractors

- ✓ 12 Months Warranty On All Parts
- ✓ Express Delivery
- ✓ Free UK Postage On Orders Over £125 Ex VAT

Buy Online

Order By Phone

Visit Our Shop

Meet Us At Shows



## GRAB OUR 2022 PRICE LIST

Download Online or Ring  
for Your Free Copy



T: 01455 556784 E: sales@vintagetractorspares.co.uk

# vintagetractorspares.co.uk

Shop Opening Times: Mon - Fri 9.00 - 17.00, Sat 9.00 - 12.00

Manor Farm, Park Lane, Walton, Lutterworth, Leics, LE17 5RQ

## ROBB MORGAN

**SOUTH SHROPSHIRE  
COUNTY TRACTORS, SPARES AND REPAIRS**

— New & Used County Spares —

Hara cab parts (doors, window frames, door locks, handles, wings and lights). Propshafts, universal joints, front hub parts & rebuilt hubs. Rear axle casings, gears and seals, 1124 foot plates & foot steps  
County 1454 Hara cab doors ..... £POA  
F/C 1004 cab doors ..... £POA  
Steering parts, transfers ..... £POA  
County 1184 front weights ..... £POA  
Super Four front weight ..... £POA  
Super Six front weight ..... £POA  
County 1004 F/C doors ..... £POA  
County Hara LWB doors ..... £POA

All Prices Plus VAT

Most major debit / credit cards now accepted

TEL: 01588 672390 MOBILE: 07929636952



6000 series  
cab roof  
headliners  
back in stock  
£280 +VAT



**Suppliers of new and used  
parts for John Deere tractors**

We supply to UK & overseas

**CHECK OUT OUR WEB SHOP**  
New products added weekly

Always breaking JD tractors for used parts – most models

**STOCKISTS FOR:** **BOSCH**

**Tel: 01673 828883 Fax: 01673 828892**

www.nytractorparts.co.uk email info@nytractorparts.co.uk

Unit 2, The Forge, Moor Road, North Owersby, Market Rasen, Lincolnshire LN8 3PR

## Vehicle Wiring Products

All the parts you'll need  
whether it's a complete  
rewire or modification  
or repair to your wiring,  
you'll find the parts in  
our comprehensive  
mail-order catalogue.



**Catalogue  
FREE**

We supply a comprehensive range of wiring products for repair,  
modification or complete rewire to your tractor.

Visit our website, phone or email for a **FREE** catalogue.

## www.vehicleproducts.co.uk

Tel: 0115 930 5454 Email: sales@vehicleproducts.co.uk

Vehicle Wiring Products (CT), 9 Buxton Court,  
Manners Industrial Estate, Ilkeston, Derbyshire DE7 8EF



# Jacobsens- GFM

GRANGE FARM MACHINERY

Contact: Symon Jacobsen  
Tel: 01561 361340 Mob: 07973 542142  
Email: symon@jacobsens-gfm.co.uk  
www.jacobsens-gfm.co.uk



**FRONT LINKAGE  
& PTOs**



**JACOBSSENS  
BRUSH**



**RDS GIANT  
ROTARY BRUSH**



Steinbauer Tuning modules give you power and torque where you need it most, without the error code hassle that is all too common with many chip tuning products available. Using Steinbauer Tuning modules on our own tractors we have seen savings on average 4 litres/hour. For a Free trial of a product that works please contact us.

**CHROME**  
north west ltd

NO NONSENSE AUTOMOTIVE CLEANING PRODUCTS

it might not change your world,  
but it will make it a little easier..  
..we know this because we make it.

500ml... 1L... 5L... 20L... 200L... 1000L...



Everything you need from wheel to screen, contact a member of our family team.

In Store | Online | Truck Stops | Motorway Services | Garage Forecourts



**chrome**cp.com

Chrome (Northwest) Ltd, Unit 2 Norton Way, Moss Lane Trading Estate, Sandbach. CW11 3YT



# Ask the Experts

Got a technical problem or query? CLASSIC TRACTOR and its panel of experts are here to help. Drop us a line by e-mail or letter and we'll do our best to answer your technical questions through the magazine.

## FORD 8340



**Q** I have a 1994 Ford 8340 SLE, pre-Quad Mod, which I use on a straw chopper. If I use the tractor every day, it starts OK, but if I leave it for 2-3 days then the battery goes completely flat. I have changed the battery, but the problem continues. I think something is draining the battery, but where do I start to check?

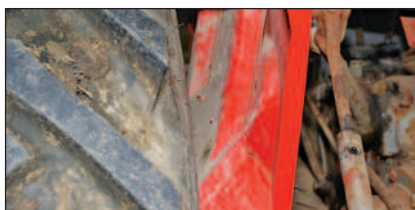
■ **Henry Priest**, Weymouth, Dorset.

**A** Yes, something is draining your battery and the first check is to look for any electrical items that are still working after the ignition has been switched off. The main offenders are usually a radio or a control box for the straw chopper or diet feeder. Fit a switch to isolate these or wire the power source for both to an ignition source. If the tractor dashboard and back lights stay on for 30 seconds after the ignition has been switched off, don't worry, as this is a trait of early Series 40 tractors.

If the draining problem continues, look at the battery and you will find seven or eight wires joining onto the positive terminal. These wires provide power to all the electrical circuits. Check the state of the terminals as you remove each one. Keep the main positive and negative leads connected to the battery and connect the black lead on a multimeter to the negative lead. Then, with the multimeter set on voltage, connect the red multimeter lead to each of the seven or eight wires in turn. If the multimeter flashes up a small voltage, then that is the circuit draining the battery. Disconnect the wire and trace it back to find the fault.

Another fault to check is the internal light; this is the round clear plastic light mounted as you get in the left door. The little switch inside can fail, causing the terminals to connect. The bulb soon burns out, but the circuit is still connected via the door switches, and this can cause the fault. Repair the light and door switches or disconnect the wiring and secure it correctly.

## MASSEY FERGUSON 165



**Q** I have inherited my grandfather's Massey Ferguson 165. It has not been used for quite a few years and is looking sorry for itself, although I have managed to start it. The rear wings have almost collapsed onto the wheels. I'm planning to start there to make it look a bit better. There are bars on the outside of each wing, nearly all of which have rusted through. The tops don't look too bad. What would be the best way to repair these? I would like to learn how to do these repairs myself if possible, and would be happy to buy any budget or used tools that might be needed.

■ **Michael Clark**, Dorchester, Dorset.

**A** While replacement wings are readily available for the MF 165, keeping the old wings retains the tractor's authenticity. You will need an angle grinder (and goggles, gloves, etc) with metal cutting and grinding discs to cut the old metal and prepare the new.

The rusted areas of the braces can be cut out and new 1.5mm mild steel plate flanged channel sections formed to fit over the remaining brace ends to overlap by approximately 25mm. A local metalworking shop may be a good place to obtain these steel sections. A basic MIG welder will allow you to weld them in place, but this type of welder will require considerable practice beforehand to develop your welding skills.

Correct positioning of the wings is essential, so before you remove them, measurements should be taken to ensure that the wing-tops will be horizontal when they have been repaired. Measure from the outer wing edge to the lower edge of the toolbox. A straight board or pipe can be placed from wing to wing to check this. Set up the removed wing to your measurements. Ideally, clamp the new sections in place and tack-weld them to the existing braces. Dress them with a ball-pein hammer if necessary to achieve the best fit. When finally welded, any excess weld/spatter can be ground off and any areas filled if required and painted.

## CONTACT US



### E-Mail:

■ [asktheexperts@sundialmagazines.co.uk](mailto:asktheexperts@sundialmagazines.co.uk)



### Write to:

■ **ASK THE EXPERTS, CLASSIC TRACTOR**, Sundial Magazines, 17 Wickham Road, Beckenham, Kent BR3 5JS.

The tools you will need are: a 4in or 4½in angle grinder with metal cutting and grinding discs; safety goggles and gloves; medium and small ball-pein hammers; 50mm x 50mm x 6mm angle section for forming the channels; a vice securely attached to a suitable bench; a MIG welder, MIG wire and gas (depending on type); a welding mask; paint and materials.

## FORD 7810



**Q** I've noticed that the steering on my Ford 7810 has become heavy while on tick-over and at low revs, although it still works fine at higher revs. I have checked the oil and it is just below the filler cap. Does this suggest that the steering pump is failing?

■ **Adrian Jenkins**, Langport, Somerset.

**A** There are a number of things to check, but the simple ones will hopefully cure the problem. There is a filter inside the power steering oil reservoir and it is worth getting a new one as well as filling up with some fresh ATF oil.

Remove the rubber hose by taking off the clips and pushing the hose down, then undo the long bolt at the end of the reservoir. You will also need to remove the sump bolt that holds the breather pipe solid. You may need to tap the reservoir off while draining the oil into a container placed under it.

Once you have withdrawn it, hopefully you will see the pressure relief valve has unscrewed slightly. Tighten it up, replace the filter and sealing O-ring and apply some grease to hold them both in place as you reassemble. Once back together, refill the oil to below the filler cap and run the tractor to test. Hopefully, your issue will be sorted. After running, re-check the oil level.



## JOHN DEERE 6620



**Q** While out ploughing with my John Deere 6620, its high pressure hydraulic system suddenly went dead. The steering, three-point linkage and SCV functions were lost. The PowrQuad transmission, PTO and front-wheel drive are working normally and there are no warning lights on the dash. Do you know what has caused this problem and how it can be repaired?

**■ Frank Elwood, Wisbech, Cambs.**

**A** Firstly, remove the oil filter at the rear offside of the final drive, place a bucket underneath it and crank the starter. If oil is pumped from the filter housing it means the main pump is being supplied with charge oil and the problem is in the main pump. It will probably be a sheared internal drive shaft, which means a strip down by a qualified engineer will be required.

If no oil is pumped from the filter housing, then it means the open-centre gears on the charge pump, located beneath the main pump, have failed. To check the gears, remove the main pump followed by the charge pump housing.

## ALLIS-CHALMERS ED-40



**Q** I am hoping you can help me with a problem on an Allis-Chalmers ED-40 that I have recently acquired. The steering action is inordinately stiff in both locks and gets progressively stiffer as the lock increases. The tyre pressures are good, there are no front weights fitted nor a front end loader. Any advice will be welcome.

**■ Jim Perkins, Whitehaven, Cumbria.**

**A** The problem is likely to be either a partially seized steering box or partially seized kingpins/bushings. To determine which, disconnect the steering drop arm from the drag link and then recheck the steering action. If it is still stiff the problem is in the steering box. Drain and refill it with the correct clean lubricant as a first step. If it remains stiff, a steering box strip-down will be required.

If, however, the steering is light with the drop arm disconnected, then the kingpins/bushings are partially seized. To rectify this problem, grease the nipples/zerks in the kingpin axle beam housings until the grease extrudes from the housings. Then, with the axle jacked-up, rotate the steering from lock to



## Arms raising on their own

**Q** When I'm driving my Fendt Favorit 824 on the road or in the field pulling a trailer or other drawbar machine, its rear lift arms seem to raise themselves on their own, even when they are set in a lowered position. This is a nuisance, particularly when we don't notice and the arms become tangled with the PTO shaft drawbar or hoses while turning. Can you shed some light on this peculiar issue?

**■ Pat Kelly, Enniscorthy, Co. Wexford.**

**A** If there are no error messages denoting draft pin issues or response issues from the power lift controls, it is likely that there is a leak in the suspension loading valve (MVL); a generic valve, right, is shown for reference. An O-ring, highlighted, which seals the valve body in its housing has probably blown. Because this is a load-sensing valve for the suspension valves, it is operating very frequently, converting stand-by pressure in the LS lines up to system pressure (200 bar). This can cause the high pressure to be diverted through the lift valve in small quantities to the lift cylinders, causing the arms to rise gradually,

especially in transport when the suspension cylinders are being activated by springing demands.

With the engine switched off and the hydraulic system unloaded, the valve insert can be removed to replace the O-ring. There will be very little oil spillage, but be careful anyway.

If the valve block is worn then the unit must be replaced. Incidentally, this can also be an issue on the Fendt Favorit 500C Series and Xylon models when they are used continually with heavy front ballast. It is also worth remembering the 60/40 loading rule for the sake of the tyres and brakes too. When the repair is complete, test all the hydraulic functions after checking the oil level.



Generic valve for reference

lock until it frees up. If no freeing action is evident another strip down will be required to check the condition of the bush and thrust bearing.



## LEYLAND 270

**Q** Over the last 400 hours, the engine on my Leyland 270 has begun to send black smoke from the exhaust, even

when it is not heavily loaded. The engine has not been touched, but the problem is getting worse. Could you please help?

**■ Jason Connolly, Banbridge, Co. Down.**

**A** Black smoke is an indication of partially burnt fuel. It is usually a symptom of a partially-blocked air cleaner that is restricting the amount of burnable air to the cylinders, or worn injectors, which reduces the fine fuel spray pattern during injection. Either or both of these factors will give the symptoms you describe.

To rectify, service the air cleaner system and remove the injectors for test on a Hartridge tester, and then overhaul or replace them as necessary.

Faulty fuel injectors can induce harmful fuel dilution of the engine oil, so it is best to do this cheque sooner rather than later.



## LEYLAND 262 SYNCHRO



**Q** My Leyland 262 Synchro has been very reliable, but last year I had to adjust the clutch, and recently the brakes have stopped working properly. When I checked the two reservoirs on the dashboard I found out that there was no fluid in either of them. I filled up the reservoirs and tried the brakes again, but nothing happened. What should I do now? Are there any bleed screws to let the air out? The clutch doesn't work properly either. Thank you in advance for any advice.

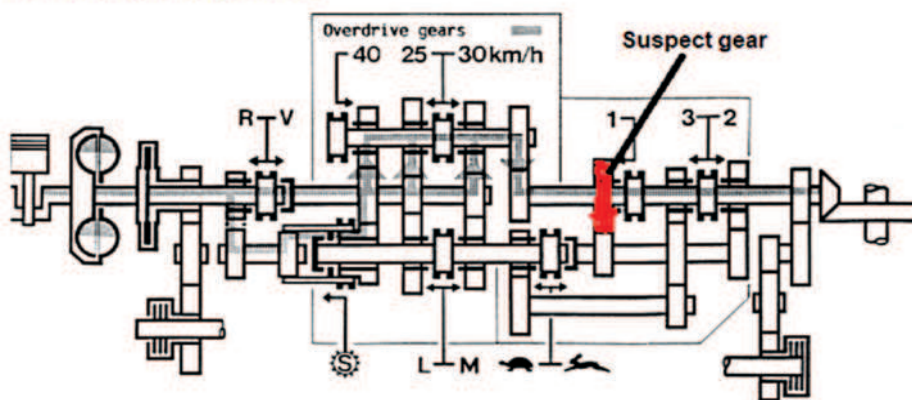
■ **Jim Brown**, Glenrothes, Fife.

**A** Your first port of call should be the Nuffield & Leyland Tractor Club website: [www.thenuffieldandleylanttractorclub.co.uk](http://www.thenuffieldandleylanttractorclub.co.uk). On its 'Information' page, scroll down to the 'Hydraulic brake and clutch bleeding also brake adjustment' section. There you can download the information you need to bleed and adjust your tractor's clutch and brakes. Your clutch and brake flexible pipes will need to be replaced. They have a limited life of 5-8 years before

the internal lining breaks down, preventing the brake fluid from flowing. The fluid should be changed every 1800 operating hours or every two years, whichever comes first. Even if the tractor doesn't work and is in storage, the fluid must still be changed every two years. The flexible pipes should have been renewed at least six or more times in the life of your tractor, and the fluid at least 20 times! This may sound excessive and has probably never happened, but is all part of normal servicing and maintenance that is frequently overlooked. The reason for the frequent change of fluid and pipes is that brake fluid is hygroscopic, meaning it absorbs water, including through the walls of the flexible pipes. This is probably the cause of your problem.

There is a bleed screw on each of the brake slave cylinders and one on the clutch cylinder. Make sure the bleed screw on the clutch slave cylinder is at the top of the cylinder; if it is at the bottom, bleeding will be impossible. Always use new DOT 4 fluid from a sealed container. If after this work there is no improvement, it is likely you will need to either overhaul or replace your master and slave cylinders.

### Farmer 300 - 21/21 gear box



## FENDT FARMER 312

**Q** I own a 1996 Fendt Farmer 312 with a 40kph, 21/21 electric shuttle, range change gearbox, electro-hydraulic PTO and power lift and diff-lock. I bought it second-hand in 2001. Its main function is to operate a hedge trimmer and carry out other lighter tasks. It has unfortunately lost drive in first gear. All the other gears, including overdrive (road), are working fine and there are no untoward noises coming from the gearbox and no debris in the oil. Can you give me some advice on what to do next?

■ **Philip Price**, Ipswich, Suffolk.



**A** From what you have described, it seems likely that the 32-tooth first gear mounted on the main shaft of the gear box has failed, see diagram. As you are now using the tractor for hedge trimming it is assumed that the engine speed is over 1500rpm to power the hedge trimmer? This means

## 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](mailto:asktheexperts@sundialmagazines.co.uk)

that the Turboclutch is locked-up and can't provide torque surges while manoeuvring in first gear.

The Fendt Farmer 309-312 and 390 and 395 GTA tool carriers use the same gears. Unfortunately, the bad news is that the tractor will need to be separated at the clutch housing and rear axle centre housing. It is safer to lift the cab off to access the gear selector housing, it is necessary to completely disassemble the whole gearbox and while doing so check for signs of wear and tear on the synchros and bearings. Unless you know an engineer who has experience of working on these old-school Fendt gearboxes, you will definitely need a workshop manual and the training supplement for this tractor. These are available online through AGCO Parts in PDF format.

The latest part number for the gear for the 21/21 gearbox is H 312 100 080 015 gear wheel z32. Repair sets of gasket and shims may still be available.

## BULLETIN BOARD

Using service bulletins of the past, we pinpoint when product changes took place.



### WEATHERFRAME LAUNCH

David Brown's first in-house produced cab, the Weatherframe, made its public debut at the 1971 Royal Smithfield Show. A preliminary sales bulletin (publication SB/H.71-623) was sent out to dealers ahead of the launch, and this was followed by a more detailed dealer sales bulletin, publication SB/H.72-628 in January 1972.

The Weatherframe, which was designed and manufactured by David Brown at its Leigh factory in Lancashire, was available for the 885, 990, 995, 996 and 1212. Three versions were available: a bare frame with a roof; a frame with metal cladding and a roof; and a frame with soft vinyl cladding. Initially, only the bare Weatherframe with a roof was available.

The metal-clad Weatherframe, which cost £110 extra, did not enter production at the factory until mid-August 1972. It was said to cost £60 less than the Sta-Dri safety cab that David Brown had previously fitted to its tractors. Weatherframes with soft vinyl-cladding, which added £97 to the cost, began leaving the Leigh factory in June.

Cladding kits, both soft and metal, for retro-fitting to existing bare David Brown Weatherframes became available throughout May, June and July 1972.



# CLEAR WINNER

Of all the tractors that he's ever driven, this Sussex farm manager's favourite is the 1995 Fiat F130 Winner that his father bought for him to drive 22 years ago. Words and pictures by David Ellin.

Above right: Bosch electronic hitch controls are well-liked, but the system has suffered from several gremlins over the years.

Below right: This late-model F130 has a digital dash and performance monitor. The latter feature is not known for its accuracy.



## FACTSHEET

- **TRACTOR:** 1995 Fiat F130 Winner
- **HOURS:** 7500
- **OWNER:** Peter Ellin
- **OCCUPATION:** Farmer
- **LOCATION:** West Sussex
- **PURCHASED:** 2000



**O**VER THE PAST 30 YEARS, I have driven many different tractors of all makes and sizes, but my family's 1995 Fiat Winner F130, registration number N43 BWC, is my absolute favourite.

When this tractor popped up on the radar in 2000, we were running Fords and a John Deere 3350 on our family farm. A Fiat had never been considered, making the purchase of this one something of a surprise. I had just finished university and had come back to work on the farm. Having taken on more cultivation work, we needed a bit more power, notably for a combination drill. I can still remember spotting the advert for our Winner, which at just £13,000 for a five-year-old tractor with only 3000 hours, seemed like a lot of machine for the money. At that time, Fiat Winners were no longer in production and were not a common sight. In fact, I had never even seen one in the flesh.

Although my Dad and I had our hearts set on a New Holland 8360, we still made the journey to Suffolk, perhaps more out of curiosity than a real desire to buy the Fiat. Our first impressions were that it was a strong, well-built machine. I recognised the rear and front axles from the New Holland 8560 and the familiar Iveco six-cylinder turbo engine. When Fiat introduced the Winner range, it made some big improvements to the quality of the tinwork and paint.

N43 BWC was originally sold new by Ernest Doe of

Essex in 1996. Apparently, after the merger of Fiatagri and Ford New Holland, the dealership was given some of the very last Winners. Apparently, they were not too popular with its loyal blue customers, so were sold off at a heavily-discounted price.

*I still remember spotting the advert for our Winner, which at just £13,000 for a five-year-old tractor with only 3000 hours, seemed like a lot of machine for the money.*

Anyway, after doing a deal the F130 became our first tractor with a shuttle, an air seat, electronic hitch controls and a 40kph gearbox. For me, it was an instant hit, and it was all the more special because it was the first tractor that had been bought specifically for me to drive.

However, we did have a few early issues. Firstly, a faulty Hi-Lo splitter switch needed some superglue

(it's still holding 22 years later) and I also realised that the four-wheel drive was permanently engaged. After investigation, we found that a port feeding the clutch pack had never been drilled out, meaning that the system had been engaged from new.

Because our Winner F130 is a late model, it is fitted with a digital dash with a performance monitor. Working in conjunction with a radar unit, the monitor calculates the area worked, the fuel used and the wheelslip. I must say it was impressive at the time, but never very accurate. The Bosch electronic hitch control was a real improvement on the mechanical levers I had been used to pulling, but like the tractor's fancy diagnostic display, it has often suffered from gremlins, many of which are usually solved by a simple turn off and back on.

Over the years, our Fiat has had a new PTO clutch, head gasket, hydraulic pump and clutch. All these repairs were easily done using very reasonably-priced parts.

I fitted a front linkage in 2003 to carry a front press, and at the same time I replaced the exhaust stack with one from a Case-IH 4230. I know it's not a genuine pipe, but I thought it looked and sounded good, and it also didn't leak like the original part.

N43 BWC was retired from frontline duties in 2008, but it still manages to do 150 hours a year with my Dad. The Fiat has been a genuinely great tractor and because of its personal significance to me, my ambition is to make it like new again. I can't wait.



# PATRICK EDWARDS LTD

## Agricultural Machinery & Tractor spares

### ONE STOP PARTS SHOP!



This is a small selection of our PARTS stock  
please contact Derek on 01367 810259

**Tel: 01367 810259 Mob: 07836 353549**

Visit our website:

**www.patrickedwardsmachinery.co.uk**

**Online Spares Shop NOW OPEN**

All credit cards taken • A reputation built on 25 years experience  
Visitors always welcome at the shop • 8am-5pm Mon-Fri No appointment necessary  
*A friendly and professional welcome awaits all enquiries*

## Spring Tractor Jumble Spares Day

### on Saturday 9th April 2022



Sellers 7.30am Buyers 8am  
Langley Farm, Langley Lane,  
Clanfield, Bampton,  
Oxon OX18 2RZ  
Sellers up to HGV £20  
Strictly two people per stall  
HGVs £30  
Public £5 per person  
Yard and Spares Shop  
open as normal

# Just turn up

# TSC The Stanton Collection

## ALL RESTORATIONS UNDERTAKEN



- White Metaling
- Coded Welding
- Engine Overhauls
- Metal Machining
- Hot riveting
- Coach painting

A family run  
collection and  
engineering service  
in Leicestershire.



One off jobs or maintenance  
contracts undertaken

£10 Million Public  
Liability insured

Contact us

Tel. 07506228322 Email. [Info@stantoncollections.co.uk](mailto:Info@stantoncollections.co.uk)

Find us on facebook

# GIBBARD TRACTORS

*Specialists in rare original  
literature for collectors*



**We buy and sell:**

Sales brochures, manuals  
and parts books for a wide  
range of British, American  
and European tractors  
Also combine, implement  
and earthmoving literature



Prospect House, 196 Moulton Chapel Road,  
Moulton Chapel, Spalding PE12 0XB

Telephone: 01406 380740

[www.gibbardtractors.co.uk](http://www.gibbardtractors.co.uk)



# GOODWIN FARM SERVICES LTD

## AGRICULTURAL ENGINEERS

## NEW & USED TRACTOR SPARES

### BAMFORD, JONES/ALLIS CHALMERS

### BALER SPARES

**[www.goodwintractorparts.co.uk](http://www.goodwintractorparts.co.uk)**



**Tel: 01889 500303**  
**or 07850 525693**



Call Us Anytime Including Weekends & Evenings Til 9pm!

# VINTAGE & CLASSIC

## TRACTOR BREAKERS

### CURRENTLY BREAKING

Fordson F&N, E27N, Majors, Dextas JDB.R, A.R.D.,  
IH 1020, W6 & W9, W30, B250, B275, 414, 434, Farmall M,  
H, Acub, Zetor, DB Cropmaster 900, 950, 990,  
Selectamatic, 990, 995, 885, Oliver 60, 70, 80, 90,  
Case LA, DC4, DEX, Ferguson TVO Diesel and P3,  
Allis Chalmers U&B, 5C, Nuffield and Leyland,  
MF130, 35, 4 cyl and TVO, Turner Yeoman, MMUTS

## MANY OTHER SPARES AVAILABLE TOO

Please call Jason Smith on 07855 399487

(7 days a week - 8 am til 6pm)

Carew Cottage, High Street, Sparkford, Nr Yeovil, Somerset, BA22 7JH

[www.antiquetractorparts.co.uk](http://www.antiquetractorparts.co.uk)

# CLAAS COMBINE SPECIALISTS

## HIRE PARTS REPAIRS

*Over 30 years experience*



Lexion & Dominator  
combine hire  
Fabrication & repairs  
Breaking 100s of machines

We supply the following new parts  
CONCAVES RASP BARS BELTS  
KNIVES CHAINS FINGERS  
FILTER KITS  
and many other wearing parts

**01926 614345**

**JMT Engineering (Ladbroke) Ltd**

email: [jmtengineering@btconnect.com](mailto:jmtengineering@btconnect.com) • [www.jmtcombinehire.co.uk](http://www.jmtcombinehire.co.uk)





# BALERS WANTED

**CLAAS QUADRANT BALERS 2200/3200**

**INTERNATIONAL CONVENTIONAL  
BALERS 430/435/440/445**

**MASSEY FERGUSON CONVENTIONAL  
BALER 120/124/128/220/224/228**

**CLAAS MARKANT  
CONVENTIONAL BALERS 55/65**

**FORD AND NEW HOLLAND  
TRACTORS WANTED ALL YEAR**

**CLAAS SINGLE ROTOR RAKES**

**David 07967 008346 Henry 07815 768517**

**[www.bowland-tractors.co.uk](http://www.bowland-tractors.co.uk)**



Find us on  
**Facebook**

## J C Harfoot Machinery

**General Agricultural Machinery Dealer**

Trefinnick Farm, Trefinnick Road, Bray Shop,  
Callington PL17 8QD

01579 370246 / 07702 661790 [jchmachinery@rocketmail.com](mailto:jchmachinery@rocketmail.com)  
[www.harfootmachinery.co.uk](http://www.harfootmachinery.co.uk)



**Toyota Hi-Lux Invincible double cab,**  
2015, cloth seats, air con, alloy wheels,  
load liner, tow hitch, serviced. **£POA**



**Sanderson Teleporter 625 Solo, 1993,**  
L reg, 7,800hrs, joy stick controls, 3rd  
service, 4WS, c/w pallet forks. **£8,950**



**Dal-Bo 6.3 Green Line hydraulic folding**  
**rollers, 2017, c/w shatter boards, LED**  
**lights, low profile tyres. £4,750**



**Marshall QM14 silage/grain trailer,**  
2016, hydraulic tail gate, sprung draw  
bar, 10 stud commercial axles. **£14,950**



**Teagle Tulip Centerliner SX 4000,**  
hydraulic headland kit, spreads 12mt  
to 24mt, c/w cover & LED lights. **£950**



**Quickie bale squeezer,**  
pine and cone attachment. **£1,250**

**ALL PRICES + VAT**

## WANTED OLD CARS, KIT CARS ETC, ANYTHING CONSIDERED, ANY CONDITION



**Tel: 07791 387355 or e-mail: [weskag@aol.com](mailto:weskag@aol.com)**



**MF7720**  
**Arriving soon**



**Jones & Edwards**  
(Agricultural Engineers) Ltd  
Bausley House  
Coedway, Shrewsbury  
SY5 9AS

*All prices plus VAT*

### MF7720

2017, 2680 hours, Dyna-6, Air brakes,  
Guidance ready, Full suspension,  
4 spools, Excellent condition **£ POA**

### MF6480 T3

2011, 8335 hours, Dyna-6  
Excellent condition **£ POA**

### MF7718

2015, 4600 hours, Dyna-6, Data 4  
Air brakes, Guidance ready  
Front linkage and PTO, Very good condition

**Also new & used MEC vacuum pumps available from stock**

**JONES & EDWARDS LTD Tel: 07976 981222 [www.jonesandedwards.co.uk](http://www.jonesandedwards.co.uk)**



# D.WOOTTON

Tel: 01327 261061 Email: sales@deswootton.co.uk

**NEW & USED PARTS  
FOR I-H TRACTORS & MACHINERY.**



McCormick CX 110 4WD  
C/W: Loader



McCormick XTX 165  
Extra Speed. Low House excellent



BTD 8 Crawler & Blade



BTD6 & BLADE



I-H TD6 C/W: Electric Start. Really Nice.

**I-H CRAWLERS &  
DROTTS. I-H TRACTORS,  
CRAWLERS & DROTTS  
ALWAYS REQUIRED.**

**ALL MAJOR CREDIT CARDS ACCEPTED.**

# S.R. Haylock (Cambs, UK)

Agricultural Machinery Bought & Sold  
Modern - Classic - Vintage



Massey Ferguson 3080 2wd,  
one owner, very clean condition,  
G reg.



Fiat-Allis loading shovel,  
tidy condition, good tyres,  
4-cyl turbo engine.



John Deere 6300 4wd  
c/w loader, 8,500hrs, works well,  
average cosmetics.



John Deere 720 diesel tractor,  
early restoration, runs well.



Massey Ferguson 65 Multipower,  
good original example for age.



Kongsilde 4m Delta cultivator,  
very clean condition, little use.



Agri-Hire (Titan) 14t grain trailer,  
very clean, sprung d/bar,  
manual tailgate.



Daihatsu Fourtrak,  
85k, one owner,  
tidy for age, R reg.

Due in:

Claas Lexion 430 combine,  
very clean  
local example.

AS Marston 8t grain trailer,  
mint condition,  
auto door.

Wheatley 3t trailer,  
choice of various conditions.

Evenings 01799 584626 Day 07831 158848 or 07766 107610

[www.srhaylock.co.uk](http://www.srhaylock.co.uk)

# COWLING AGRICULTURE

New & Used Compact Tractors &  
Smallholder Machinery Specialists  
**Huge selection always in stock**  
**SPRING MACHINERY**



Chain Harrows from £250 Rollers from £695  
Rotary Toppers from £695 Flail Toppers £1250  
Fertiliser / Salt / Seed Spinners £475

**NEW LANDLEGEND TRACTORS USED TRACTORS**  
4x4. 30, 40 & 50hp 2WD & 4WD  
Turf/Agri tyres 16hp+  
from £8500 From £1700

Plus much MUCH MORE. All in stock, ready to go.

Can deliver nationwide from £69 Prices +vat

**[www.cowlingagri.com](http://www.cowlingagri.com)**

Email: [clive@cowlingagri.co.uk](mailto:clive@cowlingagri.co.uk) / [sid@cowlingagri.co.uk](mailto:sid@cowlingagri.co.uk)

Call/email for FREE Brochure & Latest Stock List

Mob 07508 074744 Tel 01458 250978

**BIGGER  
STRONGER  
TOUGHER**

**LOW LOADER TRAILERS  
BUILT TO ORDER  
CALL US TO DISCUSS  
YOUR NEXT TRAILER**



**STEWART**

+44 (0) 1467 681418

[SALES@STEWART-TRAILERS.CO.UK](mailto:SALES@STEWART-TRAILERS.CO.UK)

[WWW.STEWART-TRAILERS.CO.UK](http://WWW.STEWART-TRAILERS.CO.UK)





# MIGHTY MERC

The only reason this very nice low-hour Mercedes-Benz MB-trac 1500 is on the market is because its Yorkshire-based owner has his eye on a newer model. Words by Sandy Cox; pictures by Andrew Johnson.



**Right: The cab interior on this reverse-drive 1500 is as good as you will find on any MB-trac that spent 35 years at work.**

**Below right: This Mercedes-Benz MB-trac 1500 arrived in the UK just over a year ago, after its original Norwegian owner retired.**



## FACTSHEET

- **TRACTOR:** 1986 Mercedes MB-trac 1500
- **ENGINE:** M-B OM362A six-cyl 5.67-litre turbo
- **POWER:** 150hp
- **HOURS:** 4300
- **LIST PRICE (1986):** £36,900
- **PRICE NOW:** POA

**WHEN AN ENTHUSIASTIC COLLECTOR** of a particular marque of tractors is offered an excellent example of a model that is not already in his collection, but he's run out of storage space, the situation poses quite a dilemma. This is a problem that Yorkshire-based MB-trac fan Andrew Johnson is currently facing, which is why he's decided to part with one of his Mercs.

Mercedes-Benz MB-tracs are currently riding high on the second-hand market. With this year marking the 50th anniversary since a prototype MB-trac went on public display for the first time at the DLG Show at Hanover in May 1972, interest in these systems tractors is likely to remain high for the foreseeable future.

While it may seem almost sacrilege to sell something that is currently so desirable, Andrew is in the fortunate position of owning not just one MB-trac 1500, but three of them. He has decided to let one go so that he can pursue a later MB-trac 1600 turbo.

As we all know, the MB-trac is regarded as one of the all-time classics, a pioneering systems tractor that demonstrated the benefits that axle suspension, higher speeds, reverse drive, and multiple attachment and mounting points could bring.

Mercedes-Benz's initial aim was to produce a multi-function tractor capable of a maximum speed of 25kph, with four-wheel drive selectable on the move and diff locks on both axles. The operator was to be

positioned in the middle and weight distribution was to be equal on each axle during work. The hydraulics were to be more powerful than conventional tractors to supply front and rear linkages, and there was to be a third mounting area for implements behind the cab, which was to offer a comfortable and roomy workplace for the operator.

**“ Mercedes-Benz's initial aim was to produce a multi-function tractor capable of a maximum speed of 25kph ”**

The first MB-trac model, the 65/70, took its designation from the 65 DIN hp/70 SAE hp ratings of its four-cylinder engine. The MB-trac range gradually developed and expanded, as more models with increasing power and sophistication were introduced. In 1980, Mercedes-Benz unveiled what was at the time its most powerful MB-trac to date, the 1500, powered by a 150hp six-cylinder turbocharged engine.

This 1986 MB-trac 1500 was originally supplied to

a Norwegian farm in the north of the country. Following the retirement of its owner just over a year ago, it was acquired by Andrew Johnson.

"There is a very narrow working window on farms that far north, so it has only done 4300 hours in over 35 years," he says. "I work with an experienced Mercedes mechanic, and the seat wear and the condition of the gearbox linkages give us every reason to believe that the clock reading is correct. I bought it with the intention of keeping it, but I've been offered a late MB-trac 1600 turbo. I'm already sitting on too many tractors so something has to go."

Since he has owned this MB-trac 1500, Andrew has replaced the mudguards and step frames, which are among the most corrosion-prone areas on MB-tracs, and he has refreshed the paintwork on the engine side panels. The cab paintwork is original and the interior is as good as any you will find on an MB-trac.

This is a reverse drive model, meaning that the operator's seat, dash, pedals and steering wheel can all be rotated through 180 degrees in order to operate the tractor in reverse, this feature also being facilitated by the tractor's 16F/16R transmission. It has fast axles, giving it a top speed of 70kph and, unusually, it is shod with Nokian 18.4R34 road, field and forest tyres, which Andrew says provide it with a very smooth ride on the road.

Late model MB-trac 1500s with low hours don't come up for sale very often, so if you want to own this one, give Andrew a call on 07967 649914.






**Fast, Friendly & Reliable Service!**  
**www.brushwoodtoys.co.uk**  
 Tel: +44 (0)1769 574501  
**info@brushwoodtoys.co.uk**

**In-Stock!** Keep up to date with new releases on our *What's New* website page!

|                                                                                                                                               |                                                                                                                                               |                                                                                                                                               |                                                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| <br><b>MF188 4x4</b><br>1:32 Scale                           | <br>1:16 Scale                                               | <br><b>NEW!</b><br>1:32 Scale                                | <br><b>Ford 6610 Generation II</b><br>1:32 Scale |
| <br><b>BRITAINS</b><br>1:32 Scale<br><b>LIMITED EDITION!</b> | <br><b>BRITAINS</b><br>1:32 Scale<br><b>LIMITED EDITION!</b> | <br><b>BRITAINS</b><br>1:32 Scale<br><b>LIMITED EDITION!</b> | <br>1:32 Scale                                   |
| <br>1:32 Scale                                               | <br>1:32 Scale                                               | <br>1:32 Scale                                               | <br>1:32 Scale                                   |

**THE HOME OF BRITISH MADE AUTHENTIC TOY FARM BUILDINGS!**

|                                                                                                  |                                                                                                  |                                                                                                  |                                                                                                   |
|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|
| <br>1:32 Scale | <br>1:32 Scale | <br>1:32 Scale | <br>1:32 Scale |
|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|

**TRACTORINSURANCE**

**ROWETT**  
INSURANCE  
BROKING LIMITED

**PAYING TOO MUCH FOR YOUR TRACTOR INSURANCE?**

**Agricultural Insurance Specialists**  
**Offering Competitive Premiums on**  
**Tractors, Quad Bikes and Ride-on Mowers**



With highly knowledgeable staff able to tailor a quotation to your specific needs



We also offer competitive premiums for your farm, small holding or house insurance

Call us today to discuss your needs:  
01726 871144 – Monday-Friday 8.30am-5pm  
Calls from mobile phones may incur charges  
We can now offer online quotes and even quote & buy.  
visit our website

**www.tractorinsurance.co.uk**  
to get your quote today!



www.Facebook.com/tractorinsurance/



Twitter.com @tractorins

Authorised and regulated by the Financial Conduct Authority, Registration Number 450475.  
 Rowett Insurance Broking Limited, Registered Office Address: 22 East Hill, St Austell,  
 Cornwall, PL25 4TR. Registered in Cardiff No. 4998729

## BRIAN'S BAD BACK BETTER WITH BIOFLOW

60 year old Brian Peters of Kent had been suffering from arthritis in his back and knees for a number of years. Despite taking painkillers, he was finding his work in heavy engineering increasingly difficult and painful and was unable to enjoy his hobby of restoring old tractors.

A friend advised him to try a Bioflow Magnetic therapy wristband as it really helped the pain in his wrist and ankles so Brian bought a Bioflow Elite from distributor, Jenny Ryan.

He says, "I was really pleased with the service. I received the Elite the day after I ordered it. Now I've stopped taking painkillers, my back and knees are much better and I no longer get any pain from an old operation scar. My wife is also delighted as she says I'm much better tempered! Several of my friends have commented on how much better I look and now they are also buying Bioflows from Jenny."



**For further information about Bioflow products**  
 please contact: Jenny Ryan, 0114 2307844 / 07817671259;  
 16 Den Bank Crescent, Sheffield S10 5PD,  
 jennyryan@magneticpower4u.com, www.magneticpower4u.net



# WHAT TO EXPECT

In the second of his previews looking at what Europe's leading farm model makers are planning to bring out this year, David Pullen turns his attention to the new release programmes of Wiking, Schuco, AT Collections, Universal Hobbies, ROS and Artitec.



Above: Good news if you like larger farm models, because this hefty 1/18-scale John Deere 7610 is joining Schuco's PRO18 resin range in November.

## Schuco

**SCHUCO HAS PLENTY TO OFFER** collectors of models of vintage and classic tractors this year. It is planning to release around 30 new models in 2022, in scales ranging from 1/64 to 1/18.

John Deere fans may need to start saving now as there are some seriously tempting green and yellow tractors on the way from Schuco this year. The smallest of these, a 4955 in 1/87-scale, is due in August, while the largest, a 1/18-scale 7610 made from resin, is expected in November.

Schuco is also adding a John Deere 7800, 8400 and 5100R to its 1/32-scale diecast range, the latter being its sole modern tractor release this year. In addition to these tractors, a set of three figures dressed in John Deere overalls will be available in December. The same figures will also be offered in red Kirovets overalls as part of a Kirovets K-700 tractor set.

December will also see the addition of two classic-era John Deere articulated tractors to Schuco's 1/32-scale PRO.R32 resin range, these being an 8020 and 7520 from the 1960s and 70s respectively. This is a significant development for Schuco, not least because it is believed to be the first European model maker to have been granted a license to produce articulated tractors from John Deere's back catalogue.

Other tractors planned for the PRO.R32 range include

a green Doppstadt Trac 200 tractor and IFA KS07/60 Rübezahl crawler. The Trac 200 will be released in April while the crawler is currently scheduled for December. Also set for a December release is a Volvo BM 350 tractor without a cab, a Lamborghini 1256 DT and a Same Buffalo 130.

Other additions to Schuco's 1/32-scale diecast range include a Fortschritt ZT 323, a Kirovets K-700A with dual wheels, a Case-IH 956XL, a Mercedes-Benz MB-trac 1800 Intercooler with metallic green bodywork and a Mercedes-Benz Unimog U1600 in a metallic grey livery.

Schuco is also planning to release a handful of 1/32-scale diecast implements this year, these being a Fortschritt HW 80 HA four-wheel trailer (April) and a Fortschritt B200 disc and B402 harrow set (December). A Rabe Super-Albatros plough and GH 5000 cultivator set is expected in March 2023. There will also be a new Lanz set that includes a Bulldog tractor and Volkswagen T1b service van with three figures.

Turning to other scales, an IH 1455XL with dual rear wheels and a silver MB-trac 1800 are due in 1/87, along with a 1/64-scale Unimog U 406 in blue and a blue Eicher EM 200 tractor with reciprocating mower in 1/43-scale. Other 1/43-scale pieces include a green Lanz Bulldog tractor and a Unimog U401 with an agricultural trailer loaded with wood.

1



2



3



**Below: This summer will see the release by Schuco of a new set containing a Lanz Bulldog tractor, Volkswagen T1b van and three figures. It is expected to retail for €109.**





## Wiking

**Below: Wheeled and tracked versions of Wiking's new 1/32-scale Claas Trion combine will be available during the second half of the year. This is a prototype of the wheeled model.**



**WIKING OF GERMANY** is planning to bring out updated versions of its Fendt 942 Vario and 1050 Vario tractors this year. The first of these, a 1/87-scale Fendt 1050 Vario, is expected in April, and this will be followed by a Fendt 942 Vario in the same scale in June. The second half of 2022 will see the introduction of 1/32-scale versions of both of these Fendt Vario tractors.

Four different Claas Trion combines are also on the way from Wiking this autumn. Tracked and wheeled versions of the Trion will be available in both 1/87- and 1/32-scale.

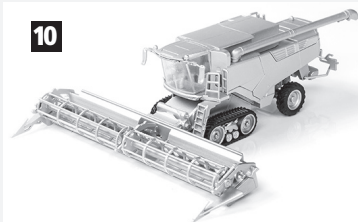
8



9



10



**8: Reflecting the changes that Fendt has been making to its life-size tractors, Wiking is releasing an updated version of its 1/32-scale Fendt 1050 Vario in the autumn.**

**9: Wiking's 1/87-scale Fendt 1050 Vario, seen here in prototype guise, is expected to hit the shelves in April.**

**10: Wiking's new 1/87-scale Claas Trion combines are due this autumn. Wheeled and tracked versions will be available, the prototypes of which are shown here.**

## Artitec

**IF YOU LIKE THE REALLY SMALL STUFF**, Artitec's latest releases, consisting of a German E3 3t four-wheel trailer and a mounted boom sprayer with folding booms, both in 1/87-scale, might be worth a look.



**Artitec's tiny 1/87-scale mounted sprayer with folding booms.**

**1: A metallic green version of Schuco's existing 1/32-scale diecast Mercedes-Benz MB-trac 1800 intercooler is due in December.**

**2: This Case-IH 1255XL from the post-merger transitional period of 1985-1987 is the latest in a long line of 55 Series tractors from Schuco. Due out in April, it will cost €59.99.**

**3: A metallic grey and black version of Schuco's existing 1/32-scale diecast Unimog Mercedes-Benz U1600 is on the way in July, price €69.99.**

**4: Late-year arrivals from Schuco will include a set of three 1/32-scale figures wearing John Deere overalls. This service-themed set will be released just before Christmas.**

**5: Schuco's 1/32-scale Doppstadt Trac 200, circa late 1990s, hits the shops in April. This newly-tooled resin model is expected to cost €129.00**

**6: Having enjoyed success with a variety of John Deere 7010 Series tractors, Schuco is now turning its attention to the earlier 7000 Series. Its first tractor from this series, a 7800, is due this summer.**

**7: The only model of a modern tractor that Schuco is planning to bring out this year is a 1/32-scale John Deere 5100R. It is expected in October and will cost €69.99.**



**ROS'S LATEST TRACTOR**, a 1/32-scale Claas Axion 850, is based on the Claas Axion 870 it released in 2020. The first supplies of the Claas Axion 850 and a Kuhn ESPRO 6000 RC drill arrived with stockists in February. A Kuhn Stronger 4000 self-propelled sprayer is due in March.

**Right: ROS's new 1/32-scale Claas Axion 850 and Kuhn ESPRO 6000 RC drill have just gone on sale.**



**Right: This 1/32-scale Kuhn Stronger 4000 self-propelled sprayer should be available now or very soon.**



## Universal Hobbies

**UNIVERSAL HOBBIES** says it has many new models planned for 2022. So far, the only items it has publicly announced are a Valtra G135 tractor keyring in red or metallic green and a 1/24-scale Kubota KC300HR-5 tracked mini-dumper. These pieces will be available in April, says the company. News of the many other models that Universal Hobbies is releasing in 2022 will be announced throughout the year, as delivery dates are confirmed.

There is rather more news on the models that Universal Hobbies has been commissioned to make for other companies. UK-based Accurate Diecast is planning to bring out a 1/16-scale limited edition model of a prototype County 654. No photographs are currently available, but the limited edition County should be available during the summer.

Universal Hobbies has just completed an order for Dutch farm model specialist, Herman Popperma. He commissioned the French firm to produce a limited edition run of 1/32-scale Fendt 818 Vario and 820 Vario tractors with wide tyres and a tyre pressure control system. Production of each of the tractors was limited to 999 pieces.

Another Dutch farm model supplier, Bevro International, says the four special edition 1/32-scale Massey Ferguson 500 Series tractors it is having made by Universal Hobbies will be available in late spring or early summer. These tractors will consist of a two-wheel drive MF 575 with either a red/grey or red cab, and a two-wheel drive MF 590, again available with the choice of a red/grey or red cab, but with wide front tyres, rear wheel weights and a front weight. Production of each tractor will be limited to 750 pieces.

A Deutz Intrac, produced by Autocult for Bevro International, is on the way in the summer. Made from resin and painted in a municipal orange livery, the Intrac will have a tipping platform and a front-mounted red Deutz-Fahr mower. Production will be limited to just 400 models.

**Universal Hobbies' new 1/24-scale Kubota KC300HR-5 tracked mini-dumper should be available in April.**



## AT Collections

**DUTCH MODEL MAKER** AT Collections has confirmed that its first 1/32-scale agricultural models of 2022 will be a Dewulf 30 planter and a Miedema MH 240 receiving hopper, M 100 elevator and MC 980S conveyor belt, all of which are expected to arrive in the second quarter. These items will be followed by a 1/32-scale JCB 435S agricultural wheeled loader fitted with a silage fork.

Other agricultural highlights from AT Collections include a pair of milking robots, one from Boumatic and the other from GEA. These models, scheduled to arrive during the second or third quarter, follow the earlier introduction in 2019 of a Lely Astronaut A4 milking robot. AT Collections says it is also developing other agricultural models, details of which it will announce at a later date.

Turning to construction equipment, AT Collections says it expects its new 1/32-scale Volvo EC220E tracked excavator to be available in the second or third quarter of the year. The excavator will be supplied with 600mm-wide tracks, but 900mm tracks will be available as an accessory. It is also planning to bring out a Dehaco Excavator Set and a Dehaco DSG1102-R rotating grapple.



**Left: AT Collections' new Dewulf 30 P trailed three-row belt planter goes on sale this spring. Only imagery of the prototype is currently available.**

**Right: This spring will see the release by AT Collections of four 1/32-scale potato handling models, this Miedema MH 240 receiving hopper being one of them. This is what the prototype looks like.**



**Right: The prototype of AT Collections' forthcoming Volvo EC220E tracked excavator in 1/32-scale. It is expected to be available in the second or third quarter.**





# NORTHWEST FARM MODELS

FOR THE  
ENTHUSIAST!



MARGE MODELS 1:32 SCALE  
NEW HOLLAND FR780 FORAGE HARVESTER...£200



MARGE MODELS 1:32 SCALE  
NEW HOLLAND FR650 FORAGE HARVESTER WITH  
BLACK RIMS LIMITED EDITION.....£225



MARGE MODELS 1:32 SCALE  
CLAAS JAGUAR 990 FORAGE HARVESTER  
"CONNECTED".....£220



UNIVERSAL HOBBIES 6347 1:32 SCALE  
FENDT 820 WITH TYRE PRESSURE SYSTEM.....£75



UNIVERSAL HOBBIES 6341 1:32 SCALE  
MASSEY FERGUSON 8S.265 BLACK EDITION...£70



UNIVERSAL HOBBIES 6331 1:32 SCALE  
MASSEY FERGUSON 6160.....£68



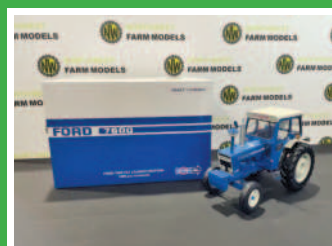
UNIVERSAL HOBBIES 6332 1:32 SCALE  
MASSEY FERGUSON 6180.....£68



UNIVERSAL HOBBIES 2785 1:32  
SCALE MASSEY FERGUSON 135.....£30



UNIVERSAL HOBBIES 2701 1:32 SCALE  
MASSEY FERGUSON 35X.....£30



UNIVERSAL HOBBIES 6374 1:16 SCALE  
FORD 7600 "LAUNCH EDITION".....£80



UNIVERSAL HOBBIES 2986 1:16 SCALE  
FERGUSON FE35.....£65



UNIVERSAL HOBBIES 2898 1:16 SCALE  
FORDSON DEXTA (1958).....£68



UNIVERSAL HOBBIES 2692 1:16 SCALE  
MASSEY FERGUSON 35X.....£65



BRITAINS 43308 1:32 SCALE  
FORD 6600 2WD.....£26



BRITAINS 43317 1:32 SCALE  
JCB LOADALL 75TH ANNIVERSARY .....£38



BRITAINS 43307 1:32 SCALE  
DAVID BROWN 1210 "MUDDY" .....£25



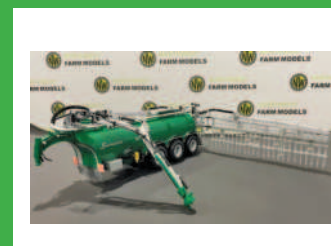
\*SALE\* ROS 1:32 SCALE  
JOSKIN MULTI-ACTION DRIBBLE BAR.....£26



\*SALE\* ROS 1:32 SCALE  
JOSKIN DRAKKER 8600 TRIPLE AXLE TRAILER  
.....£38



\*SALE\* ROS 1:32 SCALE  
KRONE BIG M 450 MOWER .....£65



\*SALE\* WIKING 1:32 SCALE  
SAMSON SG28 SLURRY TANKER WITH DRIBBLE  
BAR.....£55

[www.northwestfarmmodels.co.uk](http://www.northwestfarmmodels.co.uk)

Tel: 07834 536907 • Email: [contact@northwestfarmmodels.co.uk](mailto:contact@northwestfarmmodels.co.uk)

COCKERMOUTH, CUMBRIA CA13 0SL

Free delivery on all UK orders over £150

Worldwide shipping available online

Standard UK shipping cost £6.00



# WHAT IS AVAXHOME?



# AVAXHOME-

the biggest Internet portal,  
providing you various content:  
brand new books, trending movies,  
fresh magazines, hot games,  
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



# AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>



# TRACTORFILE

Classic items of interest from the archives of editor Rory Day and our readers.



## FAMOUS NAME KEPT APPEARING

**ONE OF THE FIRST ARTICLES** I ever had published was on the 1990 badge-engineering exercise that saw a batch of Yugoslavian-built IMT 5106 (110hp) tractors re-branded as Nuffield 126 models by Bentall Simplex. Somebody at the Scunthorpe-based company felt the famous Nuffield name still carried enough kudos for it to be the clincher in a deal with a customer in Nigeria.

When that deal fell through, the Nuffield 126s were quietly off-loaded in the UK. I've included a photo that Ernie Beckett took of the five tractors when they were parked in a yard at Markham Moor in Nottinghamshire.

Like many, I was under the impression that this

was the first time that the Nuffield name had been deployed since 1970/71. Following the launch of the Leyland range in late 1969, the Nuffield name was retained for a short time on the bonnets of the new blue tractors, albeit in very small letters. At least that was what happened in the UK and most other European countries.

It would seem that in at least one overseas market, the Nuffield name was still being used prominently well into the late 1970s. For example, if you look closely at these less-cab Leyland 272 Synchro models, seen here on display at an agricultural show at Santiago in Chile, you can see a bold 'Nuffield' on the side of the bonnets, nearest to the operator's platform.



## Design insight

**NOT LONG AFTER WRITING** about the US-built MF 2000 Series in the February 2022 issue, I came across a few interesting nuggets of new information concerning the development of these tractors in the 1970s. The initial design and development work on the 2000 Series, codenamed RX, began at Massey Ferguson's Centre for Advanced Research & Development (CARD), pictured, in 1972.

This facility, also sometimes referred to as the Advanced Product Engineering Centre, was located at Levan Road, Livonia, near Detroit in Michigan, not far from the main factory on Southfield Road, Detroit. The centre was under the management of tractor engineering director, Lee Elfes.

Working RX prototypes were up and running by 1974. Work on 'Europeanising' the smaller models was then transferred to the company's engineering centre in France. The design and development budget for the new MF 2000 Series was said to have been \$140mn, a colossal amount of money, even in those days.



## INFO ON BIG CARRAROS

**ARGUABLY ONE OF THE MOST** intriguing refurbished tractors we've had in **CLASSIC TRACTOR** for some time was the Carraro 118.4 that has just been through Damian McKenna's workshop in Co. Monaghan (April 2022 issue). Digging out some history on this model to help Eoghan Daly with his story certainly piqued my interest in the larger conventional tractors produced by this Italian manufacturer.

Peter James, our Farm View columnist from Cornwall, shares my interest in lesser-known tractor brands. He kindly sent me a photo of a couple of his sales leaflets on Carraro's larger models of the 1980s. The earlier of the two leaflets, dated 1983, covers the 118.4 (120hp) and 138.4 (140hp) models. The later leaflet, undated but believed to be circa 1983-1985, is on the Carraro 1020, a 100hp model powered by a Perkins A4.318 four-cylinder engine.

Interestingly, a Carraro 1020 was exhibited at the 1983 Royal Highland Show by importer W. M. A. Machinery of Northern Ireland. The Carraro range was later (and briefly) handled in Great Britain by Bradley Ree Tractors of Withington, Hereford, which exhibited the Italian machines at the 1985 Royal Welsh Show.







## Case IH record breaker

**WHEN WE BEGAN LOOKING** into the history of Northumberland contractor Jonty Cotton's John Deere 9400 (**CLASSIC TRACTOR** April 2022) and the role it is believed to have played in setting a 24-hour ploughing world record in France in March 1998, we never expected it would lead us to another record-breaking high-horsepower tractor.

Following the publication of the April 2022 issue, Simon Ranshaw, a good pal of mine from Lincoln, sent me an e-mail about a Case IH STX 500 Quadtrac that he believes was involved in a later record attempt.

"G. Bartle & Sons of Fenton, near Retford, Notts, own what is thought to be the same Case IH STX 500 Quadtrac that was used with a 20-furrow Gregoire Besson plough to break the ploughing world record in France in 2005," he tells me.

On that occasion, a 500hp Case IH STX 500 Quadtrac ploughed 793 acres (321ha) in 24

hours at Commensacq in south-west France. This smashed the previous record, set in 2002, by a massive 172 acres (70ha), and Case-IH's own 2000 world record by 276 acres (112ha). Unless anyone knows differently, the 2005 record still stands.

"Although not all the decals that were on the tractor during the record attempt have survived, it still has those of bp, which was one of the main sponsors," notes Simon. "These decals are the same as those used on the trucks that refuelled the tractor during the record attempt.

"After the event I believe it toured various agricultural shows, hence the '793 acres in 24 hours' decal that can be seen on the rear hitch," continues Simon. "One other distinguishing feature of the Bartles' tractor is the 30in-wide tracks, the same as those fitted to the record-breaking tractor. I have been told this was a very rare size for these tractors at the time."

## REFLECTING ON CASE 970

**AFTER WE MENTIONED** the Case 970 Agri-King in our 'What was new in 1972' special in the March 2022 issue, I received a well-informed e-mail on this American model from former David Brown product training specialist, Alan Kellett. "With its mighty 401cu. in. engine fed by a superb Bosch inline pump, partial powershift transmission and roomy, quiet cab, the Case 970 Agri-King should have been a winner," he says. "Sadly, for three main reasons, it didn't work out that way.

"The first reason," explains Alan, "was down to politics. The 91hp DB 1412 was due to enter production in 1975 and the sales people at Meltham had their sights firmly fixed on this model, at the expense of the Agri-King.

"Secondly," he adds, "there was the cost. In those inflation ridden days the Agri-King had an RRP of almost £5000, which

rose overnight in 1976 by £1000 to an eye-watering £6000, thus pricing it well ahead of the competition.

"Finally, because the 970 Agri-King was designed in the USA for topwork and PTO work, it lacked the one feature that was a necessity for plough-addicted UK customers, namely a diff lock."

Photo: David Williams.



## READERSRESPOND

**MARSHALL D-844** When David Laley was putting together his recent article on the Chantry family's Marshall D-844 (**CLASSIC TRACTOR** March 2022 issue, I provided him with a set of sales figures for these

Austrian-built models. After the figures were published, I received an e-mail from Adrian Passmore, a Brit based at Hamilton in New Zealand. After learning that only two Marshall D-644s were sold, he searched through his photos to find a picture of one he saw in the South Hams area of Devon about 5-10 years ago. "We were camping in the area and this Marshall D-644

was parked up on the edge of the camp site," says Adrian. My money, based on the records I have here, is on this being the D-644 that was ordered by Western Machinery & Equipment Co. Ltd (Westmac) of Ivybridge, Devon, on 28 February 1990. As far as I'm aware, Westmac wasn't selling directly to the public, so was this tractor used for demonstration work?

**MASSEY FERGUSON 2775** In the April 2022 issue, we published a letter from Andrew Smith about a V8-powered Massey Ferguson 2000 Series tractor he remembered working on Jim Padfield's farm at Ongar in Essex in the early 1980s. He wasn't sure if it was a 2775 or 2805 at the time of writing, but after speaking to one of his friends, Chris Neale, he now confirms that it was in fact an MF 2775. The tractor was supplied to Mr Padfield by the then local MF dealer, Eastern Tractors of Chelmsford, in 1980. It was installed by Ron Eckley, a service engineer with the dealership, and driven on the farm by the late Graham Bunting. It was sold to the Richmond family of Germaines Farm, Kelvden Hatch, Essex, in around 1985. When the Richmonds ceased farming in 1988, the MF 2775 was sold again to the Mathies family at High Roding, near Great Dunmow. Its later movements are unknown.

**LEYLAND 455 & 470** Responding to the mention that the four-wheel drive Leyland 455 and 470 got in Tractorfile in the December 2021 issue, reader Graham Turner kindly sent me a scan of the front cover of the August 1978 issue of *Grain*. This issue of what was then Australia's only magazine for grain growers had a Leyland 470 on its cover. This 70hp model and the smaller 455 (55hp) were both fitted with Carraro four-wheel drive front axles. They appear to have only been available in Australia and New Zealand. I haven't yet been able to establish where the four-wheel drive systems were fitted to these Leylands.



## GET IN TOUCH

**Contact us by e-mail:**

[tractorfile@classictractormagazine.co.uk](mailto:tractorfile@classictractormagazine.co.uk)



**Share your photos, add to what you've seen in Tractorfile and raise queries on classic tractors**





## New 1:32 scale Massey Ferguson 8S.265 Special Black Edition (2021)

We are pleased to announce the upcoming availability of the much anticipated 1:32 scale **Massey Ferguson 8S.265 Special Black Edition** from Universal Hobbies.

Arguably one of the finest models from **Universal Hobbies** so far, will shortly be available in a **Special Black Edition**

# J6341 | 1:32 scale

**Massey Ferguson 8S.265  
Special Black Edition**

**£70.00**



## New 1:32 scale Massey Ferguson 5S.145

We are also pleased to announce the upcoming availability of the new **Massey Ferguson 5S.145**. This is the latest in the brand new generation of tractors from **Massey Ferguson** and will shortly be available in 1:32 scale from **Universal Hobbies**.

# J6304 | 1:32 scale

**Massey Ferguson 5S.145**

**£64.00**



These stunning models would make a great addition to any collection and will be available around mid May. You can reserve yours from your local stockist now!

Alternatively you can pre-order by phone on **01903 875978** or email **info@accuratediecast.com**

### Want to add something else to your collection?

Visit [www.accuratediecast.com](http://www.accuratediecast.com) to see everything we have to offer, including the full range of Universal Hobbies models and other die-cast ranges, ride-on toys, plush toys and much more.

#### Postage costs

UK/NL: £5.00

Europe: £15.00    Worldwide: £25.00

Don't forget! Orders  
over £100 receive  
FREE UK postage!



# Classic Tractor

FOR TRACTOR OWNERS, OPERATORS AND ENTHUSIASTS

NEXT ISSUE  
AVAILABLE  
**29 APR**

**WIN!**

**150 MF MUG SETS  
TO GIVE AWAY!\***

\*Great Britain & Northern Ireland only



**NEXT MONTH**

## CONCOURS COUNTY

Dan Stephenson's stunning 1973 County 1164, a Concours class winner at last year's Newark Vintage Tractor & Heritage Show, is our featured Reader Rebuild in the June issue. We find out more about its history and impeccable refurbishment, as well as its owner's enthusiasm for County tractors, stemming from the 18 years he spent operating them on a farm in East Yorkshire, in the next issue. Photo: David Laley.



### DYNO TESTING

Results from the Barugh & District Ploughing Association's Dyno Day in South Yorkshire, a popular event that always attracts a large turnout of tractors, will be published in the June issue.



### JD WATERLOO

Waterloo in Iowa has been the home of John Deere tractor manufacturing in North America for over a century. Don't miss our 'Made in Waterloo' special, focusing on 1960 to 2000, in the next issue.



### FLAIL PIONEER

In 1963, engineer Tony Turner designed and introduced what is regarded to be the world's first flail mower, the Hydramower. Join us in the June issue as the man himself tells us how it happened.

**JUNE ISSUE ON SALE 29 APRIL**



ONLINE  
BIDDING AVAILABLE

## CAMBRIDGE VINTAGE SALE

THE SALEGROUND, SUTTON, ELY, CAMBS CB6 2QT

AUCTION SALE OF VINTAGE & CLASSIC TRACTORS, STEAM ENGINES, MOTORCYCLES,  
CLASSIC COMMERCIALS AND CLASSIC CARS



Ford 7710



Case IH 7250



John Deere 6030



Case IH 1455XL



County 1474



County 1454



Fiat Versatile 44-28



County 1164



Ford 7810

### FURTHER ENTRIES INVITED

Over 150 Classic & Vintage Tractors to include: County 1474, Ferguson Brown Type-A, Case IH 1455XL, County 1164 (show winner), David Brown 50D, Ford 6610 (198hrs), Carraro 118.4, County 1454, Rumely 25-40, Massey Ferguson 135 (622hrs), Case IH 7250 (1 owner), MB Trac 800, Fiat 44-28, Ford 7000 (2), Ford 7710, CAT D4D, Ford 7810 (3), Ford 5000 4wd, Ford 2000 4wd, Ford 6000, Roadless 65, International 585 XL (2), Case IH 1255XL, County 754 etc etc

**Friday 22nd April 2022**

**Sale 1** - Literature, Models, Steam Spares, Bygones etc

**Saturday 23rd April 2022**

**Sale 2** - Automobilia, Motorcycles and Cars, **Sale 3** - Stationary Engines, Spares and Implements,

**Sale 4** - Vintage and Classic Tractors, Vehicles and Steam



## THE AIDAN STRAIN COLLECTION NEWRY, NORTHERN IRELAND

AUCTION SALE OF OVER 80 VINTAGE AND CLASSIC TRACTORS, CLASSIC VEHICLES AND IMPLEMENTS

ONLINE  
BIDDING AVAILABLE



**Over 80 tractors to include:** Ferguson Brown Type A, Doe Triple D, Massey Ferguson 1200, Roadless 118, 115, **County**; 654, Super-4, Super-6, 7600-Four, **Ford**; 7000, 5000, 4000, 4000 cutaway, 3000, 2000, **Massey Ferguson**; 188, 165, 148, 145, 135 4wd, 135 (2), 135 ind. 130, 65 MKI and MKII, 35X, 35X Multi-Power, FE-35 grey/gold, **International**; 634, 624, B614, 523 4wd, 523, 475, B-450 Roadless, B450, 434 (2), B414 (2), 276, B275 4wd, B275 Hi-Clear, B275 (2), B250 (2). Ferguson TEF-20 (2), **David Brown**; 50D, 1212, 990, 880, 780, 770 (2) 25D Cropmaster, **Nuffield**; 4/65 (2), 460, 10/60, 342 **Fordson**; Super Major (2), Major, Super Dexta, Dexta, McCormick Super BWD6, Leyland 262, 154, Ford Ferguson

**Classic Vehicles:** Bedford TK recovery, Ford Cortina 1600E, Anglia, VW Beetle. **Also:** trailers, balers, ploughs and implements

**SATURDAY 2ND APRIL 2022 AT 10.00AM**

## THE ALAN BANCROFT COLLECTION SKIPTON, NORTH YORKSHIRE

AUCTION SALE OF OVER 40 CLASSIC AND VINTAGE MASSEY FERGUSON TRACTORS, IMPLEMENTS AND SPARES

ONLINE  
BIDDING AVAILABLE



**To include: Tractors: Massey Ferguson**; 1250 (2,245hrs), 8110S, 6150, 6120 (1,280hrs), 3050, 699, 698T MP, 698, 690, 675, 590 MP, 575, 565, 550, 399, 398, 390T (2,800hrs), 390, 382, 375, 372, 365, 362 (1,400hrs), 355 (2,275hrs), 342, 240, 230 (822hrs), 188, 188 4wd, 185, 178, 168 (2,585hrs), 165, 148 MP, 135, 130, 65, 35, TEF-20, P3, Caterpillar 330B telescopic loader **Also:** implements and spares.

**SATURDAY 7TH MAY 2022 AT 10.00AM**



# Friskney, Lincolnshire

Ten tractors spanning five decades were among the 200 lots offered by Brown & Co at its machinery sale for vegetable grower Norman Clow & Son of Friskney, Lincolnshire, on 24 February. Rory Day reports.

## Main results

Nine of the 10 tractors in Norman Clow & Son's machinery sale. Three of the tractors, a Renault Ceres (£8100), Kubota M108S (£12,600) and MF 5711 (£39,000), came with wrap-round veg rigs.

**ATTENDEES OF BROWN & CO'S SALE** for Norman Clow & Son at Friskney, near Boston, in Lincolnshire, were greeted by a neat and impressive line-up of ten classic and modern tractors. These machines had provided the majority of the power for the Clow family's long-running vegetable business.

Norman Clow & Son specialised in growing and processing broccoli, cauliflowers and Dutch cabbage. Three of their tractors, a Renault Ceres (£8100), Kubota M108S (£12,600) and Massey Ferguson 5711 (£39,000), were equipped with wrap-round vegetable harvesting rigs, although it is debatable whether these attachments added greatly to the value or desirability of the host machines.

The MF 5711 Dyna-4, a new purchase from local dealer Chandlers in 2020, was the youngest tractor on offer. Another of the more recent tractors, a 2013 John Deere 6150M with AutoQuad, TLS and a smart appearance for its 6565 hours, achieved the day's top price of £39,500.

Easily the most desirable classic in the sale was a 1984 MF 265. Unlike many of its stablemates in the Norman Clow & Son fleet, this two-wheel drive machine had done modest hours (7763) for its age. Its hefty selling price of £7250 was a reflection of its tidy looks, sound GKN Sankey cab and the keen export trade for these models.

A bright-looking 2007 MF 6465 Dyna-6 (8550hrs) and a 2008 MF 5475 with an MX T10 loader (5224hrs) both sold well, making £21,200 and £25,400 respectively, whereas an average-looking 1996 MF 6150 on 11,668 hours looked sensible at £8200.

**TRADE VERDICT** Older Massey Fergusons, especially 200 Series models, which are in great demand overseas, remain flavour of the month in the trade. How else could you explain a 38-year old two-wheel drive MF 265, albeit a very sound example with low hours, making just £950 less than a more powerful, comfortable and capable four-wheel drive MF 6150 that was 12 years its junior?

|       |                                                                                                               |         |
|-------|---------------------------------------------------------------------------------------------------------------|---------|
| 1970s | <b>Bomford Superflow</b> 7-leg cultivator. Good.                                                              | £400    |
| 1992  | <b>Galucho GPHR24-28</b> 3.5m disc harrows. Average.                                                          | £1950   |
| 1990s | <b>Spaldings Flatlift 90/150</b> 3-leg subsoiler. Good.                                                       | £3800   |
| 1990s | <b>Opico Combi-Harrow</b> 6m folding grass harrows. Very good.                                                | £2100   |
| 2000s | <b>Pelican</b> 5-row/seat linkage mounted vegetable planter. Good.                                            | £2800   |
| 2008  | <b>Kuhn Axis 40.1W</b> 24m fertiliser spreader. Very good.                                                    | £2200   |
| 2009  | <b>Easterby</b> 8t tandem-axle 8ft x 22ft, flat-bed trailer. Good.                                            | £3700   |
| 1999  | <b>Househam Sprint</b> self-propelled sprayer, 24m, 2000-litre tank, NSTS pass (June 2021), 5375hrs. Average. | £3800   |
| 2005  | <b>Toyota 42-7</b> 1.45t gas-powered yard forklift, 9270hrs. Good.                                            | £2500   |
| 1980s | <b>Kubota B7100D</b> 4WD, 2591hrs. Tyres F20%/R80%. Good.                                                     | £3700   |
| 1984  | <b>MF 265</b> 2WD, 7763hrs. Tyres F30%/R15%. Good.                                                            | £7250   |
| 1991  | <b>Renault 58-34 MX</b> 4WD, c/w front box carrier, 13,110hrs. Tyres F40%/R35%. Average.                      | £4700   |
| 1995  | <b>Renault Ceres</b> 4WD c/w wrap-round veg rig, 11,892hrs. Tyres F10%/R15%. Average.                         | £8100   |
| 1996  | <b>MF 6150</b> 4WD, 11,668hrs. Tyres F50%/R25%. Average.                                                      | £8200   |
| 2007  | <b>MF 6465 Dyna-6</b> , 8550hrs. Tyres F100%/R25%. Very good.                                                 | £21,200 |
| 2008  | <b>Kubota M108S</b> c/w wrap-round veg rig, 13,601hrs. Tyres F20%/R85%. Average.                              | £12,600 |
| 2008  | <b>MF 5475 Dyna-4</b> , 5224hrs. Tyres F15%/R30%. Good.                                                       | £25,400 |
| 2013  | <b>JD 6150M</b> , TLS, AutoQuad, 6565hrs. Tyres F40%/R60%. VG.                                                | £39,500 |
| 2020  | <b>MF 5711 Dyna-4</b> c/w wrap-round veg rig, 1715hrs. Tyres F90%/R80%. Very good.                            | £39,000 |



Model MF 265 Year 1984 Hours 7763



Model MF 6150 Year 1996 Hours 11,668



Model MF 6465 Dyna-6 Year 2007 Hours 8550



# H.J. Pugh & Co.

Ledbury  
Tel: 01531 631122

**HAZLE MEADOWS AUCTION CENTRE, LEDBURY HR8 2LP**

Only 4 miles junction 2 M50

**EASTER 2 DAY VINTAGE SALE  
ENAMEL SIGNS, MODELS, PETROLIANA, COLLECTABLES**

**FRIDAY 15th APRIL 9.30am**

**VINTAGE and CLASSIC TRACTORS, IMPLEMENTS, ENGINES, SPARES**

To include Tractors and Land Rovers from two deceased estates



County super six



David Brown 50 D



Roadless 118



County 1174

**CAST IRON SEATS, TOOLS BOXES, PLATES, SPANNERS**

**SATURDAY 16th APRIL 9.30am**

750 lots. 2 rings. Catalogue online

**TRACTOR WORLD, MALVERN**

Entries of

**TRACTORS, LAND ROVERS, ENGINES  
AND IMPLEMENTS INVITED**

**SATURDAY 21st MAY**

**NEWTON STEWART, DUMFRIES**

For James Taylor, Barrear Farm Museum

Dispersal sale of

**TRACTORS, ENGINES, IMPLEMENTS, BARN  
MACHINERY, OTHER COLLECTABLES**

**WEDNESDAY 15th JUNE**

**BRONHEULOG FARM, DEYTHEUR,  
LLANFYLLIN, POWYS**

Genuine dispersal sale for Mrs Doris Thomas

**VINTAGE TRACTORS,  
ENGINES, IMPLEMENTS  
PHOTO BARN MACHINERY, ETC**

**SATURDAY 18th JUNE**

Ferguson Brown



**ALL AUCTIONS LIVE AND LIVE ONLINE. ILLUSTRATED CATALOGUES ONLINE.**  
**OTHER AUCTIONS BEING ARRANGED ACROSS THE COUNTRY. ALL ENQUIRIES WELCOME**  
Tel: 01531 631122 or email: [howard@hjpugh.com](mailto:howard@hjpugh.com) [www.hjpugh.com](http://www.hjpugh.com)



# Ledbury, Herefordshire

A group of classic Countys from a local collection led the way at H. J. Pugh & Co's two-day vintage and classic collective auction at Ledbury, Herefordshire, on 25-26 February. Sue Morgan reports.



## Main results

Original MFs and refurbished Countys made excellent prices at Ledbury saleground, from left: MF 188 (£17,000), MF 135 (£5600), County 1174 (£31,000), 1184TW (£53,000) and 1124 (£18,500).

|       |                                                                                               |         |
|-------|-----------------------------------------------------------------------------------------------|---------|
| 1960s | <b>Ford 5000</b> Select-O-Speed, 7067hrs. Tyres F/R60%. Average.                              | £6600   |
| 1960s | <b>IH B-450</b> Roadless 4WD, hours? Tyres F/R95%. Good.                                      | £9200   |
| 1964  | <b>County Super-6</b> , restored, hours? Tyres F/R100%. Very good.                            | £32,500 |
| 1968  | <b>Zetor 3045</b> 4WD, hours? Tyres F50%/R70%. Average.                                       | £4500   |
| 1969  | <b>County 754</b> c/w Bomford loader, hours? Tyres F/R50%. Avg.                               | £8800   |
| 1970s | <b>MF 135</b> c/w loader, weights, 3773hrs. Tyres F50%/R80%. Avg.                             | £5600   |
| 1970s | <b>MF 168</b> , 6780hrs. Tyres F70%/R60%. Good.                                               | £15,500 |
| 1970  | <b>Leyland 272H</b> , 3300hrs. Tyres F40%/R70%. Poor.                                         | £1800   |
| 1970  | <b>Leyland 154</b> , 2755hrs. Tyres F/R70%. Good.                                             | £2400   |
| 1974  | <b>MF 188 Multi-Power</b> , 3773hrs. Tyres F100%/R60%. Good.                                  | £17,000 |
| 1971  | <b>County 1124</b> , 3900hrs, Duncan cab, restored. Tyres F/R80%. VG.                         | £18,500 |
| 1977  | <b>IH 374</b> , hours? Tyres F/R95%. Good.                                                    | £3000   |
| 1977  | <b>IH 946</b> 4WD, 7669hrs. Tyres F50%/R75%. Average.                                         | £3200   |
| 1977  | <b>County 1164</b> forestry, 2090hrs showing, front blade, rear winch. Tyres F20%/R40%. Good. | £13,000 |
| 1977  | <b>County 1174</b> , 2900hrs. Tyres F/R95%. Very good.                                        | £31,000 |
| 1978  | <b>MF 575</b> 2WD, 6050hrs, c/w MF loader. Tyres F/R60%. Poor.                                | £3700   |
| 1981  | <b>County 1184 TW</b> , 7481hrs, restored. Tyres F/R95%. Very good.                           | £53,000 |
| 1983  | <b>MF 590</b> , 6000hrs, c/w MF 880S loader. Tyres F/R80%. Average.                           | £4900   |
| 1980  | <b>IH 484, Sekura cab</b> , 2259hrs. Tyres F50%/R80%. Good.                                   | £6500   |
| 1987  | <b>Ford 7910 Force II</b> , 4WD, 8639hrs. Tyres F/R70%. Average.                              | £10,800 |
| 1990  | <b>Case-IH Maxxum 5120</b> , 12,500hrs. Tyres F/R80%. Good.                                   | £9000   |

**AUCTIONEER H. J. PUGH & CO'S** vintage and classic collective auctions at its recently-opened Hazel Meadows saleground at Ledbury have been proving very popular with buyers and sellers alike, the latest on 26 February being no exception. Headline entries included a fine selection of quality Countys from local collector Andy Boyle and a number of other very straight classics.

The £32,500 paid for Mr Boyle's 1964 County Super-6, an older refurbishment in very good but not mint condition, was believed to be a record for one of these Super Major-based models. Another of his Countys that delivered the goods under the gavel was a bright-looking 1184 TW. This 1981 tractor, refurbished by previous owner David Howlett of Bromyard, prior to its purchase by Mr Boyle in 2006, made a hefty £53,000.

Continuing the County theme, an S-registration 1174 with a tidy ex-farm patina and 2900 hours to its name made a resounding £31,000, an 1124 with a Duncan safety cab and Bomford dozer blade went for £18,500, a 754 with a heavy duty Bomford loader, Brockhouse torque converter and forestry tyres achieved £8800, and an ex-forestry 1164 with a front blade and rear winch made £13,000.

It wasn't just the Countys that made top dollar prices. A very original 1974 MF 188 Multi-Power with a rigid-clad safety cab hit the heights at £17,000, and a nice MF 168 with refreshed paintwork, oversize wheels and new canvas cab cladding made a pricey £15,000. A 2000-hour IH 484 with a Sekura cab fetched a respectable £8500, while a tired-looking four-wheel drive Ford 7910 Force II sold for £10,800.

**TRADE VERDICT** There were some quality classics on offer at Hazel Meadows and most of those that sold did so for buoyant prices. As with many sales, bargains were harder to find, but the four-wheel drive IH 946 that fetched just £3200 was surely one of them.



Model IH 946 Year 1977 Hours 7669



Model County 1184 TW Year 1981 Hours 7481



Model County Super-6 Year 1964 Hours n/a





AUCTIONS

# ONLINE AUCTION 11 - 19 APRIL 2022

VIEWING DAY 16 APRIL 2022 (09.00-16.00H.)



## YOUR AUCTIONS PARTNER IN EUROPE

Vuurijzer 5  
5753 SV Deurne  
The Netherlands

T. +31 (0)85 782 67 70  
info@vdiuctions.com  
[vdiuctions.com](http://vdiuctions.com)



## Walker Midgley. A big wheel in vintage tractor insurance

Get a quote and buy instant cover online at  
[www.walkermidgley.co.uk/vintage-tractor-insurance](http://www.walkermidgley.co.uk/vintage-tractor-insurance)



from only £42.63 (inc 12% IPT)

Key features:

- £5,000,000 Public Liability
- Social, domestic and pleasure including your own agricultural use
- Third party cover including Road Traffic Act
- Rallies, shows, road runs, working demonstrations and competitions
- Any driver including under the age of 17

If your vehicle is at least 20 years old, contact us today

"I do prefer to organise my insurances on line, so I was delighted when I entered your website and found that I was able to gain a quote on line. I found your website very clear and easy to navigate, entering all my details in a few minutes. Within 5 minutes I had gained my quote, made my payment and received my documents by email, which was a pleasant experience." **Mr N Wiltshire**

0114 250 2770  
enquiries@walkermidgley.co.uk  
[www.walkermidgley.co.uk](http://www.walkermidgley.co.uk)



\*Premium shown is for a 12 month policy - please note that administration fees apply  
Walker Midgley is a trading name of Towergate Underwriting Group Limited Registered in England with company number 4043759 VAT Registration Number: 447284724  
Registered address: 2 Minister Court, Mincing Lane, London EC3R 7PD Authorised and regulated by the Financial Conduct Authority

SALES / LETTINGS / COMMERCIAL / FARM & RURAL  
PLANNING & DEVELOPMENT / AUCTIONS

[howkinsandharrison.co.uk](http://howkinsandharrison.co.uk)

**HOWKINS & HARRISON**

### AN ALMOST COMPLETE EXECUTOR'S SMALLHOLDER'S DISPERSAL SALE

#### TO INCLUDE:

- 1948 McCormick Farmall M Tractor
- 1977 International 454 Tractor
- 1965 Ford 4000 Pre-Force Tractor with power steering and MIL fore-end loader
- 1934 Allis Chalmers Model M Crawler



#### PLUS:

- 1980 International 454 Tractor for spares & repairs
- 1920's Fordson Model F hedge-find tractor
- c.1935 Fordson N hedge-find tractor



#### TOGETHER WITH:

Fordson Major and International engines for spares & repairs  
International, Massey Ferguson & Fordson spares  
Workshop equipment, agricultural requisites, vintage grassland & general machinery & bygones

FOR SALE BY AUCTION AT 10.30AM ON SATURDAY 7TH MAY 2022  
at MARCHWOOD HOUSE FARM, SHAWELL, LUTTERWORTH,  
LEICESTERSHIRE, LE17 6AJ

TELEPHONE 01788 564749 / 07921 511852  
EMAIL [dispersal.sales@howkinsandharrison.co.uk](mailto:dispersal.sales@howkinsandharrison.co.uk)  
7-11 Albert Street, Rugby. CV21 2RX





# Tractor Trader

## Machinery & Equipment Finance & Refinance



- ✓ Deal Sizes £20K - £5M
- ✓ Hire Purchase or Finance Lease
- ✓ 24 - 60 Months
- ✓ CCJs, Defaults, Poor Accounts Considered
- ✓ Older Equipment Considered
- ✓ Competitive Rates
- ✓ Interest Rates From 3.9% Flat\*  
(Subject to individual Deal Strength)



**RICHMOND**  
ASSET FINANCE

0113 288 3277 / 07949 490930 (24 hrs)

[www.richmondassetfinance.co.uk](http://www.richmondassetfinance.co.uk)

## FARMING FINANCE

Equipment - Livestock - Feed - Fertiliser - Seed - Cash Flow  
Diversification Projects - AgChem - Building - Debt Consolidation



- Finance from £10k to £5m
- Simple, quick phone application
- Tenant farmers welcome
- 6 month to 10 year terms
- Bad credit history, large debts - no problem!



Contact George on 07522 731193 or [george.bridgman@abflltd.co.uk](mailto:george.bridgman@abflltd.co.uk)  
Only available in England, Wales & Scotland



Our's is the original and longest established IH club in the country formed 5 years ago for Users Fans and Enthusiasts of all things IH.

All of our committee and many members farm or work with IH equipment to this day, we attend shows countrywide when permissible As a member you are entitled to discounts from various suppliers, access to Facebook and website for information and assistance, a range of IH club merchandise and you'll receive regular editions of our RedLines Magazine.

Email Secretary Richard Dunning.  
[rdunning21@googlemail.com](mailto:rdunning21@googlemail.com) Tel: 07812 341323  
or visit IHCGB website.

## CG PARTS CENTRE Carpenter Goodwin Ltd

Over 1,500 paint products for Tractors & Machinery, Plant & Trailers



VAPORMATIC

Phone: 01568 616266

Bridge St, Leominster, Herefordshire HR6 8DU

[www.carpentergoodwin.co.uk](http://www.carpentergoodwin.co.uk)

## Lotus Designs

Tractor & Machinery Decals For All Makes & Models



Tel: 028 295 41332 [www.lotusdesignsni.com](http://www.lotusdesignsni.com)

## T.R. VINTAGE RESTORATION

Tel: 07714 329023 (day) 01604 882631 (evenings)  
Email: [trvintage@btinternet.com](mailto:trvintage@btinternet.com)



Tractors and Implements Full or Part Restoration Sand Blasting/Spraying (Transport can be arranged)

[www.trvintagerestoration.co.uk](http://www.trvintagerestoration.co.uk)

SEE WEBSITE FOR TRACTORS, IMPLEMENTS AND PARTS FOR SALE  
(stock arriving daily)

## MAGNETOS, DYNAMOS & STARTERS

rebuilt and guaranteed for 3 years.  
Components manufactured to sample/drawing.  
Full machine shop facilities.

D.H. Day

Aldrans, Church Hill, Wroughton, Swindon, Wiltshire SN4 9JR

Tel: 01793 812323 [www.dhday.co.uk](http://www.dhday.co.uk)

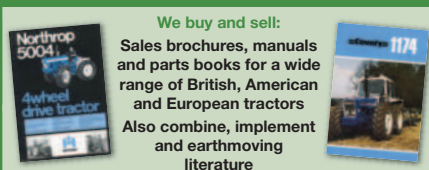
E-mail: [dhday31@hotmail.com](mailto:dhday31@hotmail.com)

Quote: Classic Tractor



## GIBBARD TRACTORS

Specialists in rare original literature for collectors



We buy and sell:

Sales brochures, manuals and parts books for a wide range of British, American and European tractors  
Also combine, implement and earthmoving literature

Prospect House, 196 Moulton Chapel Road, Moulton Chapel, Spalding PE12 0XB  
Telephone: 01406 380740

[www.gibbardtractors.co.uk](http://www.gibbardtractors.co.uk)

## BREAKING FOR PARTS

TELESCOPIC HANDLERS  
LOADING SHOVELS  
EXCAVATORS

Wanted - all types of machines for resale & breaking

C W Good & Son

The Foundry, Kington, Herefordshire HR5 3DE  
Tel: 01544 230 167 Email: [les@gwgood1.go-plus.net](mailto:les@gwgood1.go-plus.net)  
Fax: 01544 231 046 (M)07710 909 100

## HYDRAULIC PARTS DIRECT

Tractor Pumps, Spool Valves, Hose Repairs, Hydraulic Rams & Ram Repair Service

Nationwide collection on units for repair

Fast turn round

For an unbeatable deal contact:

**HOWFORD HYDRAULICS**

Tel: 01290 551428 Fax: 01290 550549

E-mail: [sales@howford-hydraulics.co.uk](mailto:sales@howford-hydraulics.co.uk)  
[www.hydraulicpartsdirect.co.uk](http://www.hydraulicpartsdirect.co.uk)

## CAB PARTS INTERIORS LTD

REPLACEMENT INTERIOR TRIM



MF 800 Series

Case IH XL B CXL

MF 550

Tel: 01873 811631

e-mail: [sales@cabpartinteriors.co.uk](mailto:sales@cabpartinteriors.co.uk)

[www.cabpartinteriors.co.uk](http://www.cabpartinteriors.co.uk)



## AUTOCOLOUR & INDUSTRIAL COATINGS LIMITED

Paint for all jobs  
From painting the parlour to restoring an old tractor

Tel: 01782 747100 [sales@coatit.co.uk](mailto:sales@coatit.co.uk)  
[www.coatit.co.uk](http://www.coatit.co.uk)



READ **Classic Tractor** ANYTIME, ANYWHERE



Available on  
Pocketmags



Download on the  
App Store



Available on  
Google play



# Tractor Trader

## JAPONICA PRESS

**FOR THE LARGEST  
RANGE OF BOOKS,  
DVDs & MANUALS  
ALL FROM  
ONE SUPPLIER**

POSTAGE ONLY £1.50

No matter how many items you buy  
Low Green Farm, 31 Orchard Lane,  
Hutton, Driffield YO25 9PX  
Tel: 01377 270209

Email: [sales@classictractors.co.uk](mailto:sales@classictractors.co.uk)  
Website: [www.classictractors.co.uk](http://www.classictractors.co.uk)

## IAN GLOVER TRACTOR SPARES

CASE IH/FORD/MF/JD/McCORMICK/CLAAS/VALTRA

ENGINE PARTS: CRANKS/HEADS/BLOCKS

4WD AXLE PARTS: DANA SPICER/CARRARO/ZF/CLARKE

TURBOCHARGERS: NEW OR EXCHANGE 2 YEAR WARRANTY

PICK UP HITCHES: NEW OR USED ALL MAKES + MODEL

TYRES/WHEELS NEW + USED

CAB PARTS/GLASS/FENDERS/DOOR FRAMES

MOBILE: 07836 505833

Email: [irglover@btinternet.com](mailto:irglover@btinternet.com)

Nationwide Delivery ALL MAJOR CREDIT CARDS ACCEPTED



**GREAT EXPORTATIONS**

**JCB & MATBRO  
SANDERSON  
Spare Parts**

Genuine and Alternative

Tel: 01666 500094 Fax: 01666 500194  
[info@greatexportations.com](mailto:info@greatexportations.com)

**NEW & USED PARTS FOR SALE**  
For Leyland, Nuffield & Marshall Tractors  
**Tractors for Sale & Wanted**  
tel: 01609 881710 Mob: 07702 734715  
HUNT BROTHERS, Great Smeaton, North Allerton



### Ferguson Club members

have, from the very beginning, always  
been encouraged to appreciate the  
engineering feats of **Harry Ferguson**  
From the beginning of 2022 we will  
be publishing our Journal 4 times  
a year, **so there is no better time  
to join us than now!**

You can join us online at  
[fergusonclub.com](http://fergusonclub.com), on Facebook,  
or by emailing our Membership  
Secretary, Mrs Lynn Turner on  
[membership@fergusonclub.com](mailto:membership@fergusonclub.com)  
or by phone 01964 562239



## International Harvester Heritage Association

**'First choice for the  
genuine IH enthusiast'**

IHHA promotes the preservation and use  
of all IH built and derived equipment.

- We attend shows across the UK and Europe
- Has Worldwide membership
- Members receive 3 colour magazine/newsletter annually
- Full access to our website to view 100's  
of IH brochures & sales info
- Assistance with your DVLA registration

If you are new to IH or a lifelong enthusiast  
the Association has everything for you.

Website: [www.ihha.co.uk](http://www.ihha.co.uk)

Email: **Secretary Jacqueline Carpenter –**  
[secretary@ihha.co.uk](mailto:secretary@ihha.co.uk)  
Tel: 07909 978744

## BREAKING

NEW IN: MF 4708

CLAAS ARION 640. MF 575 4WD, 595, 698,  
699, 1080, 1200, 2645, 2725, 4445, 3060,  
3070, 3080, 3630, 3680, 3095, 4370,  
6140, 6180, 6480, 6615, 7495 & 8120.

FENDT 716, 933. VALMET 6400

**RICHARD HOYLAND, W YORKS**

01924 252129 or 07710 153603

[www.MasseyFergusonTractorBreaker.co.uk](http://www.MasseyFergusonTractorBreaker.co.uk)

## BREAKING FOR SPARES FORD & NEW HOLLAND TRACTORS

10, 35, 40, 60 Series

TM, TS, TSA, TL, TLA

New and used parts available

TNT or next day delivery service

**MJ ROBINSON TRACTORS LTD**

01254 877011/07831 497923

Read, Burnley, Lancs BB12 7RT

## CAB PARTS, PANELS & TRIMS



Mobile: 0788 5077168 International: +44 788 5077168  
[www.TractorCabSpecialists.com](http://www.TractorCabSpecialists.com)

**Gearbox & rear axle problems?  
Call the transmission specialist!**

\* Massey Ferguson  
Specialist \*



Tel: +44 (0) 24 76 38 38 76  
or visit

[www.agri-transmissions.com](http://www.agri-transmissions.com)



## YOU MAY ALSO LIKE

**FARM MACHINERY JOURNAL** The magazine for modern tractors  
& farm equipment

**Try 3 issues for just £9.99\***

Order now at [www.FarmMachineryJournal.co.uk](http://www.FarmMachineryJournal.co.uk) or call 01371 853 634 \*UK only by direct debit



# Tractor Trader

Hundreds of tractors, implements and parts for sale in Classic Tractor's fantastic free classified ad section

## TRACTORS FOR SALE

### ALLIS CHALMERS



**Allis Chalmers M Series crawler,** 1930s, non-runner but would run with some TLC, all there. Offers invited. Tel: 01284 828929. Bury St Edmunds, Suffolk. [DEW59R]

### AVERY



**Avery 6-cylinder cultivator tractor,** 1915 (approximately), engine free, shouldn't take a lot to get it running. Tel: 07836 545406. South East Scotland. [DEW22R]

### BMC



**BMC mini tractor,** nut and bolt restoration, to very high standard recon, engine, new rad, water pump, starter, battery, tyres professional two pack paint. £5,850. Tel: 07921 551919. County Armagh. [HT19W3R]

### CASE



**Case 1056XL,** 1992, 5,360 hours, 36k, steel box on the front, small amount of rust in usual places, was working up until last year. Tel: 07778 682909. Suffolk. [EFW7]



**Case MX100C** (1999), on 16.9 x 38 & 13.6 x 28 tyres, 40K, F/R shuttle, 4 speed powershift, 3 DA spools and push out PUH, good original condition with 8,100 hours, drives well except in 3rd power shift which will need attention. £11,500. Tel: 07718 367 212. N Ireland. [EFW85]



**Case CS150,** c/w front linkage, with front axle suspension, on 580/70 x 38 tyres, 50k with air brakes, 4 spools, front fenders, off local farm, 9,100 hours. £19,500. Tel: 07718 367212. A. Mills, N. Ireland. [DEW67R]



**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. A. Mills, N Ireland. [DEW68R]

### CATERPILLAR



**Caterpillar D2,** 1942, restores and runs well. £7,500. Tel: 07718 897765. Forfar. [EFW66]

### COUNTY



**County 1184,** 1981 ag spec, 9,400 hours, all works as it should, very good original condition. £55,000. Tel: 07841 341101. Wetherby. [DEW60R]



**County 1254,** drives with dual power, good steering and hydraulics. £POA. Tel: 07779 712148. Skipton, North Yorkshire. [DEW102R]

### CLAAS



**Claas Arion 630 c,** 4WD, 2009, will be sold with two new front tyres. Tel: 07721 775157. Preston. [EFW6]

### DAVID BROWN



**David Brown 996,** 1976, c/w DB p/loader with dirt bucket, muck fork and stand, V5, supplied new by local dealer, only two neighbouring owners, original cond, starts/runs beautifully, gears and hyds all good. £4,000 ono. Tel: 07831 469455. Luton. [EFW15]



**David Brown 1200,** good solid tractor, ready for work, engine starts and runs well, gearbox works well, power steering, new clutch and brake discs, good rear tyres and new front tyres, good solid cab with new cover. £4,750. Tel: 01691 718278. Llangollen/Wrexham. [DEW28R]



**David Brown 50D,** original paint and tin, new tyres, good starter, runs sweet. £22 000 no VAT. Tel: 07890 305120. Lincolnshire. [DEW50R]

### FERGUSON



**Ferguson TEF 20,** 1952, in good working order, £2,750, any info please ring. Tel: 07775 688316. Fareham, Hampshire. [HT19P4R]



**Ferguson T20,** 1954, diesel, previously rebuilt engine, can be sold with or without loader, V5, used on smallholding and tractor runs, tyres 90% good working order, junction 34 M4. Tel: 07970 817390. Pontyclun. [EFW55]



**Ferguson FE35 Grey and Gold,** 1957, diesel, recent refurbished, V5, used on smallholding and shows, all new tyres fuel pump and battery. £4,600. Tel: 07970 817390. Pontyclun. [EFW56]



**Ferguson TE20,** 1951, petrol, TVO, mechanically good, tin work good, back tyres good. £1,800. Tel: 01492 596094. Conwy. [HT19W27R]



**Ferguson TEA20,** 1948, restored to show standard, full mechanical rebuild, bare metal re-spray, mainly original parts, PUH, drawbar, stays and some spares, new original Goodyear front tyres, new reproduction Goodyear rear tyres, has V5, photographic record available, call for more details. £3,950 ono. Tel: 07971 020005 or 01661 881705. South Northumberland. [DEW19R]





**Ferguson TEP20**, 1953, industrial 4-cylinder 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]



**Ferguson TEA**, 1954, a very nice tractor. £3,650. Tel: 07765 905083. Lincolnshire. [DEW95R]

## FENDT



**Fendt 716**, 2003, 16,000 hours, new transmission fitted at 13,500 hours, very good condition, owner driver, all original paint, few stone chips but still very good for its age and hours, just had its front axle, hubs and rear half shafts oils changed. £28,000 + VAT, any further questions or to arrange viewing please call Steven. Tel: 07857 835764. Cumbria. [EFW31]



**Fendt 308LS**, 2WD, showing 7,055hrs on the clock, 1984, 30k road speed, trailer brakes, two spools, PUH, good reliable tractor, in daily use, tidy overall condition, ideal for work or play, phone for more information. £15,500 ono no VAT. Tel: 07964 064664. Ross-On-Wye, Herefordshire. [DEW26R]

## FORD

**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 333**, 1976, highways model, based on 3600, tyres 95%, low hours, diff lock, all in good working order, new seat, just needs paint, V5 applied for. £4,750 no VAT. Tel: 07770 362396. Nr Chester. [HT19P1R]



**Ford 3600**, starts and runs well, Q cab, ex-airport tractor. £4,000. Tel: 07814899053. Lincolnshire. [EFW82]



**Ford 7810 Force II**, turbo, 1989, 6,174 hrs, c/w V5, good restoration or ready for work, £17,000 no VAT. Tel: 07540 060290. Cumbria. [EFW84]



**Ford 7910**, 2WD, 6-cylinder Turbo, 6,245 hours, D reg, 1986, 2 owners from new, we have owned since 1989, aircon, pickup hitch, 18.4 rears 70%, 540 & 1000 PTO, good condition, from an arable farm. £15,000 + VAT ono. Tel: 07967 834914. Northumberland. [EFW20]



**Ford 7840**, turbo, 7,005 hours, 1993, in great condition inside and out, ready for work, reluctant sale. Tel: 07557 342086. [EFW26]



**Ford 7610**, 4WD, 7,060 hours, straight original condition. £11,500 ono plus VAT. Tel: 07452 833388. Leicestershire. [DEW118R]

**Ford 6610**, 1984, V5, with power loader, gear levers on floor, AP cab dual power. £7,000 + VAT. Tel: 07976 391265. Hampshire. [EF]

## FORDSON



**Fordson Major**, 1960, starts first time, Injection pump reconditioned, new wings exhaust and oil pump etc, the price Includes a Ransomes 2-furrow Plough. £2,000. Tel: 0781 000335. Louth, Lincolnshire. [EFW30]



**Fordson Dexta**, comes with loader and transport box, starts and runs well but needs some TLC. £1,800 ono. Tel: 00 353 876 855251. Birr, Co Offaly, Ireland. [HT19P2R]



**Fordson Major**, diesel, 1954, good overall condition all working with good tin work very little rust, ready for light restoration. Tel: 07990 981512. Cambridge. [HT19W11R]



**Fordson Major**, with V5, 1955, good runner, PTO, brakes and hydraulics are perfect, new body panels, rear tyres 90%, front tyres on cast, £3,000 no VAT. Email: max\_shackleton@outlook.com for more photos. Tel: 01437 742070. Haverfordwest, Wales (SA62). [HT19W100]



**Fordson Dexta**, 1958 with a Ford V8 conversion, with cage wheels and 3-furrow Ford Sherman plough, phone for full details. Tel: 07774 697761. Melton Mowbray, Leics. [DEW61R]



**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. [DEP4R]

**Fordson Super Major**, fitted horndraulic loader, mechanically good, runs and drives ok, tinwork needs attention. £1,600 ono. Tel: 07771 684128. Attleborough, Norfolk. [EF]

## INTERNATIONAL



**International Titan**, 1920, good runner, new clutch bands, good water tank, all cleats present, in lovely original condition. Tel: 07557 095519. Chester. [HT19W8R]



**International 785**, L cab, 16.9 x 34 rears, 50%, assister ram, completely refurbished inside and out, off arable farm, never saw cow muck, good strong powerful tractor. Tel: 07729 010733. Berwick upon Tweed, Northumberland. [EFW10]



**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. [DEW46R]



**International 454**, starts and runs well, p/steering, 1x spool valve, cab doors included, V5, 540 + 1000 PTO, good working condition. £2,500 ono, no VAT. Tel: 07817 400647 for more info. Brampton, Cumbria. [DEW65R]





**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. [DEW69R]

**International 674**, with Tanco loader, mechanically sound, working order, needs cosmetic restoration, good project. £POA. Tel: 07764 150720. Bridgwater. [DE]

## JCB



**JCB 435S**, 2018, 1,300 hours, full spec, 50k, auto lube, Contractor Pro package. Tel: 07976 702858. Powys. [EFW2]



**JCB TM310S farm handler**, 2008, with Q fit carriage and pallet toes. £23,900. Tel: 07710 372 273. N. Ireland, A Mills. [EFW88]



**JCB 410**, bucket included, Q-fit headstock hydraulic pins, 3rd service, not road registered, nearly new industrial tyres. £6,500 no VAT. Tel: 07928 895179. North Yorks. [EFW21]



**JCB 542-70**, 1,200 hours, Super Agri, 145hp, choice of headstock as new condition. Tel: 07976 702858. Powys. [EFW53]



**JCB/Sumitomo JS130 digger**, on 30 pads, Isuzu engine c/w Q Hitch and 6 ditching bucket, UK farmer's machine, 11,800 hours, all in very good original condition. £15,500. Tel: 07718 367214. [DEW79R]



**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. [DEW75R]



**JCB Fastrac 2140 Smoothshift**, 2006, 7,370hrs. Tel: 01603 712222. Norwich. [DEW204R]

## JOHN DEERE



**John Deere 1177 combine**, 16ft header and trolley, air con, chopper, 4,210hrs well maintained and serviced every year, comes with side knife, rape and bean sieves, only two owners from new, only selling due to taking on more acres. £15,500 + VAT. Tel: 07583 141084. Herts. [EFW83]



**John Deere 6195R**, 2018, 50k, 2,900 hours, Auto Power, GPS ready loads of extras. Tel: 07976 702858. Powys. [EFW51]



**John Deere 4050**, 1989, 9,800hrs, owned by us for last 10 years, pick-up hitch, full Powershift, good working order, new tyres front and 90% rear tyres. £15,000 ono. Tel: 07831 469455. Luton. [EFW16]

**John Deere**, 1942, and also Allis Chalmers B with plough also 1942, call for more information etc. Tel: 07500 430718. Ely, Cambs. [HT19]



**John Deere 6250R**, 2020, Command Pro 50k 900 hours f/linkage and PTO, lots of extras. Tel: 07976 702858. Powys. [DEW114R]



**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. [DEW115R]



**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. [DEW123R]

## 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. [DEW82R]

## LAMBORGHINI



**Lamborghini 775**, only 4,200 hrs, on Pirelli 480/65 x 24 and 280/70 x 18 @ 90%, 3 DA spools, v. clean example. £9,900. Tel: 07710 372 273. A. Mills, N Ireland. [EFW87]

## MANITOU



**Manitou MLT626 Turbo**, c/w pallet toes, smart original condition, in good working order, 9,000 hours. £11,750. Tel: 07710 372273. A. Mills, N Ireland. [EFW89]

## MASSEY FERGUSON



**Massey Ferguson 35x**, 1963, restored by Howard and sons 2018 at a cost of £8,400, new pistons liners and bearings, clutch brakes radiator starter battery, new tin ware and tyres, approx 100 hours and V5. £6,900. Tel: 01692 670909. Norfolk. [HT19W2R]



**Massey Ferguson 4840**, American import, very nice original tractor, Cummins 903 V8 engine, runs and drives perfect, c/w full set of matching duals. Delivery arranged anywhere in UK for more info call. Tel: 00 353 876 899772. Ireland. [EFW46]



**Massey Ferguson 135**, rare early model with alloy mudguard handles, no expense spared rebuild by re-nowned master restorer, David Marshall and featured in *Classic Tractor* 2008, all original Massey Ferguson parts including rear tyres from unused old stock at Banner Lane. £30,000. Tel: 07836 347054. County Tyrone. [HT19W28R]



**Massey Ferguson 35D**, 3-cyl road registered, 1971, new cab and many new parts fitted. £7,800 no VAT. Tel: 07887 884750. Staffordshire. [EFW48]





**Massey Ferguson 135**, 1972, 6-speed with T-bar, PUH, make no mistake this has a genuine 844 hrs on the clock, runs well, first to see will buy. £17,000. Tel: 07718 897765. Forfar. [EFW68]



**Massey Ferguson 35**, reconditioned with industrial rear axle (1973), 4 miles on the clock. Tel: 07771 684817. West Berkshire. [EFW29]



**Massey Ferguson 168**, K-reg, 1972, eight speed gearbox, pick up hitch, folding rollbar, 7.50 x 16 and 13.6 x 36 tyres, tinwork very straight, paint dull, needs pair headlights. £7,500. Tel: 07801 199001. Oxfordshire. [EFW47]



**Massey Ferguson 698**, 1982, later type 6-cyl engine fitted 25 years ago, 12 gears, big wheels and tyres, same owner over 20 years, cab needs attention. £8,000 no VAT. Tel: 01423 50279. North Yorkshire. [EFW23]



**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. [DEW34R]



**Massey Ferguson FE35**, very early, 1958. £7,000. Tel: 07765 905083. Lincolnshire. [DEW34R]



**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. [DEW38R]



**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. [DEW57R]

**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, Lincolnshire. [DE]

## MASSEY HARRIS



**Massey Harris 744PD**, with registration number and V5, engine, steering and radiator all rebuilt and tractor is complete with no rust, gorgeous patina which we have refurbished since the photograph, 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. [DEW8R]

## McCORMICK



**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 with only 6,500 hours, 2007. Tel: 07718 367212. A. Mills, N. Ireland. [DEW72R]



**McCormick MC130**, 2013, 4,573 hours, £28,800. Tel: 01603 712222. Norwich. [EFW94]



**McCormick MC105 and MC100 loader**, 7,361hrs. £25,000. Tel: 01603 712222. Norwich. [EFW95]



**McCormick FCC narrow vineyard**, extremely rare, from the vineyards of Southern France so no rust, complete and starts on the button every time, it's a joy, call for more details. £3,995. Tel: 07788 545873. Midhurst. [DEW9R]



**McCormick MC 135**, 2003, 5,003 hours, air con. £23,750. Tel: 0115 9322438. Derbyshire. [EFW100]

## NEW HOLLAND



**New Holland TM150**, 2000, 8,800 hours, Range Command, Goodyear 520/70R38 @ 50%, 480/65R28 @ 50% front linkage, owned since 2004. Tel: 07710 406384. York. [EFW14]

## OLIVER

**Oliver 70 Standard model**, 6 cyl TVO engine, electric start, original working order, original import. £1,950 ono. Tel: 01348 837733. Pembrokeshire. [HT19]

**TO ADVERTISE  
HERE FREE  
SEE PAGE 145**

## RENAULT



**Renault 70.34 PX 4wd**, on 16.9 x 28 and 11.4 x 24 tyres, forward/reverse shuttle, low profile cab, 94 will go through 8 doorway, 2 DA spools, trailer brakes, off local small farm, 1992, yr 1994 with 10,421 hours, in tidy original condition. £8,250. Tel: 07718 367 212. N Ireland. [EFW86]

## ZETOR



**Zetor 3545**, 1972, 4 wheel drive, cab frame available, with V5 certificate, £4,250. Tel: 07860 413516. Welshpool. [DEP5R]

## OTHER BRANDS



**Valdapana 1540**, Italian built compact tractor, 4 wheel drive, 40hp, very strong and versatile small tractor, ideal for farm and smallholder use, fitted with turf tyres, makes a great landscaping tractor as it causes minimal ground damage, lovely small tractor is 2005 built with only 1,336 hours on the clock, 3 point linkage, a standard PTO, front weight bar and the added advantage of 2 sets of spool valves. £2,490, contact markdonsea@gmail.com include reference when email Valdapana2490. Tel: 07377 058950. Bristol. [EFW39]

## TRACTORS WANTED



**Telehandler 6 metre reach**, JCB 526 or Matbro 270 or Manitou 628 etc, must be mechanically sound, good price paid, I can do the cosmetics but relatively low hours and good mechanicals essential. Tel: 01548 521278. Totnes. [EFW62]

**Field Marshall Series 2 Contractor wanted**, must be in good original condition, must have original lighting set and Marshall Winch- cash waiting for the right machine. Tel: 07884 005651. Southampton. [EF]





**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]



**Marshall wanted**, Q-cab, 602 702 802, 604 704 804, please call if you can help. Tel: 07989 322710. [ABW39]



**John Deere 00, 10, 20 and 30 Series tractors**, Norfolk farmer requires email your machine to Info@jamesmurrell.co.uk, or call 01493 750999. Norwich. [BCW89]



**Fendt tractors**, Norfolk farmer wants all models of Fendt, email details to farm@murrell1.plus.com, Tel: 01493 750999. Norfolk. [BCW90]

**Fiat 450DT**, 4WD, possibly from the late 70s, must be in very good condition, 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 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 four in one bucket, must be in 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**, must be in 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, 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 wielmunkhof@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, 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, registration number is D755 UFL, any help would be much appreciated. Tel: 07708 918439. [CDW1]

**Ford 4600 wanted**, with white bubble cab, reg is TNT 509S, was painted back blue so there could be some grey and orange paint under the blue, any info please call 07789 904156. [KL]

**Massey Ferguson 65 Mk 1**, reg 191 8PT bought in the Darlington area, I would like to know where it is now just for sentimental reason or possibly sale if interested? Tel: 07903 393861. Darlington area. [GH]

**David Brown 990 GSE268G, Super Major ASE268B, Massey Ferguson 65 RSA69, Major ESE235**.

Not looking to purchase just looking for the whereabouts of these tractors for old time sake to see if they are still in use today, any information would be gratefully received, please contact George, e-mail george.still1@btinternet.com. Tel: 07811677644. Aberdeenshire. [IH]

**Ford 6600**, registration number DSR 757V, do you own it or know of its whereabouts? My family acquired it new in May 1980. It had a Duncan Supercab, Dual Power, flexible ends, and a pick-up hitch. It is currently taxed and the last log book was issued on 8 March 2016. I would be interested in finding it. Tel: 07540 635435. [AB]

## 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



**New Holland Clayson 1550**, 15ft header and trailer, completed last years harvest, working order, stored undercover, once featured in *Classic Tractor* Nov 15 issue! Tel: 07850 708536. North Lincs. [HT19P3R]



**Foster threshing machine**, 1942, fully renovated and working, in excellent condition, Serial Number 8421, please phone after 5pm week days. Tel: 073754 77106, video of machine working is available on request. Tel: 07375 477106. New Quay, West Wales. [HT19W21R]



**Landrover**, 1971, from a private airfield but believed from Massey Ferguson plant banner lane prior to that, needs minor restoration but very solid and sound, only 12,000 miles, 6 cylinder engine, best offer received before may 1st takes it, enquiries and offers to. Tel: 07817 364945 or 01530 273666. Derbyshire. [HT19W4R]



**Matbro TS 280**, 7m reach, 5,000 genuine hours, 4WS. Tel: 07976 702858. Powys. [EFW42]



**New Holland 213**, skid steer, 2014, 980 hours. Tel: 07976 702858. Powys. [EFW50]



**JCB 165 robot skidsteer**, low hours very good working order and 3rd service. £POA. Tel: 01327 361531. Northampton. [EFP7]



**Toro Reelmaster 4000-D**, 3,984 hours, £5,500 spent on new barrels and blades fully refurbished, 2nd owner from new, 4WD, full glazed cab (costing over £5,000 new), very good condition, well serviced and stored inside. £9,000 + VAT. Tel: 07967 834914. Northumberland. [EFW39]



**Fisher Humphries threshing machine**, dates from late 19th Century, formerly on wooden wheels but remounted on iron, towable, sheeted and reasonably sound but needs repair to be operational. Offers. Tel: 07889 896872. Hereford. [EFW78]



**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. [DEW53R]

**Aveling Barford 99H grader**, complete, engine on the button and runs well, needs a good clean and paint. £6,300. Tel: 01371 830214. Essex. [EF]

**Volvo L90 shovel**, in very good condition all round. £13,500. Tel: 01371 830214. Essex. [EF]





**Thwaites Tusker digger dumper**, twin cylinder Petter, in working order, complete with set of buckets, early 1970s, ideal for shows, comes with lots of spares. £1,800 ono. Tel: 07786 531956. Southampton. [DEW117R]



**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. [DEW64R]



**Matbro TR200 Powershift**, turbo, joystick control, very original, off local farm. £12,500. Tel: 07710 372273. A. Mills, N. Ireland. [DEW73R]



**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. [DEW74R]



**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. [DEW77R]



**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. [DEW78R]



**Kubota U55-4 digger**, c/w Q hitch and three buckets, 2013 with 3,600 hours, clean tidy UK machine, £24,500. Tel: 07710 372273. A. Mills, N. Ireland. [DEW80R]



**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. [DEW81R]

## OTHER VEHICLES WANTED



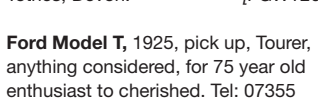
**Land Rovers Wanted**, Series 1-2-3 Defender 90 -110, anything considered, nationwide, cash on collection. Tel: 07775 203208. Nationwide. [BCW2]



**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]



**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]



**Car, van or motorbike**, anything considered in any condition, pre 1990's, private buyer, cash payment. Tel: 07891 500116 or email harley1824@gmail.com. Northumberland. [IJW29]



**Jeep in any condition**, please get in touch, I will pay good prices and interested in all conditions, please call. Tel: 01548 521278. Totnes. [IJW21]



**Willy's jeep**, or similar, all conditions, good price paid, I am easy going with no pressure, call anytime. Tel: 01548 521278. Totnes, Devon. [ABW98]

**JCB 3CX Sitemaster wheeled digger**, email Info@jamesmurrell.co.uk, or call James Tel: 01493 750999. [ABW109]

## BALERS AND BALER SPARES



**New Holland 719 balers**, x2, call for more info. £1,500. Tel: 07817 987652. [DEW32R]



**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. [DEW84R]



**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. [DEW112R]



**Suire DMP-E bale unroller/spreader**, self-loading, with electronic controls, ex-demonstrator is in excellent condition. £9,250 + VAT. Tel: 07889 007261. Notts. [DEW49R]

## CULTIVATORS



**KV cultivator spring tine harrow**, £750. Tel: 07710 372 273. A. Mills, N. Ireland. [EFW93]



**Springtime cultivator**, 8ft wide with depth wheels cat 1 and 11 situated in South Lincolnshire. £275. Tel: 07765 905083. [DEW35R]

## BUCKETS, LOADERS AND ATTACHMENTS



**Farmhand F12 loader**, c/w bucket and stands, very straight loader, been on the same tractor and farm from new, any questions please ask, more photographs available, tractor not for sale. £1,750 ono. Tel: 07779 695619. Bideford. [EFW17]



**Sturdy bale spike**, comes with fully adjustable brackets which slide along the frame for width adjustment and multiple pin positions. £150 + VAT. Tel: 07889 896872. Hereford. [EFW73]





**Browns high lift loader and bucket,** very tidy working order with large PTO mounted hydraulic pump currently fitted to John Deere 3130. £1,500. Tel: 07592 614051. Gloucestershire. [EFW24]



**Bamford hay loader,** barn stored and in working order, to follow behind wagon and pick up loose hay, driven by land wheels, winner of the RASE Silver Medal in 1919. £Offers. Tel: 07889 896872. Hereford. [EFW80]



**Ferguson sack lifter,** good condition, has top link. £450. Tel: 07718 897765. Forfar. [EFW101]



**JCB 4 digger bucket, 18" 2"** with side cutters. 1 3/4 inch pins. 15" pin centres, good bottom and teeth. £150 + VAT ono. Tel: 07854 007328. Shropshire. [HT19W2R]



**McConnel TU20 forklift,** tractor rear mounted, Aat 1 foldup tines, lift and tilt. £425. Tel: 07765 905083. Lincolnshire. [DEW116R]



**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. [DEW121R]



**Genuine JCB 5ft ditching bucket,** with pins, very good condition, fits 3CX, 8060. Tel: 07774 428853. Tamworth. [DEW20R]



**Horndraulic loader,** with bucket and fittings for a Fordson Major, also a roll bar included. £195. Tel: 07765 905083. Lincolnshire. [DEW89R]



**Zuidberg front linkage and PTO,** would suit Case Puma 160/NH T7, available new, from stock. Tel: 07718 367212. A. Mills, N Ireland. [DEW70R]



**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 etc. Holsworthy. [DEW126R]

## BUCKETS AND LOADERS WANTED



**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. East Sussex. [DEW101]

**Massey Ferguson ditching bucket,** to fit a MF 220 back actor, or MF 30 on MF 40. 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]

## MOWERS, FLAILS, TOPPERS, CUTTERS AND ROTAVATORS



**Mayfield 5.5hp petrol Detroit engine,** two wheeled garden tractor, currently with snow plough / yard scraper attachment including snow chains and balast boxes, good runner, regularly used for paddock mowing (mower attachment not included in this sale) new tyres and recent oil change, there are 3 forward and 1 reverse gear they all work although the linkage is slack, the clutch sticks a bit but again it's very useable, Could be used "as is" or restored for showing. £350. Tel: 07971 360 145. Cheshire. [HT19W25R]



**Reco flail mower,** 3 point linkage onto tractor, PTO driven, 3 cutting positions, good working order. More photos available on request, buyer to collect. £1,500 ono. Tel: 01722 710689. Salisbury. [EFW44]



**Claas RU 600 maize header,** in very nice condition. Tel: 07976 702858. Powys. [EFW1]



**Side discharge mower deck,** for Kubota 2350, 54 ins new bearing recently fitted and serviced. £900. Tel: 07970 817390. Pontyclun. [EFW57]



**John Deere 1350,** with transport ram, runs well, checked over, off small local farm. Tel: 07718 367 212. A. Mills, N. Ireland. [DEW84R]

**Merry 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]

**Teagle Golden bullet hedge cutter,** v belt and operating manual, call Mike on 07980 092610. Sandbach. [DE]



**Howard vintage rotavator / tiller garden machinery,** Original Howard "300" rotavator, complete and original in working order, driven by a Kohler petrol engine, I have used it in my garden up until last year but have now reduced the size of my vegetable gardens so this glorious machine is no longer needed and I am reluctantly selling this piece of gardening history, collection only from North Cornwall. Tel: 07971 803181 or 01208 862331. North Cornwall. [DEW202R]



**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. [DEW41R]



**Ferris pedestrian flail mower,** 36inch 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. [DEW123R]

## 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. [EFW18]





**KV 4 x 14" plough**, with depth wheel and hyd cross shaft, c/w full set discs and skims, on all new metal, in as new condition. Tel: 07710 372 273. A. Mills, N. Ireland. [EFW92]



**Kuhn 5-furrow plough**, 2015, with new points and boards, VGC, hyd front furrow, rear discs. £8,800. Tel: 07980 823381. Warwick. [CDP11R]



**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. [DEW48R]



**Massey Ferguson single-furrow plough**, £195. Tel: 07765 905083. Lincolnshire. [DEW92R]

## TANKERS AND BOWSERS



**Vintage farm tank**, 800 gallon, complete with original dip stick only ever been used for gas oil (red diesel) £350 ono collection only. Tel: 07855 795856. Staffordshire. [EFW28]



**3,000 gallon vacuum liquid tank**, is on a hook loader frame. Tel: 07379 833835. Diss, Norfolk. [DEW30R]



**Abbey tanker**, 2020, hydraulic drive, steering axle, air/oil brakes, as new condition. Tel: 07976 702858. Powys. [EFW54]

## TRAILERS



**Vintage four wheel lorry**, 10 feet by 5 feet 6 inches flat deck in reasonable sound condition, stored inside and not used for at least 50 years, more information on enquiry. Tel: 01928 740447. Frodsham. [HT19W7R]



**Dyson 4 wheel trailer**, for restoration, please call for more info. Tel: 07767 248412. Cambs. [EFW58]



**Massey Ferguson 717 3t trailer**, restored. £3,250. Tel: 07718 897765. Forfar. [EFW65]



**Ifor Williams sheep trailer**, twin deck, S/N SCK6000Y0274310 lift of body, complete with gates. £3,250 + VAT. Tel: 01778 570039. Lincs. [EFW13]



**Tipping grain trailer**, 3 ton, new floor, great tyres, don't know if the ram works, but awesome looking trailer, contact me for any other information. Tel: 07584 092470. Gillingham, Dorset. [HT19W26R]



**Quad bike trailer**, good metal and tyres, please call. £195. Tel: 07831 541937. Herefordshire. [EFW3]



**Flat bed drop sides**, metal floor. £95. Tel: 07831 541937. Wales. [EFW61]



**Massey Ferguson trailer**, rebuilt to show condition, red type with yellow rims. Tel: 01652 656572. Brigg. [DEP1R]



**Marshall 3t tipping trailer**, 10ft, with 2ft, harvest bale extension, oak floor, good solid 12-ply tyres. £780. Tel: 01691 718278. Wrexham. [DEW27R]



**3t tip trailer**, is in average condition for age floor been replaced, stand, tip pipe, tyres and tail door, £650. Tel: 07765 905083. Lincs. [DEW90R]



**Bamfords 3t trailer**, stand, tip pipe, wheels and tyres good, needs new floor. £350. Tel: 07765 905083. Lincolnshire. [DEW91R]



**JPM 37 foot long step frame low loader**, front lift out riggers tool boxes call for full details just had 12 months test barn stored ever night. Tel: 07976 702858. Powys. [DEW66R]

**Ifor William's twin deck livestock trailer**, comes complete with gates. £3,500 + VAT. Tel: 07860 336054. [EF] **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 25 trailer**, fully restored, in immaculate condition. €6,150 ono. Tel: 00353 603 4115. Ardee. [DEW106R]



**Trailer**, call for more info. £400. Tel: 07773 467079. Lancs. [DEW111R]

## 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



**Meijer Flat 8 bale sled**, 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. [EFW22]



**International 510 grain drill**, 3m, plenty life left on the discs, not been used for a few years but in working order, stored under cover. £300. Tel: 07711 132451. Larkhall. [EFW45]



**Salop 1.5t muck spreader**, PTO driven dating from the 1950's, left off running but that was a long time ago, spares or repair. Offer. Tel: 07889 896872. Hereford. [EFW81]





**Hunt Major 10" barley bruiser**, on own stand with 10 hp single phase motor, c/w 1 ton bulk hopper and auger. £950. Tel: 07802 897800. A. Mills, N. Ireland. [EFW90]



**Vaderstad drill 400**, 4m, 2009, in great condition, open to offers. £22,000. Tel: 07807 345741. [DEW7R]



**Moulton yard scraper**, 3 point linkage or A frame attachment. £300 ono. Tel: 07927 386435. Northants. [DEW29R]



**PZ Greenland Haybob 300**, runs up fine, comes with new tines and springs. £995 + VAT. Tel: 07788 785871. Penrith. [EFW200]



**Chain harrows**, mounted 5 metre, hydraulic fold up, some worn links. £995 + VAT. Tel: 07788 785871. Penrith. [EFW201]



**Mengele SH30 forage harvester**, complete, gearbox turns everything okay, unsure when last used, needs some TLC. £750 + VAT. Tel: 07788 785871. Penrith. [EFW202]

**Thatching straw bundlers**, professionally made, little use, two available. £POA. Tel: 07764 150720. Bridgwater. [DE]

**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]



**McConnell Ditch king**, good condition c/w two buckets, PTO pump as standard, all fitting brackets, tractor not included. £1,200 ono. Tel: 07788 763876. Argyll. [DEW42R]



**Twose ditcher**, working needs attention to pipes and PTO pump. £150. Tel: 07817 987652. [DEW31R]



**New Holland 525**, complete rollers, boxes and drum. £300. Tel: 07817 987652. [DEW37R]

**Reco trailed wrapper**, working order. £2,000 + VAT. Tel: 07860 336054. [EF]

**Red Vicon BW150**, very good condition. £3,500 + VAT. Tel: 07860 336054. [EF]

**Shelbourne Reynolds type E 302, E307/13 rape machine spares or repair**, £1,750, Bobcat muck fork with grab to fit, 4ft machine, MF digger buckets for 220 to MF 50B etc. Tel: 07502 661861. Northamptonshire. [EF]

## IMPLEMENTS WANTED



**Balers wanted**, International: 430/440/435/445, Massey Ferguson: 120/124/128/220/224/228, Claas Markant 55/65 any condition, will fetch anywhere in UK. Tel: 07794 154003. Derbyshire. [EFW107]



**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]

**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. [BC]

**Ferguson/Hesford PTO driven tractor winch**, ideally on in need of repair, I am looking for a project. Tel: 07766 136136. Inverness. [BC]

**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]

**McConnell 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. [IJ]

**AC 2F plough**, prefer drag but dont mind, hydraulic, good condition please but anything considered, cash paid. Tel: 07521 455570. Glos. [IJ]

**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. [DEW2R]

**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

**BKT tractor tyres**, 24 x 12.4 new condition. £250. Tel: 07761 679001. East Sussex. [DE]



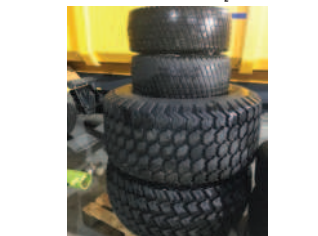
**Nuffield DM4**, pair of used 11 x 36, 8 stud wheels and tyres, from sliding hub model, tyres old but hold air Rims ok. £300 incl. VAT, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffordshire. [HT19W20R]



**Fordson Major dual wheel**, also Ford 4000 wheel, offers please call. Tel: 07831 541937. Wales. [EFW59]



**Tractor tyres size 12.4 and 11.28**, one good condition the other reasonable condition, both useable. £100 ono. Tel: 01902 850861. Stafford. [HT19W10R]



**Wheels and tyres**, for compact John Deere tractors, full set of wheels and tyres for compact John Deere tractors, 25 x 12.00-9 rears, fronts 27 x 10.50-15. Tel: 07976 702858. Powys. [EFW52]



**Nuffield / Leyland front inner wheel weights**, to fit 750 x 16 wheels, part number ATJ8231. £220 buyer to collect. Tel: 07811 507267. Stafford. [DEW51R]



**Bettinson dual wheels**, pair of 12.4 x 28" very nice condition and good tyres, situated in South Lincolnshire. £275 ono. Tel: 07765 905083. [DEW36R]

**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]





**John Deere combine wheels**, and almost new 18.4 x 26 12 ply tyres. £650. Tel: 07968 178264. Penzance. [DEW96R]



**Wheel and tyres 14.9 x 26" Goodyears**, good condition for age. £140. Tel: 07765 905083. Lincolnshire. [DEW87R]



**Standen row crops wheels and tyres**, 8.3 x 44" good condition for age. £175. Tel: 07765 905083. Lincolnshire. [DEW86R]

**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. North East. [BC]

**Rear wheels**, pair to fit Ford 5000, 12 x 38. Tel: 07866 246292. Northants. [LA]

**Massey Ferguson 34" PAVT wheels wanted**, in good original or restored condition, ideally with tyres. Tel: 07593 945692. Cambridge. [AB]

**24" wheels/rims**, with 2 scallops and tyre locking rings. Tel: 00 31 455320246. Netherlands. Email: hansipeter@ziggo.nl [GH]

## WOODCHIPPERS, SAW BENCHES & LOG SPLITTERS



**McCone Log Mate PTO saw bench**, vgc. £950 + VAT. Tel: 07850 367 464. Swindon. [EFW8]



**Vintage Charles D Phillips belt driven saw bench**, 2ft x 4ft top, cast frame, very strong. £145 no VAT. Tel: 07801 199001. [DEW40R]



**Kity 419 saw bench**, sliding table for cross cuts, tips over to 45 degrees, GWO, can be seen working. £275. Tel: 07946 282011 or e-mail: lmason9@hotmail.com. Kent. [GHW25R]



**McCone saw bench**, flat belt model, recently refurbished including new belt and a respray, in good working order. £800. Tel: 07792 228262. Cardigan. [DEW54R]



**Ferguson saw bench pulley and belt**, please call for more items. £400. Tel: 07765 905083. Lincs. [DEW93R]

## CABS, CAB PARTS, PANELS & GLASS



**Deutz Agrottron range RH driver's door**, brand new, unused, green tint, c/w new door seal. £170. Tel: 07855 742792. Market Drayton. [DEW200R]



**Fiat 450 cab doors**, one lower window cracked otherwise complete. £180 buyer to collect. Tel: 07811 507267. Stafford. [DEW52R]

**Two matching doors with brass hinges and brass handles size**, 27 x 78 inches in very good condition £40 the pair. 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. [DEW44R]



**Dorman engine**, can be seen running, very good condition, regularly used. £1,000. Tel: 07974 312002. Shropshire. [DEW47R]

**Lister TS3 diesel engine**, 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]

## VARIOUS OTHER PARTS FOR SALE



**Massey Ferguson 35 3cyl bonnet**, 1962, is in very reasonable condition. £150 ono. Tel: 01902 850861 Staffordshire. [HT19W9R]



**International BT66 crawler track chains**, in good condition with life left in them, rare to find these days. £450 + VAT for the pair. Tel: 07854 007328. Shropshire. [HT19W1R]



**Leyland/Nuffield drawbar frame**, good used condition, buyer to collect. £75 + VAT. Tel: 01889 500303 or 07850 525693. Staffs. [HT19W13R]



**International 454,474,475 574,674 tractor weight frame and cast block**, c/w bolts, complete kit, good condition. £200. Tel: 07870 559146. Shropshire. [EFW63]



**Engine block for International W4**, not great order but may be useful for spares, possibly of use to someone or else it goes to scrap. Offers. Tel: 07889 896872. Hereford. [EFW79]



**Case Int, or International 84, 85, 95, 4200, or 55, 56 Series tractors**, 16 weights frame, c/w bolts straight condition. £150. Tel: 07870 559146. Ludlow. [EFW64]



**Ransomes trailer plough points various**. £10 each. Tel: 07889 896872. Hereford. [EFW77]



**Radiator for Massey Ferguson 35**, 3-cyl, condition as seen in photo. £25. Tel: 01902 850861. Stafford. [EFW34]

**International 523 swinging drawbar**, £50, also have sales brochures, tractors and implements, please call for more details. Tel: 01562 730215. Stourbridge. [HT19]





**Massey Ferguson 45kg front weights**, no cracks. £60. Tel: 01327 361531. Northampton. [EFP8]



**Drott weight**, with bar fitted to go on 3 point linkage. £50. Tel: 07889 896872. Hereford. [EFW75]



**Massey pressure control hitch**, £150. Tel: 07718 897765. Forfar. [EFW72]



**Pickup hitch**, bought for Fordson Major, tractor now sold. £85. Tel: 07831 541937 Herefordshire. [EFW60]



**Radiator to fit Ford 3000 Pre Force.** £25. Tel: 01902 850861. Stafford. [EFW35]



**Drag link to fit Ford 4000**, none power steering, good condition. £30. Tel: 07583 874066. Stafford. [EFW37]



**Ford tractor seat.** £30. Tel: 07583 874066. Staffordshire. [EFW36]



**Massey Ferguson 135 weight frame**, for a swept axle, non-genuine but useable. £150. Tel: 07718 897765. Forfar. [EFW69]



**Diverter valve for a MF 135**, £150. Tel: 07718 897765. Forfar. [EFW70]



**Amazon brackets**, to fit an Amazone DA drill onto a Kuhn power harrow, good usable condition. £150 + VAT. Tel: 07854 007328. Shrops. [EFW19]



**Nuffield 3 cylinder camshaft**, used, in good condition, removed from 345, may fit others. £72 including VAT. Tel: 01889 500303. Staffs. [HT19W14R]



**Nuffield 465/ 345 steering box c/w arm**, has been used, also fits Leyland. £144 including VAT. Tel: 07850 525693 or 01889 500303. Staffs. [HT19W15R]



**Massey Ferguson 45kg weights**, (x13) and extension carrier, offers. Tel: 07976 794383. Shropshire. [EFW12]



**Nuffield DM4**, etc front axle c/w hubs, used, some play in centre pin but otherwise good, RH steering arm NOT welded on. £450 including VAT, buyer to collect. Tel: 01889 500303 07850 525693. Staffordshire. [HT19W16R]



**Nuffield DM4 gearbox top c/w selectors**, as removed from working tractor. £96 including VAT, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffordshire. [HT19W17R]



**Drawbar Frame Nuffield DM4**, etc as removed from DM4. £150, buyer to collect. Tel: 01889 500303 07850 525693. Staffordshire. [HT19W18R]



**Nuffield DM4 pedals and cross shaft**, as removed from working tractor. £72 including VAT, buyer to collect. Tel: 01889 500303 07850 525693. Staffordshire. [HT19W19R]



**Bottom plate to convert loader fork into bucket**, is believed to be MF, 39" wide. £75 including VAT, buyer to collect. Tel: 01889 500303 or 07850 525693. Staffordshire. [HT19W12R]



**Fordson major wheel weights**, x 4. £600. Tel: 07957 804652. Market Drayton. [HT19W5R]



**Grille guard and weight frame**, to suit Ford 10 Series. £150. Tel: 07957 804652. Market Drayton. [HT19W6R]



**Bamford 7RTC mower drive pins** (new and unused) Tel: 07790 676482. Derbyshire. [DEW119R]



**Ford 5000, genuine Fo MoCo radiator**, been just re-cored, reconditioned, tested and ready to fit. £225 + VAT. Tel: 07870 559146. Ludlow. [DEW63R]



**Ferguson mudguards**, on the frames, come in good original condition. £135. Tel: 07765 905083. Lincs. [DEW88R]



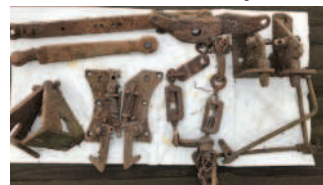
**Tines from Blackstone swath turner x12**, (new old stock) Tel: 07790 676482. Derbyshire. [DEW120R]



**Porsche parcel shelf**, £50. Tel: 07741 206449. Lancashire. [DEW109R]



**John Deere 1120-2120 rear lift arm**, as new £95 + shipping. Tel: 07968 178264. Penzance. [DEW56R]



**Linkage and pickup hitch**, parts believed for MF 35. £50 ono. Tel: 07831 110435. Essex. [DEW113R]



**Caterpillar D6C angle blade and rear winch**, powershift, completely rebuilt, tracks 60% good, engine has had new sleeves and pistons, crank shaft found to be in very good condition, can go straight to work. £12,000. Tel: 01371 830214. Essex. [EF]

**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]



**Carburettor Norton Villiers type B10/2**, with elbow. £15. Tel: 01440 820047. Suffolk. [DE]

**Quantity of Tegal titan 7t trailer sides**, grain and silage sides, good condition. £POA. Tel: 07764 150720. Bridgwater. [DE]

**Side panel for JCB digger**, £125, two side panels for IH Drott, £325, bracket for McConnell 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]

## PARTS WANTED



**Simms EG31/2 24 volt voltage regulator**, dead or alive, call Mick. Tel: 07850 303731. [EFW43]



**DAR valve**, for a Fordson Dexta or Super Major. Tel: 07795 192645. Epping Green, Essex. [EFW11]



**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]



**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]



**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]



**Massey Ferguson 698T turbo unit**, please call if you can help. Tel: 087 6328657. Co Clare, Ireland. [EFW4]



**Steering wheel**, for British made M.M. model 'U.D.S.' diesel tractor. Tel: 01283 585258. [JKW37]



**NIS cab**, for a Nissan digger, could be a 1980s model, see photo, please call if you can help. Tel: 01625 575796. Macclesfield. [JKW37]

**Conveyer chain links**, wanted for Bamford FSL1 land drive manure spreader, they slide across each other to connect. Tel: 01609 775767. Northallerton. [EF]

**Workshop Special Tools for Case IH, New Holland tractors**. devonpoint@gmx.co.uk. Tel: 07866 367900. [DE]

**Double acting valve**, for a Fordson Dexta two pipe valve, please let me know. Tel: 00353 877860323. [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]

**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]

## MISCELLANEOUS

**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]



**McCormick binder**, presume 1930/40's, always kept in barn, and has original canvases. Tel: 07889 896872. Hereford. [EFW74]



**Former wagon**, all ironwork for anyone wishing to build a replica. Tel: 07889 896872. Hereford. [EFW76]



**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. [DEW103R]



**Hook and ring heavy duty chains**, 9 - 10 ft long. £25 for the pair or will sell separately. Tel: 01492 544866. North Wales. [DEP2R]



**Mangle**, in original condition, 1950s, a lovely example in excellent condition. £150. Tel: 07741 206449. Lancashire. [DEW25R]



**Job lot of brand new tiles**, £5 per box, they were £26 when new per box cream colour, 23 box's available now. Tel: 07741 206449. Lincs. [DEW110R]



Keeping it Original,  
Keeping it Massey Ferguson  
www.masseyferguson.com





## MODELS, COLLECTABLES, LITERATURE AND DVDs



**Ransomes Crusader, genuine operator's manual and service manual**, good condition. £30. Tel: 07935 860014. Sutton Bonington, Nottinghamshire. [HT19W23R]



**David Brown digger brochure**, 4 pages, £12. Tel: 07962 891469. West Yorkshire. [EFW32]



**Ford 5510, 6610 and 7610 instruction manuals**, good condition. £35 for both. Tel: 07718 897765. Forfar. [EFW71]



**Ford ploughing award badge**, £45. Tel: 01994 232893. Wales. [EFP1]



**Ford tractor badge**, very good condition. £40. Tel: 01994 232893. Carmarthen. [EFP2]



**David Brown Case badges**, x3, £60. Tel: 01994 232893. Carmarthen. [EFP3]



**Rare Priestman drivers badge**, £60. Tel: 01994 232893. Carmarthen. [EFP4]



**John Deere brochures**, x 4, Tel: 01994 232893. Carmarthen. [EFP5]



**International Harvester 150 years book**, depicting implements, tractors and many more items. 416 pages. £90 ono. Tel: 01205 750380. Lincs. [EFP6]



**Kverneland TA336/337/338/339/3310 trailed mower conditioners brochure**, 12 pages, £8. Tel: 01423 734487 or 07962 891469. West Yorkshire. [EFP40]



**Case IH range pull-out brochure**, £20. Tel: 01423 733487. West Yorkshire. [EFP41]



**International Hi-performers pull-out brochure**, £15. Tel: 01423 733487. West Yorkshire. [EFP33]



**Dinky Guy lorries**, x 3 1950, a flat back tailboard model and a high side all previously owned and in boxes all collectable. £150 for the three will post out. Tel: 07903 904199. [EFP49]



**Selection of used old tin pin badges**, £75 ono. Tel: 07860 628252. North Yorkshire. [EFP27]



**Massey Ferguson 780 complete parts book**, complete. Tel: 07583 673321. Hereford. [EFP25]



**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. [DEP3R]



**DVD Old Pond Publishing**, Autumn work. £8 plus postage. Tel: 07583 673321. Hereford. [DEW11R]



**Massey Ferguson badges**, 100 Series x4, £60. Tel: 01994 232893. Carmarthen. [DEP7R]



**Nuffield Leyland badges**, x3, £40. Tel: 01994 232893. [DEP7R]

**Bray, Matbro and Weatherill loader instruction and parts books**, call with machine model you require. Tel: 01926 632509. [DE]



**Vintage Regent petrol / oil badge**, £45. Tel: 01994 232893. [DEP8R]



**Oakes Bros dealer cast plates**, x2, call for more info. Tel: 01994 232893. Carmarthen. [DEP9R]



**Dinky Guy lorries a flat back tail-board model**, 3 from 1950, and a high side, all previously owned, in boxes, all collectable £150 for the three. Will post. Tel: 07903 904199. [DEW104R]



**John Deere 2022 calendar, unused, duplicate**. £5 plus 2nd class post. Tel: 07583 673321. Hereford. [DEW24R]



**Cast early J.W. Glover plate**, £50. Tel: 01994 232893. Carmarthen. [DEP10R]



**Ideal combine game changer, two brochures**, in folder Ideal combine unused A4 size £15 plus postage. Tel: 07583 673321. Hereford. [DEW62R]

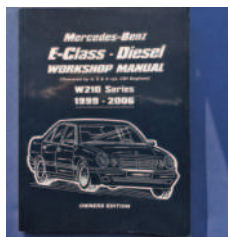


**Heavy glass paper weight**, showing New Holland big square baler, comes with the original box, 4" long x 2.25" wide x 2.25" high. £15 plus postage. Tel: 07801 199001. Hereford. [DEW13R]





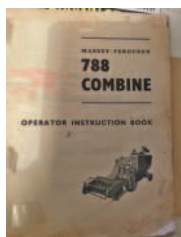
**Wiking Claas Torian 1914**  
Agritechnica edition, as new in box  
£160 incl. UK shipping. Tel: 07968  
178264. Penzance. [DEW55R]



**Benz E-Class diesel workshop manual**, W210 Series, 1999 to 2006,  
200 pages, unwrapped, unused,  
unmarked, like new. £15.95. Tel:  
07399 359072. Canterbury. [DEW85R]



**Manitou MLT 627 turbo leaflet**, £6.  
Tel: 01423 733487. Yorks. [DEW43R]



**Massey Ferguson 788 operator's book**, complete apart from front cover,  
£7 plus postage. Tel: 07583 673321.  
Hereford. [DEW16R]



**Case IH pocket price list**, 1988,  
32 pages. £12. Tel: 07962 891469.  
[DEW97R]



**Lister-TED leaflet**, please call me for  
more items. £5. Tel: 01423 733487.  
West Yorkshire. [DEW98R]



**Ford tractor news**, 1968,  
4 pages. £24. Tel: 01423 733487.  
West Yorkshire. [DEW100R]



**Case IH 95 Series brochure**,  
24 pages, £10. Tel: 07962 891469.  
West Yorkshire. [DEW99R]



**Claas shell cotton overalls**, in retro  
design, size large, unopened. £20  
including postage. Tel: 07583 673321.  
Hereford. [DEW17R]



**Massey Ferguson beret**, in good  
condition, £5 + small packet post. Tel:  
07583 673321. Hereford. [DEW18R]



**History of combines in UK hard-  
back**, A4, 212 pages, book lots of text  
and photos. £23 incl. postage. Tel:  
07583 673321. Hereford. [DEW107R]



**Claas shoulder and laptop bag**,  
£12 plus postage, inside pockets and  
shoulder strap. Tel: 07583 673321.  
Hereford. [DEW108R]



**Claas tractor brochures**, 2004/2005,  
£6 ono, plus postage. Tel: 07583  
673321. Hereford. [DEW19R]



**Claas product range books**, various  
years from 2006, very good condition.  
£6, plus second class postage. Tel:  
07583 673321. Hereford. [DEW203R]

## 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]

**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. [HI]  
**Operators manual and workshop  
manual**, for Renault 95 12. Tel: 07939  
139024. Boston. [DE]



**Wanted, anything E H Roberts**,  
Deanshanger, nameplates, cast iron  
seats, spanners, catalogues, etc, top  
money paid. Tel: 07958 381278.  
Buckingham. [HIW54]



**Old wind pump or windmill** like the  
picture shows, any condition  
considered good price paid call.  
Tel: 01548 521278 Devon. [IJW58]

**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]

**Dowdeswell Roller mower brochure  
wanted**, featuring 6' and 8' 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 & 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: wiltsme@outlook.com [AB]



**Bolnhurst Vintage and Country fayre**, 18th and 19th June 2022, Vintage and Classic vehicles welcome, admission adults £7, concession and 10 - 16 £5, under 10 free, open 10am - 5pm. Enquiries Tel. 01234 376577. [www.bolnhurstally.co.uk](http://www.bolnhurstally.co.uk). Bedford. [EF]

## SERVICES



**Character holiday cottage**, sleeps 2 in historic Middleham, ideal base for exploring the Yorkshire Dales, good selection of pubs and tearooms serving food close by, short breaks available all year. Owner maintained to a high standard. Tel: 01969 678055. Email: [enquiries@oldcartmelcottage.co.uk](mailto:enquiries@oldcartmelcottage.co.uk) and [www.oldcartmelcottage.co.uk](http://www.oldcartmelcottage.co.uk). Leyburn. [EFW43]



**Heavy duty 1.5m tractor transport box**, built by Arc One Engineering, highly durable paint coating. Reinforced steel frame comes with Cat 1 and Cat 2 multi pins, custom build to order, any size, any colour. Tel: 07484 876889. Axminster. [BCW149]



**Land wanted**, arable, pasture, and orchards or a mixture to metal detect, Kent and Sussex areas, generous fee to detect on your land, digs held on Sundays, to find out more, contact Medway History Finders or request a guide for land owners at [www.medwayhistoryfinders.co.uk](http://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](http://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](mailto:carl.kaz@live.co.uk), call/text (eves only) 07493716090. Derbys. [CDW53]

**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] **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-E125R]

**Haulage of all agricultural machinery**, seven days a week good rates, no job too small, any size tractors, special loads. Tel: 07867 306845. Tenterden. [CD]

## EMPLOYMENT OPPORTUNITIES

**Working Farm Manager**, 1,300 acres-Dorset. A working Farm Manager is required to take responsibility for the day to day operations of this 1,300 acres farm with both organic and conventional production systems. There is a herd of 200 suckler cows selling mainly cattle and providing herd replacements, and an outdoor lambing sheep flock of 970 Lleyn ewes selling finished lambs. In addition there are 150-200 acres of cereals. The manager will report directly to the owner and should be able to demonstrate: exceptional stockmanship skills, attention to every detail, relevant practical and organisational experience, an ability to keep accurate records and a flexible approach to working practices. A competitive remuneration package and a three bedroom house are available. Please call 07876 701487 to discuss this opportunity. Please apply to [aubmanposit@outlook.com](mailto:aubmanposit@outlook.com) with a CV and covering letter. Deadline for entries being the 25th March 2022. [E]

**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 Fyfe area?** I am located in Perthshire, please call if you are looking for ploughing services. Tel: 07761 625195. [AB]

**Krone UK- Territory Managers in Scotland and the South West.** We are looking for two Territory Sales Managers to partner with and develop our distribution network within their territory area. You will have responsibility for the whole sales process through the distribution network and will work together with our dealer network to support and develop every aspect of the sales process, from lead generation through to customer purchase and beyond. A proven success in a sales team and particularly dealer development; an excellent communicator with the skills to challenge as well as lead; strongly business focused with an understanding of both wholesale and retail environments; structured approach, system driven and a confident IT user; experience of the agri equipment industry. To apply please email a covering letter and CV stating your current salary to [sales@krone-uk.com](mailto:sales@krone-uk.com). Closing date: 31st March 2022. [E]

**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](http://www.bas.ac.uk/vacancies) [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](http://www.pvdobson.com/job). [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](http://www.pvdobson.com/jobs). [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](mailto:marketing@storthmachinery.co.uk) or to view a full list of current vacancies [www.storthmachinery.co.uk/careers/](http://www.storthmachinery.co.uk/careers/) [DE]

**Service Engineer/ Technician.** Due to the exciting growth within the agricultural sector, we have opportunities for an experienced Service Technician to be involved in the service and repair of a wide range of agricultural machinery. We would also welcome applications from Engineers / Technicians working on similar equipment such as plant or HGV maintenance with appropriate qualifications. The successful candidate will have good diagnostic skills and be able to work on their own initiative. Working both in the workshop and on site as required, the job will be varied, at times technically challenging, and it will require good communication skills. Full product training is provided and a driving licence is also required. In return we offer an attractive and competitive package, with fully fitted company van. For further information please refer to our website or call 01476 590077 or [hr@chandlersfe.co.uk](mailto:hr@chandlersfe.co.uk) or visit [www.chandlers.co.uk/careers](http://www.chandlers.co.uk/careers) [EF]

**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](mailto:info@liugong.co.uk). Website: [www.liugong.co.uk](http://www.liugong.co.uk) [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](mailto:paul@sundialmagazines.co.uk) [DE]

**SEARCH FOR JOBS HERE**  
**PLEASE MENTION CLASSIC TRACTOR WHEN APPLYING**



# Tractor Trader

Hundreds of tractors, implements and parts for sale in Classic Tractor's fantastic free classified ad section

## PRIVATE ADS ARE FREE!!

There's no better place to advertise than the **TRACTOR TRADER** classified pages in **CLASSIC TRACTOR**.

And remember, private adverts are **FREE** and you can also have a **FREE** picture.

Complete the form below and post it to us with your photograph, email your advertisement to [classifieds@sundialmagazines.co.uk](mailto:classifieds@sundialmagazines.co.uk) or place your advert online at [www.classictractormagazine.co.uk](http://www.classictractormagazine.co.uk) please provide your full name and address (not for publication).



**FREE ADS!  
FREE PHOTO!**

**Classic Tractor**

Make sure you fill in all relevant parts of the form and please write/print VERY clearly.

### CONDITIONS

FREE ADVERTISEMENT OFFER APPLIES TO PRIVATE ADVERTISERS ONLY. MAXIMUM OF TWO ISSUES, SUBJECT TO AVAILABILITY OF SPACE. TRADE ADVERTISEMENTS ACCEPTED AT £5 + VAT FOR UP TO 50 WORDS. TRADE PHOTOS £30 + VAT. PHOTOGRAPHS MAY BE EXCLUDED IF CONSIDERED UNSUITABLE FOR ANY REASON. WE REGRET WE CANNOT RETURN PHOTOGRAPHS. NO RESPONSIBILITY CAN BE ACCEPTED FOR ERRORS OR THE NON-APPEARANCE OF ADVERTISEMENTS.

### TRACTOR TRADER CLASSIFIED FORM

**PRIVATE** advertisers: up to 50 words FREE.

Photographs are FREE. Multiple entries accepted subject to space.

**TRADE** advertisers: £5 + VAT for up to 50 words per insertion. Photographs £30 + VAT each.

Post your ad or e-mail to: [classifieds@sundialmagazines.co.uk](mailto:classifieds@sundialmagazines.co.uk)

Free advertisement details cannot be taken over the phone.

I wish to place the following classified advertisement in the next 1 ☐ or 2 ☐ issue(s) of **Classic Tractor**

To appear under the heading of:

- |                                                       |                                              |                                            |
|-------------------------------------------------------|----------------------------------------------|--------------------------------------------|
| <input type="checkbox"/> TRACTORS FOR SALE            | <input type="checkbox"/> TRACTORS WANTED     | <input type="checkbox"/> PARTS FOR SALE    |
| <input type="checkbox"/> PARTS WANTED                 | <input type="checkbox"/> IMPLEMENTS FOR SALE | <input type="checkbox"/> IMPLEMENTS WANTED |
| <input type="checkbox"/> OTHER (please specify) ..... |                                              |                                            |

Tel: No: ..... Town .....

Sundial Magazines (publisher of *Classic Tractor* magazine) would like to keep you updated about the latest offers, products and services. To receive these please tick the box. You can unsubscribe at any time ☐

Post this coupon to: **Classified Ads, Sundial Magazines Ltd,**  
**17 Wickham Road, Beckenham, Kent BR3 5JS**  
or e-mail your ad to: [classifieds@sundialmagazines.co.uk](mailto:classifieds@sundialmagazines.co.uk)

#### Important Notices

The Editor, Publisher or Printer cannot accept any responsibility for the quality of tractors, parts or services advertised in *Classic Tractor* magazine or for failure in payment, etc. Contracts are between the individuals concerned and no liability can be attached to Sundial Magazines Ltd or its officers. Particular attention should be paid by advertisers to the requirements of the Trade Description Act 1968 governing trade descriptions, especially when detailing accurate descriptions of goods offered for sale. The Business Advertisements (Disclosure) Order 1977 requires all advertisements by people who sell goods in the course of a business to make that fact clear. The responsibility for this lies with the advertiser. It is a further legal requirement that when VAT is to be charged, it is made clear whether VAT is included in the price shown or not.

I enclose my cheque/PO for £..... (payable to Classic Tractor)

OR, I wish to pay by ☐ ☐

Card number ..... Start date or issue no.....

Expiry date..... Signature.....

#### PLEASE COMPLETE THIS FORM

Name .....

Address .....

Postcode .....

Tel. No. ....

Email .....



# MACHINERY MISHAPS

Your chance to share your pictures of farming machines in trouble. Send us a picture and tell us what happened, and we'll do the rest. Each 'Mishap of the Month' wins £20!



Back in 2017, an electrical fault in the dashboard of Angus Dods' Case IH Maxxum MXM140 caused a fire that completely destroyed not only the tractor, but also the McConnell hedge cutter attached to its linkage. Talk about a double whammy.

**MISHAP**  
OF THE  
MONTH



2



3



1



4

**1** According to Tom Wheeler, his family's Fendt TS80 backhoe loader, seen here during a recent sticky moment in Co. Wexford, was originally one of 13 units bought new by Dublin's Board of Works. He says he knows of two others in his area.

**2** Having shunted back and forth and spun the wheels to no avail, the operator of Thomas Edwards' 1999 John Deere 7810 had to call for some assistance. Hopefully, the tow chain didn't scratch the paintwork of this lovely 7810.

**3** It would have been asking a lot of a bare two-wheel drive tractor to get across

this waterlogged area without getting stuck. This Ford Series 10 model, weighted down by a Quicke front loader and rear McConnell back-actor, had no chance.

**4** At first glance, this appears to be a really pretty example of a John Deere 2066 combine. But if you look more closely you can see why this Deere is in Machinery Mishaps. A rear-end fire, inset, turned this former beauty into a beast.

**5** Transmitting the power from a Massey Ferguson 2805, once the world's most powerful two-wheel drive tractor, with a PTO rating of over 190hp, was just too much for the poor output shaft of this 1000rpm to 540rpm PTO adapter.



5



# FARMING FINANCE

## No matter what you need it for!

Equipment – Livestock – Feed – Fertiliser – Seed – Cash Flow  
Diversification Projects – AgChem – Building – Debt Consolidation



## There's a load of reasons to call us

- Finance from £10k to £5m
- Excellent rates
- Simple, quick phone application
- Tax efficient
- High street banks unsupportive
- Tenant farmers welcome
- 6 month to 10 year terms
- Decision within 24 hours
- Bad credit history, large debts – no problem!



Contact George on 07522 731193  
or [george.bridgman@abfltd.co.uk](mailto:george.bridgman@abfltd.co.uk)

Only available in England, Wales & Scotland





# THE STRAIGHTFORWARD ANSWER



## ZETOR PROXIMA, 80-120HP, CL | GP | HS MODELS

PRE-REGISTERED TRACTORS AVAILABLE EX-STOCK FOR IMMEDIATE DELIVERY

\* MODEL SHOWN PROXIMA 110CL WITH TL140 LOADER



**NIGEL** (South) 07718 537414 or **HAMISH** (North) 07876 730719

[facebook.com/ZetorUK](https://facebook.com/ZetorUK)

[www.zetor.co.uk](http://www.zetor.co.uk)

[sales@zetor.co.uk](mailto:sales@zetor.co.uk)

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



**PRIMO**  
15-20HP



**COMPAX**  
25-40HP



**UTILIX**  
40-50HP



**HORTUS**  
60-70HP



**MAJOR**  
70-80HP



**PROXIMA**  
80-120HP



**FORTERRA**  
100-150HP



**CRYSTAL**  
150-170HP

Tractor is Zetor. Since 1946.