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December 2022

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Welcome



FABULOUS FORD

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Photo: Ken Topham.



*The Department for Transport believes
it is time to review the way testing
and training is carried out.*



IF YOU READ THE 'NEWS' SECTION in last month's CLASSIC TRACTOR, you will already know that the Department for Transport is currently looking into changing the laws relating to the licence requirements for agricultural tractors. Currently, if you pass a regular car driving test (category B) in the UK, you are automatically entitled to drive an agricultural tractor (category F).

One of the proposals put forward in the DfT's public consultation document is that tractor drivers should be required to have a category C/CE licence, which is the same as for an HGV. The DfT says there are concerns that people are using the category F licence to drive agricultural tractors with very heavy loads which, it adds, is not in the spirit of the original legislation.

It also believes that due to advances in technology, vehicle types and load-carrying capacity, it is time to review the way testing and associated training is carried out. It is currently permissible for anyone (over the age of 21) with a regular car licence (category B and F) but absolutely zero tractor driving experience or training to head out onto the road with an agricultural tractor and trailer with a loaded gross weight of up to 31t and then travel at up to 25mph (and usually more). This is not ideal and will surely not continue indefinitely.

If I am being honest, I don't think our industry is helping itself by requesting ever-larger trailers and tankers, many with tri-axes. This has long been a bone of contention with the haulage industry, which considers faster tractors carrying heavier loads over longer distances to be unfair competition. The DfT's current proposals are no doubt the result of concerns raised by haulage associations.

For the meantime, the proposed changes to licence requirements are just that, proposals for discussion, nothing more, but I am sure there will be more noise on this subject in the months to come. We shall keep you posted.

In other machinery matters, I'm sure I'm not the only one who has noticed that there have been more farm dispersal sales this autumn. According to my auctioneering contacts, there is no one reason for why so many farmers have decided to retire or cease in-hand farming, but rising input costs remain a concern for many, one that can tip the balance in favour of retirement. I'm just sorry to see so many farming businesses, many of them generations old, calling it a day. Thanks to the roaring trade for second-hand machinery, they have at least been assured of a good send-off.



Rory Day

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Front cover: MF 565, 3065 and 85.265 form part of an extensive fleet of MF equipment used by Richard Lamb, right, and his son Tom, on their arable and livestock farm at Stamford in Lincolnshire. Photo: Tim Scrivener.

Main picture: Alan Turner's fabulous John Deere 3640 working with a chisel plough during CLASSIC TRACTOR'S recreation of *Crops Weekly's* 1985 'Hands-On Test' of the model. Photo: Terry Richardson.

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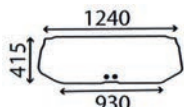
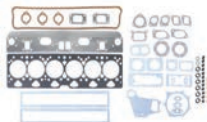


AUCTION CENTRE

124 Machinery Sales

Results from an on-farm sale in Cambs and auction of a collection in Somerset.



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CASE IH 956XL

8706
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RED & GREY IS THE WAY

The Lamb family's tradition of using Massey Ferguson tractors on their mixed farm near Stamford in south Lincolnshire stretches back over half a century to the 100 Series models of the 1960s. Since then, they've owned dozens of the manufacturer's tractors, retaining a few, which they still use, and swapping others on a regular basis. Rory Day has been talking to them about their allegiance to the Triple Triangle brand, which also extends to combines, and loyalty to their local dealer; pictures by Tim Scrivener.

UPON ENTERING A. L. Lamb & Son's tidy, modern farmyard, located just a few miles north of the town of Stamford in south Lincolnshire, one of the first things that strikes you is the preponderance of Massey Ferguson equipment. There are red and grey machines everywhere – not just tractors, but also combines, round and square balers and even a self-propelled sprayer based on a Massey Ferguson 698.

The Lamb family's tradition of using Massey Ferguson tractors stretches back to the mid-1960s, a time when the first of several MF 100 Series models began to arrive on the farm. Richard Lamb, the third generation of the family to be involved in the business, believes there may have been a Ferguson TE-20 on the farm at one point, but that was before his time. A number of MF 135s and 165s were being used as the main tractors when Richard, who farms 550 acres with his son, Tom, was cutting his tractor-driving teeth back in the early-to-mid 1970s.

Nobody is exactly sure when the founder of the business, Richard's grandfather, the late Archie Lamb, bought his first tractor, or exactly what it was, but it may have been an IH Farmall F-12 built in the 1930s. In 1933, Archie, who had been farming at Tickencote Warren, a few miles to the north-west of Stamford, moved to a farm in the village of Great Casterton, on the outskirts of Stamford. As a rule, IH machines were favoured over other brands and this was a trend that continued well into the 1960s. Richard and Tom still own a US-built IH Farmall H that arrived new on the farm in the 1940s. Archie Lamb had apparently been due to receive a smaller IH Farmall A during the Second World War, but a U-Boat intervened and sent the ship that was carrying it from the US to the bottom of the Atlantic Ocean.

Archie, who was joined in the business by his son Anthony, continued to use IH tractors during the

1950s and 60s. A. L. Lamb & Son owned three IH 434s, but these were to be the last new IH machines on the farm. Massey Fergusons, in the shape of a number of new 135s and 165s, began to appear and make a favourable impression on the family, especially Anthony's son, Richard.

"We had several MF 165s with flexi-cabs during the first half of the 1970s and I recall they cost about £1200 new," he says. "At the time, the ploughing and a lot of the other heavier work on our farm was being done by an MF 165 and a Ransomes three-furrow reversible. The 165 was a hell of a tractor."

Below: Massey Ferguson has been the dominant brand on A. L. Lamb & Son's farm in south Lincolnshire for almost 50 years. The current fleet includes, from left, an RB 4160V baler, 7718 with 976 loader, a 698-based sprayer, 85.265, 186 baler, 3065 and 565.





Dealer support

It was during the mid-1970s that the Lamb family bought their first and only Leyland, a 245 model, from their local dealer, Power Farming, conveniently located just a short distance away on Casterton Road, Stamford. A. L. Lamb & Son had a good relationship with Power Farming and bought several pieces of equipment from the dealership over the years. However, it had no further success selling new tractors to the Lamb family, but then neither did any of the area's other machinery dealers, apart from one – the local Massey Ferguson agent, J. H. B. North & Son of Water Street in Stamford.

This business, known locally as Norths, supplied a succession of new Massey Fergusons to A. L. Lamb & Son during the 1960s and 70s. The 1980s saw a change of local dealer when Norths sold out to

Rogers Engineers, a much larger dealership with eight depots across the Midlands. The former J. H. B. North & Son site in Stamford was closed and sold for development. Rogers Engineers' depot at Peterborough, some 14 miles further south, took on the responsibility for covering Norths' former territory.

A restructuring of the Rogers Engineers business in the 1990s saw another change of MF dealer in the south Lincolnshire area, one that worked out favourably for the Lamb family, as it resulted in the

Above: Richard Lamb and his son Tom are Massey Ferguson through and through when it comes to the tractors (five), combines (two) and balers (two) they run on their 550-acre mixed farm in South Lincolnshire.

Above left: This MF 565 is the smallest and oldest member of A. L. Lamb & Son's working fleet. This early example of the model arrived new on the farm in early 1977. It was, says Richard Lamb, the most modern tractor in the village at the time.

Above centre: A. L. Lamb & Son has always had a Massey Ferguson dealer on its doorstep. Over the years, the franchise has been held by J. H. B. North, then Rogers, Boston Tractors and in more recent times by Chandlers, which has a depot at Barnack, just six miles from the Lambs' yard.

The A. L. Lamb & Son fleet

Model	Year	Configuration	Hours
Massey Ferguson 565	1977	2WD	6000
Massey Ferguson 698*	1984	2WD	4500+
Massey Ferguson 3065	1992	2WD	7000
Massey Ferguson 7718	2016	4WD	2500
Massey Ferguson 85.265	2022	4WD	100
Massey Ferguson 30 combine	1994	2WD	1200
Massey Ferguson 30 combine	1998	2WD	2100
JCB Loadall 527-58	1994	4WD	10,000

*Converted to self-propelled sprayer.





Left: Easily the most unusual machine in the Lamb's ownership is this MF-powered self-propelled sprayer. It is based on a 1984 Massey Ferguson 698

the course of the past 55 or so years, the Lamb family have owned around 30 new Massey Ferguson tractors, plus nine combines, and for the most part they have all been very capable and reliable machines.

One of the tractors that most definitely fits into the 'very good' category' is the MF 565 that arrived new in February 1977. This R-plate tractor, now the oldest member of the A. L. Lamb & Son working fleet, is still going strong and putting in a shift with a McConnel hedge trimmer and a McHale trailed wrapper.

"The MF 565 was our main tractor and was a hell of a jump up from the 100 Series," recalls Richard. "My Dad bought it when I was at college, and it was the newest tractor in the village at the time."

Past pictures



Above: A young Tom Lamb, looking every inch the devoted Massey Ferguson fan in his branded overalls, checks out one of his family's MF 3000 Series tractors.



Above: This MF 535 was the Lamb family's seventh and last Scottish-built MF combine, before they switched over to a Danish-built MF 30 with a 14ft header in 1994.



Above: This MF 675 was one of A. L. Lamb & Son's main tractors in the 1980s and early 90s. It is seen here pulling the Lambs' first round baler, a Massey Ferguson 1450.



Left: What no bonnet. Sitting in an MF 600 Series cab and looking out across a blank space where the engine and bonnet would normally be is a strange sensation. The engine on this forward control Knight conversion is behind the cab.



Below left: When Knight Farm Machinery converted this MF 698 into a self-propelled sprayer, it relocated the gear levers from the centre of the cab floor to either side of the seat.

During the early 1980s the MF 565 was joined by the first of two new MF 675s, both in two-wheel drive format. At this time, Richard and his father Anthony were farming around 300 acres of light land, a mix of arable and grassland, and saw no need for anything larger than a two-wheel drive MF 675.

Rare sprayer

One of the MF 675s was part-exchanged for a newer model in the 1980s, but the second machine remained on the farm until last year, when it was sold via Cheffins' Cambridge Machinery Sale. There is still a Massey Ferguson 600 Series presence in the current fleet, albeit not in a conventional tractor sense. Easily the most unusual and distinctive machine owned by the Lamb family is a self-propelled sprayer based on a two-wheel drive Massey Ferguson 698.

This tractor was originally converted into a 2000-litre, 20m self-propelled sprayer by Richard's cousin, Brian Knight, of Knight Farm Machinery, based at South Luffenham, near Stamford, in 1984. It went to work on a local farm and remained there for several years, before being acquired by Richard and Tom Lamb's next door farming neighbour at Great Casterton. In 2012, having been made aware that the MF-based sprayer was coming up for sale, the Lambs did a deal and bought it for £2500.

At this point you might be thinking that it was bought as a collector's item or to save it from being broken up. Nothing could be further from the truth, as the Lambs still use this unusual self-propelled conversion to do all their spraying, as well as applying liquid fertiliser.

"We've only ever had one problem and that was

opening by MF dealership Boston Tractors of a depot at Barnack, just six miles away on the south side of Stamford.

A. L. Lamb & Son went on to buy several new Massey Ferguson tractors from Boston Tractors and its salesman, Paul Kettle. The name above the door at Barnack changed in 2002, when the depot was sold to its current owner, Chandlers. The level of service and support that Richard and Tom continue to receive from Chandlers and its staff at Barnack, particularly from Andrew Sherriff and David White on sales, and Malcolm Smith in the workshop, remains as good as ever, which is one of the main reasons why they've never been tempted to try another tractor brand for a very long time.

"There are not many dealerships where you can go in and have a cup of tea, chat to people and walk around the parts department and workshop almost as you please," smiles Richard.

Having access to great dealer back-up is obviously important to any farming business, but if the products themselves are not well-engineered and reliable in the first instance, then brand loyalty and allegiances can end up being severely tested. During

Right: The Lamb family have owned this MF 698-based self-propelled sprayer for about 10 years and still use it to do all their spraying on several hundred acres of arable, as well as applying liquid fertiliser.

Below right: A. L. Lamb & Son had several new MF 3000 Series over the years, but this 1992 MF 3065 is the only one that stayed. It was once one of the farm's main tractors, doing the ploughing with a Dowdeswell four-furrow and drilling with this 4m MF 510.

with the clutch cable," explains Richard, who is the main sprayer driver. "We made a new one and that fixed the problem. It is just such a simple machine and I enjoy using it."

Electronic era

The first electronic Massey Ferguson tractor on the farm, a two-wheel drive 3050, arrived new via MF dealer Rogers Engineers of Peterborough in around 1987/88. This tractor, the smallest model in the new 3000 Series launched in 1986, was right at the cutting-edge of technology at the time. Unfortunately, it appears that Massey Ferguson had taken its eye off the ball with some of its manufacturing processes, as a number of transmission gears had not been properly case hardened, leading to a number of stripped gear teeth.

"We took the gearbox apart in the farm workshop and replaced the gears ourselves," says Richard, whose aptitude for engineering has enabled him to carry out many on-farm repairs over the years, without having to call on the services of the local dealer. Much to his annoyance, this is now becoming more difficult as equipment becomes more sophisticated.

The blip with the MF 3050's transmission did not diminish the Lambs' affection nor enthusiasm for Massey Ferguson. They went onto bigger and better things, literally, with the purchase of a new MF 3090. For a number of reasons, this tractor represented a significant step up from what had gone before: it was the first four-wheel drive tractor on the farm, the first tractor with a six-cylinder engine and the first to top the 100hp mark. In keeping with what had become – and remains to this day – a policy of changing the farm's main prime movers at regular intervals, while they are still under warranty, the MF 3090 was replaced by a J-plate MF 3095 Datatronic.

A. L. Lamb & Son's next new tractor, a 1992 MF 3065 Autotronic, again in two-wheel drive, would go on to reinforce their belief that MF tractors were simply the best. Back in the day, the MF 3065 did a considerable amount of the land work, including all the drilling with a 4m MF 510 air drill that was bought new in 1989/90. This drill is still on the farm and in great shape, but is now mainly used for establishing grass seed.

The Lamb family have 120 acres of grassland, some of which is in a long-term stewardship scheme. The grass is grazed by the farm's own cattle, which include 30 Salers pedigree cows plus followers, and is also used to produce two cuts of silage. In the past there were up to 180 head of cattle on the farm, but that number has now settled back to around 120.

Right: A 4m Vaderstad RD400F is now the Lamb family's main drill, but its predecessor, an MF 510 that was bought new in 1989/90, is still used for drilling grass.



Right: Both of the Lamb family's MF 30 combines have done low hours and remain very reliable. "They don't cost us anything," says Tom. "You put a bit of diesel in them and replace a few knife sections, and that's about all."

Below right: The Massey Ferguson 85 Series has only been available since 2020, but the Lamb family have already owned three of them. They started off with an 85.205 in 2021, then briefly ran an 85.245, before moving on to this 85.265 Exclusive Dyna-7 in early 2022.

Question time

CLASSIC TRACTOR (CT): What is your favourite Massey Ferguson tractor?

Richard Lamb (RL): The Massey Ferguson 3065. **Tom Lamb (TL):** I would also go for the Massey Ferguson 3065. It is a nice, comfy tractor, especially now it has an air seat, and its Autotronic has never played up.

CT: And your least favourite?

RL: The MF 6180 we owned was not that dynamic. It was a bit c**p. **TL:** I was never a fan of the MF 675 we sold last year. I spent a bit of time driving it and felt its hydraulics let it down.

CT: If money was no object, what piece of machinery would you buy?

RL: A Massey Ferguson 1200 or 1250. I never had a go in one, but have always wanted to. **TL:** A Claas Lexion 8900 combine.

CT: What tractor do you wish you had kept?

RL: One of the Massey Ferguson 135s we ran in the 1960s. **TL:** A Massey Ferguson 1200, even though we bought it in bits and never got it put back together.

CT: What is likely to be your next tractor purchase?

RL: A Massey Ferguson 75.180 (*Editor - actually that was what Tom came up with, as he got in first, before his Dad had the chance to respond!*) **TL:** A Massey Ferguson 85.305.

The arable cropping consists of wheat, malting barley, beans and sugar beet. All aspects of the latter crop, grown on about 60 acres, are looked after directly by British Sugar.

Returning to the MF 3065, according to Richard and Tom this has been an outstanding little tractor, one that has always impressed them with its lively performance, comfort and reliability. Virtually all it has needed during its 7000 hours has been a replacement clutch and a fresh seat. There is little wonder that they have both chosen it as their all-time favourite.

The MF 565 and MF 3065 have stayed the course, along with the farm's two MF 30 combines, its self-propelled sprayer and an MF 186 large square baler that arrived 10 years ago, but a plethora of new Massey Fergusons tractors have been and gone during the past 25 or so years. In fact, the list reads like a who's who of popular MF mid-range models.

The MF 6180 that replaced the farm's MF 3095 was, according to Richard, "not that dynamic and a bit c**p," but its successor, a 2002 MF 6280, marked

Right: This 2016 MF 7618 with MF 976 loader, on the farm from new, has clocked 2500 hours. One of its jobs this summer was driving an MF RB 4160V round baler, basically an updated Welger in another colour, that was bought new last year.

a return to form for the MF brand. It was followed by a succession of increasingly more powerful and sophisticated models, all of which have been supplied new by the Barnack depot of local dealer, Chandlers. During the past 16 years, the Lambs have bought, used and traded back in the following MF tractors: 6475 (2006), 6480 (2009), 6480 (2011), 6499 (2006), 7618 (2013), 7618 (2014), 7720 (2016), 85.205 (2021) and 85.245 (2021).

Richard and Tom currently run a 2016 MF 7718 with an MF 976 loader and a 2022 MF 85.265 that has done just 100 hours since arriving earlier this year.

Combine roll call

A. L. Lamb & Son's loyalty to Massey Ferguson extends beyond its tractors to other forms of equipment. For example, over the years it has run ten different red combines, starting with a Massey Ferguson 780 in the late 1950s/early 60s and continuing with a 500, two 510s, a 515, 525, 535, 865 and a pair of 30s. The latter machines, dating from 1994 and 1998, are still going strong and

because of this there are no plans to change them, even though Tom admits that a flagship Claas Lexion 8900 would be nice!

The older of the two MF 30s, fitted with a 14ft header, was new on the farm in 1994. During the intervening 28 years, this Danish-built model has clocked a modest 1200 hours. Ten years ago it was joined by a second MF 30, four years younger and equipped with a slightly wider 16ft header.

It's fair to say that both Richard and Tom love their MF 30 combines. They have only good things to say about these machines, which continue to provide them with a very cost-effective and dependable means of harvesting their arable crops.

The family's current mix of classic and modern Massey Fergusons keeps everyone happy. Richard, who is no fan of equipment that can only be fixed with the aid of a laptop, enjoys using the farm's older machines, while Tom likes the tech and gadgetry in the 7718 and particularly his 85.265. What they both share is an enthusiasm for all things Massey Ferguson and a great loyalty towards their local dealer.

Inset left: This MF 186 large square baler arrived second-hand 10 years ago. Tom did quite a lot of contracting with it during the first year and made 5000 bales, but since then it has been producing about 1200-1500 bales/year, bringing its tally to an impressive 115,000.

Left: The older of the Lamb family's two MF 30 combines, a 1994 machine with a 14ft header, left, has been on the farm from new, while the younger 1998 example, which has a 16ft header, joined the fleet second-hand in 2012.



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PERFECT PRESENT

You might not expect someone with a fleet of more than 200 tractors to want another one for his 40th birthday, but the 1982 Ford 4610 that James Ashbrook has just had refurbished to new condition isn't any old tractor: it has been in his family from new and is also one of a small number to be fitted with a Lambourn low-profile Q cab. Ken Topham has been to Cheshire to see the impressive result of many months of hard work by a dedicated team.

IN ANY GOOD STORY, it helps to know the identity of the main characters from the very start. In this case there are three of them – James Ashbrook, Neil Baxter and a 1982 Ford 4610 – plus a supporting cast of many other helpers.

James Ashbrook is the man behind J. K. Ashbrook Ltd, a Cheshire-based plant, access and agricultural machinery hire company with a fleet of over 3000 machines at its disposal. That total includes more than 200 Case IH and John Deere tractors, which are hired out to agricultural and construction customers, together with a sizable plant fleet. The latter includes Caterpillar excavators from 36t heavies down to 1t mini diggers, and everything in between, plus articulated dump trucks, compact rollers, wheeled loaders and more. To put the firm's association with Caterpillar into some sort of perspective, over the past 20 years it has taken delivery of a staggering

1300 new machines from UK importer and distributor, Finning UK.

At this point, having mentioned Finning UK, it seems pertinent to introduce one of its employees, key account manager, Neil Baxter, who is the second main character in this story. Almost all of the Cat machines that the James has bought from Finning UK over the years have come through Neil, and not surprisingly, they've got to know each other very well.

Although he sells plant for a living, Neil comes from a farming background and his family is involved in farming and contracting. The Baxters have used blue tractors since the late 1950s and have only recently deviated from that tradition with the purchase of a red Case-IH tractor.

So what about the third main character in this story – the Ford 4610? This tractor was bought new by James' father, Keith, to use on the family's 200-acre dairy farm near Alderley Edge, just down the road from where it now lives at Byley. The 62hp Ford was one of Keith's main tractors back in the day. The farm's heavy tasks, like silage making, were carried out by a contractor, leaving the Ford 4610 to look after the day-to-day work.

The Ford and James were both born in 1982. When the family moved from Alderley Edge, Keith stopped milking, after which the Ford 4610 was put to use by James' uncle, Philip, where it spent many years as a scraper tractor. When he also eventually

LAMBOURN CAB

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& 4 W.D.

Serial No. 1103

Above: A new Lambourn cab serial number plate was produced by Vintage Brass Plates.

Left: A 62hp Ford 4610 with a low-profile Lambourn cab is not a common sight as this operator unit was only fitted during the first few months of Series 10 production.

Far left: When James Ashbrook's father Keith decided he wanted a new tractor in 1982, he found just what he was looking for, a Ford 4610 with a low-profile cab, in stock at local dealer, G. & W. Lea.

packed up dairying, the 4610 was consigned to an open-fronted shed with a few nettles to keep it company.

As for James, he has always had an entrepreneurial spirit, one that has seen his business, J. K. Ashbrook, grow to the multi-million pound company it is today. His contracting and hire business started with a borrowed tractor (a Ford 5610) and a bank loan, guaranteed by his Dad, due to James being fresh out of school. Livestock wasn't on his radar as James was, and still is, a machinery man, someone who is not afraid to jump onto a tractor and push some silage around on a clamp.

Utilisation is James' byword. If any of his machines were standing and a hire opportunity arose, he took it. So how do you go from such a modest start to running kit that's worth tens of millions of pounds? In James' own words, "I went to the bank and borrowed a shed load of money!". The Ashbrook fleet runs on an ownership model, and buying-in the right machines to hire is a fine balance.

"Plant is easy," explains James, "as

a digger or dumper comes in a size. Tractors are far more difficult, with transmission and precision farming options making it a bit of a minefield."

Let's get back to that Ford 4610, which happens to be a bit of a rarity as it is equipped with a Lambourn low-profile quiet cab. The Lambourn cab

Above: Tractor owner James Ashbrook, right, and rebuild coordinator Neil Baxter with the stunning 1982 Ford 4610 that has been the subject of an almost three-year overhaul.

Right: Many stock farmers would have been used to this view in the 1980s, albeit through the windows of a Sekura cab, rather than a Lambourn unit like this one.



Team effort



Above: Time for a beer! Among those present when James Ashbrook, right, was presented with his rebuilt Ford 4610 on his 40th birthday were project coordinator Neil Baxter, centre, and Andrew Gate, left, who carried out the repairs to the Lambourn cab.

THIS REFURBISHMENT was completed by Neil and Keith Baxter with generous assistance coming from, among others, Lee Baxter & Baxter Farms, Ian Elliot Contractors, Longton (heavy lifting during strip down and re-build) and Tom Farrington. Others who assisted and provided services are included in the 'Useful Contacts' panel.

was only available on the 4610 for a short length of time, so how did Keith and Philip Ashbrook come to own such a tractor? The simple answer is that it happened to be in stock at G. W. Lea, the Ford dealer in Nantwich, at the time. James says his Dad's machinery replacement schedule was based on need rather than a time-frame.

"He would think about it, know that he wanted a tractor, and then just go to the dealer and buy what best fitted his requirements," explains James.

"The 4610 was in stock and as we needed something with a low-profile cab to access some of our low buildings, that was the tractor we had."

Geoff Richardson, now of Agri Engineering Ltd, worked for G. W. Lea at the time, and he carried out the PDI on Keith Ashbrook's Ford 4610. Recently he was also involved in supplying parts for its refurbishment, coming full circle with the tractor.

The Ford is the beginning of a project that James himself has initiated. He wants to find and ideally buy the tractors that he remembers working on his family's farm when he was a child. He is also searching for a David Brown 780 Selectomatic with the registration number of MTU 143H. This machine was sold at auction in Cheshire in May 2004, and





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Above: Thanks to Neil's attention to detail and uncompromising standards, the level of finish on James Ashbrook's 1982 Ford 4610 is very high.

according to the DVLA database its latest V5 was issued in November 2020, so it may well still be around. Anyone who knows of the whereabouts of this tractor should contact J. K. Ashbrook Ltd as James is very interested in buying it back.

Neil Baxter got the nod on the Ford 4610 rebuild project after he showed great skill refurbishing some older Fordsons, including a Dexta that was used for a charity run called 'Dexta's Grand Day Out'. This involved driving the Dexta from its birthplace in Dagenham to Neil's home in north Lancashire, a feat that raised £12,050 for Macmillan and Clatterbridge Hospital. The Dexta had been a hedgerow wreck, and had been palletised prior to Neil becoming involved in its refurbishment.

James supported Neil in the project, back in 2015, and was one of the biggest sponsors of the run. Little did Neil know that he was lining himself up for another challenging job.

So the scene was set. James acquired the Ford 4610 from his uncle Philip and then Neil volunteered (in the same way that an army officer calls for volunteers) to do the refurbishment. That was back in 2019, by which time the 4610 was then 37 years old. That's a long time in farming, and with some cow muck added into that equation, it was almost a hedgerow basket case.

The tractor arrived at Neil's yard more-or-less in one piece. It hadn't moved from its sheltered resting place for some time, and it wasn't happy about being taken from its patch of nettles, throwing up many challenges straightaway. It had clocked 5499 hours before being parked up, so some issues were expected.

Strip down

Neil started the strip down and by the time he had finished, only the gearbox and rear axle were left intact. The engine was stripped to a point where it was a short motor, the timing case came off and a total re-seal was carried out, with new injector nozzles being fitted too. The fuel injection pump had been serviced just before the tractor was parked, so it didn't need attention. Neil reassembled the engine and while on test it ticked over to 5500 hours.

The rest of the skid unit was a relatively painless process. The half shaft seals were replaced along with the transmission input seals and an odd O-ring here and there – basically anything that could leak outwards – but apart from that, most of the work involved cleaning and painting prep. After much searching, some Goodyear rear tyres, period correct for the year, were located online.

One of the trickier parts of the mechanical refurb was the steering assembly. Firstly, the steering wheel wouldn't come off, so Neil's father got involved by fabricating a split collar to press the steering wheel off. Then Neil had an 'interesting' few hours rebuilding the steering box, which involved a few cross words as he replaced the ball bearings, whilst ensuring that everything lined up.

Many of the skid unit fixings were re-plated and new link arm balls were fitted. As many of the original parts as possible were used. Neil donated a Ford Motor Company PTO screw cover from the



Above: Replacement dashboard shrouds for this Lambourn cab are no longer available, so the damaged original had to be skilfully repaired.

family farm, and there are some hidden Cat bolts as a nod to the link between Ashbrook and the manufacturer.

When you spend a few minutes with Neil, you quickly realise he's not into a 20-yarder job, by which we mean a restoration project that looks OK from 20 yards. It has got to be right.

Uncommon cab

This was the first time Neil had taken on the refurbishment of a cabbed classic, but surely a Lambourn cab would be simple, right? Before making that sort of assertion in Neil's presence, just make sure you are standing at a safe distance!

The Lambourn cab was the biggest anomaly in this project, and also the biggest headache. The connection between Ford and Lambourn was right at

Picturing the work in progress



CAB REMOVAL



WORN TOMBSTONE



BARE BONES

Above: One of the first tasks in July 2019 involved the removal of the rusty Lambourn low-profile Q cab in Neil's shed in Cheshire. Photo: Neil Baxter.

Top right: It became clear that there were some areas of wear that needed remedying. The tombstone, for example, had to be removed and re-bushed. Photo: Neil Baxter.

Above right: The date is 19 August 2019 and Neil Baxter has stripped the Ford to a bare skid unit. Returning it to a as-new condition was not a quick or simple job. Photo: Neil Baxter.

the end of its days when this tractor was made in 1982. In fact, the Ford/Lambourn relationship had already ended, and Lambourn was on a 12-month notice period. Ford had decided to source its low-profile cabs for the Series 10 from Sekura of Denmark, as that company was able to supply and ship its cabs direct to the Basildon tractor plant, as opposed to Ford having to send its skid units to Lambourn in Berkshire. Not surprisingly, the termination of this supply agreement had a massive impact on Lambourn, which relied on Ford for over 30 per cent of its work.

Desperate attempts were made to find other sources of business, sadly with little success. Production of Lambourn cabs ceased in April 1982 and the factory closed at the end of the month. All of which makes the Lambourn low-profile Q cab on this 4610, which was first registered in June 1982, something of a rarity.

As Neil was to discover, it was a factor that made the refurb of this 4610 a little more challenging, but not impossible. He meticulously stripped the cab to its base components. Although it was almost 40 years old, much of it was intact, including most of the glass. Amazingly, James' uncle Philip had

removed the floor mats from the tractor when it was new and had stored them away. Fortunately, he still knew where they were, so they were unearthed and found to be in excellent condition.

The cab and chassis were sandblasted by Paul Morris at Tarleton, with repairs to the tinwork and painting being carried out by Longton Coachcraft Ltd, who achieved what can only be described as a fantastic finish.

The inner wings were completely lost to rust and the sections where the light clusters are mounted were in a very sorry state, so these steelwork parts had to be re-manufactured. The fabrication work on the cab was expertly handled by Andy Gate at G8 Fabrication Ltd.

Fitting the windows was quite a task, as the rubber bead sits the glass outside of the metal, and the glass is cut to suit. Retro-fitting the glass flush



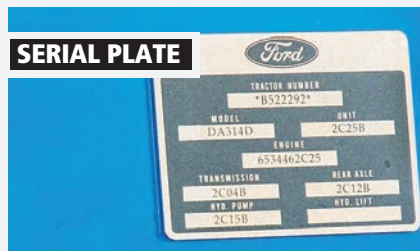
Right: Neil Baxter's father Keith used to make and fit front grille guards to all his tractors, so in recognition of his son's involvement in the rebuild, James Ashbrook had a new guard specially made for his own Ford 4610.

Finer details



SWITCHGEAR

Neil was keen to make sure everything looked as genuine and authentic as possible. As part of that approach, items like the pull stopper and light switch, both of which have a pleasing work-worn patina, were retained.



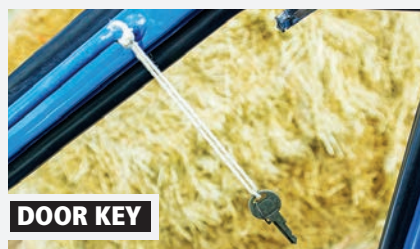
SERIAL PLATE

Chris Astell of Vintage Brass Plates produced the replacement Ford serial number, pictured, and Lambourn cab plates.



MIRROR PART

One of the mirror arm cab brackets was missing a grey plastic cover. After scouring the country, Neil found located one on a neighbour's old Land-Rover.



DOOR KEY

The cab door key was hung here in 1982 and that's where it still hangs now, on a new piece of string that was fitted during the rebuild.



OIL FILLER CAP

Even the oil filler cap has been restored, with the steel being replated and the knob receiving a good clean.

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wasn't an option. Neil managed to get the correct beading, and with the help of John Roocroft of Site Glass Chorley, they managed to fit all the glazing correctly, getting it spot on. To complete the as-new look, the window catches were refurbished and plated. Neil even fitted a new piece of string so the cab door key could continue to hang in the same place it had occupied for 40 years.

The Lambourn-made dash surround was a major headache. Replacements were like hen's teeth, so there was no option but to repair the tired original surround. Tom Farrington, who works at Ashbrook as group service manager, and who added many of his own hours and skills to the project, recommended getting the surround repaired by his father Trevor, a classic and vintage car restoration specialist from Knutsford in Cheshire. Repairing the surround using plastic welding and then painting it so that it had the correct textured finish were tasks in themselves. Trevor also repaired other parts, including the air filter box, nose cone and seat.

All of the switchgear and knobs that could be saved were kept, cleaned and re-used, with the patina on the stopper knob reflecting its many years of active usage. The seat, which according to Neil was basically scrap,

was retained and subject to an extensive overhaul. He managed to repair and rebuild the backing plates for the cushions, although the cloth is obviously new.

Cab interiors are a challenge, and while 'close enough' might be good enough for some, that wasn't the case here.

"It was a nightmare," declares Neil. "Once you glue something down, like a piece of upholstery, that's it – you can't unbolt it and have another go."

There was more than one cross word spoken and moments when Neil nearly threw the towel in. His wife Gabi and father Keith stepped in with steady hands and calm words, and the three-person team nailed it – or to be more precise, glued it.

"The guys at Tractor Cab Specialists at Ballymena were outstanding," notes Neil. "We had a cladding kit, but there were parts that weren't quite right, as the Lambourn cab that it was modelled on was from a Ford 1000 Series, and some things just didn't quite suit."

Neil took measurements and made templates of areas he needed cladding for, and the team at Tractor Cab Specialists delivered the goods.

"They were so helpful," he says. "The project wouldn't look as good without their patience and perseverance. It's fair to say the whole effort by the people involved contributed to an outstanding job."

The tractor's front guard is a Baxter family trademark. Neil's father used to make and mount them on all of the family's tractors, and in recognition of Neil's work, James Ashbrook requested one to be fitted to his Ford 4610. G8 Fabrication made the guard to Keith Baxter's specification, and it finishes off the front end very nicely.

The aim throughout this project was to return the tractor to its former glory, whilst remaining true to its original factory look. That has certainly been achieved, but not at the expense of a few reminders of its working past. All but one of the glass panes in the Lambourn cab are original, and retain some of the scratches they accrued during their work lives.

Having coordinated the efforts of everyone involved in the rebuild, it was fitting that it should be Neil who handed over the finished tractor to James on his 40th birthday. The project had commenced in June 2019 and was completed in March 2022. As for what's next, the focus is now on finding the Ashbrooks' old David Brown 780, registration number MTU 143H.



Above: The completed Ford 4610 was a real team effort, with Neil Baxter and his helpers achieving a fantastic end result.

Left: The Lambourn Q cab was available on smaller Ford Series 10 models (2610, 3610, 4110 and 4610) for a short time, from late 1981 until mid-1982, the latter date being when Sekura took over as the supplier of low-profile cabs to Ford.

Below left: Some of the rear-end fixings and parts are new, but where possible the original parts were retained and zinc-plated. Most of the lower linkage stabiliser components are new, although the original turnbuckles were saved.

Useful contacts

Front axle repairs: G. T. Engineering, Bridgwater, Somerset. Tel: 01278 684383

Plastic dash, seat, air filter box and nose cone repairs: Trevor Farrington Ltd (Trevor, Ash and the all the team), Knutsford, Cheshire. Tel: 01565 722151. www.trevorfarrington.co.uk

Cab repairs: G8 Fabrication Ltd (Andy Gate), Knutsford, Cheshire.

Steps and pick-up hitch: David Ainscough Engineering, Rufford.

Donated and sourced parts: Geoff Richardson Agri Engineering Ltd, Sandbach, Cheshire. Tel: 01477 500783. Website: www.grichardsonagri.co.uk

Spray painting panels: Longton Coach Craft Ltd, Leyland. Tel: 01772 621007.

Sandblasting: Paul Morris, Tarleton.

Cab interior parts: Tractor Cab Specialists (Logan McMaster). Tel: 07885 077168. Website: www.lmcmaster.com

Tombstone repairs: Fleet Engineering Services Ltd, Smallwood (Rory Fleet). Tel: 07790 553498. Website: www.fleetengineering.co.uk

Genuine Ford parts: Malpas Tractors, Lathom (Paul Walton). Tel: 01695 589178. Website: www.malpasttractors.co.uk

Cab glass fitment: Siteglass Chorley Ltd (John Roocroft). Tel: 01257 234561. Website: www.siteglassltd.com

Serial number plates: Vintage Brass Plates (Chris Astell). Tel: 07594 969146. Website: www.vintagebrassplates.co.uk

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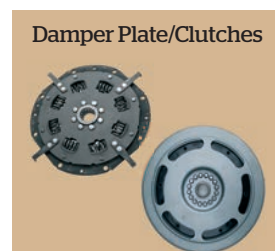
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SECOND IMPRESSIONS

In the first of a new series looking back at the 'Hands-On Tests' on new tractors that appeared in *Crops Weekly* in the 1980s, the newspaper's former machinery editor, Terry Richardson, reacquaints himself with a John Deere 3640 and finds out how the model has fared in the years since he drove one in 1985.

Below: The John Deere 3640 was one of several mid-1980s tractors that *Crops Weekly*'s machinery editor Terry Richardson drove as part of the paper's 'Hands-On Test' series. This particular report appeared in the 5 June 1985 issue.

JOHNN DEERE introduced the 3640 into the UK market back in the autumn of 1984. It was something of a late-comer to the Mannheim 40 Series range, which for the past five years had been topped by the 3140 (100hp). In early 1985, while working as the machinery editor for *Crops Weekly*, I had the opportunity to take a 3640 demonstrator tractor into the field on a Lincolnshire farm and put it through its paces for one of the paper's 'Hands-On Test' reports.

The paper had introduced its 'Hands-On Test' format in March 1985 and by June, half-a-dozen of my driving impressions had been published. Field tests such as these were very unusual in the agricultural industry at the time, this being mainly because most farming publications tended not to publish personal impressions of modern machines, preferring instead to present the facts that were given to them by the manufacturers.

Now, almost 40 years later, I am back in the field with a John Deere 3640, revisiting my original *Crops Weekly* report and also finding out more about this model's reputation, reliability, foibles and what customers liked or disliked about it. In doing so, I've spoken with John Deere customers as well as dealer

technicians who would have serviced and repaired 3640s to learn of their opinions and get some practical technical feedback. Here are my findings.

At the time of its launch, the 82kW (112hp) John Deere 3640 was equipped with the company's naturally-aspirated, six-cylinder, 5.9-litre (359cu.in.) engine. It was a proven power plant, a variant of which was already installed in Deere's popular 68kW (92hp) 3040 and the more widely sold 3140, in which it produced 74kW (100hp). Built in Mannheim, Germany, these tractors came with the renowned SG2 cab, Power Synchron transmission and mechanical four-wheel-drive.

While user testimony suggests that the 3640 was a pretty much bullet-proof and reliable tractor, when we look back and review how it fared in the field, there were a few performance issues. Some dealers fitted a CAV pump, which helped, but the answer was to tweak the pump and fit a turbo.

Engine

In the 1980s, turbocharged engines were certainly used, but they were not that common. Compare that scenario with today when, conversely, not many engines are naturally aspirated, whether in agriculture, construction, trucks, buses and, of course, cars. Turbochargers can significantly enhance engine performance and this was probably one of the

Below: Thanks to a full refurbishment, Alan Turner's 5700-hour John Deere 3640 looks just like the example that Terry Richardson drove new for *Crops Weekly* in early 1985.

Right: Former *Crops Weekly* machinery editor Terry Richardson was all smiles as he returned to the seat of a John Deere 3640 for the first time since he test drove one back in 1985.



negative issues with the factory-standard, naturally-aspirated 3640, in that it was a little under-powered and lacked a little torque. A look at the specification of the subsequent replacement model of a tractor of this era will generally tell you what worked and what didn't, and give an insight into what needed improving. On the 50 Series tractor that followed the 3640, the changes were quite minimal, but among them were some tweaks to the engine.

From the factory, the 3640 was originally fitted with a two-plunger Stanadyne rotary injection pump, and it was subsequently considered by both users and technicians that this pump was likely at its maximum output in terms of fuel delivery capacity. It did, however, have a max fuel screw and this could be adjusted (out of warranty) to obtain more horsepower. From a practical perspective, this had a negative effect on the torque reserve, which at factory specifications was normally 20%.

All-in-all, adjusting the Stanadyne pump didn't really add that much to the overall field performance and it was not advisable to do this unless you had the tractor fitted to a dynamometer, so you could see precisely what you were doing.

Some users decided to replace the Stanadyne pump with a CAV four-plunger rotary injection pump and there were also a number of owners who took the turbocharger route. Both options led to a considerable improvement in field performance compared to standard factory specification. Of course, these adjustments and upgrades were not covered by John Deere warranty procedures. Quite a number of users



What the owner has to say

"Of all the older tractors that I own, this one is the best in the shed," says John Deere 3640 owner Alan Turner.



ALAN TURNER, based just north of York, has owned his John Deere 3640 for around nine years and while it isn't used every day around the farm now, it does get a few hours of work annually. He often shows it at local tractor events and likes to keep it in good, clean condition. It has got just over 5700 hours on the clock and is extremely nice condition. So what is Alan's opinion of the 3640? "Of all the older tractors I have, this is the best in the shed," he enthuses. "This one is totally standard, complete with the original Stanadyne pump, and it pulls like a train. I have been offered twice what I paid for it, but it's not for sale. If it ever came to it, the 3640 would be the last tractor on the farm. I really like it!"

also took the same turbocharger upgrade route with the smaller 3040 and 3140, and achieved a solid, high-performance tractor at a very acceptable cost.

This fuel/performance challenge was borne out by changes to the fuel pump specification right at the end of the short production run of the 3640, when it started to come through with the higher-performance four-plunger CAV rotary injection pump. When the 3650 replaced the 3640 in 1986, using a variant of exactly the same 5.9-litre engine, the new model had the four-piston CAV pump and a turbocharger. So was the problem solved? Power only increased by about 2hp on the 3650, but the torque profile of the engine increased from 392Nm (290ft lbs) to 430Nm (317ft lbs), giving the new model a significant increase in field performance.

Transmission

The 3640 had a well-proven Power Synchron 8F/4R reverse transmission, with a Hi-Lo unit that doubled the ratios to 16Fx8R. Users and technicians tell me that this was a very reliable gearbox. Reverse speeds were 50 per cent faster than the corresponding forward speed, which at the time was considered to be highly beneficial for loader work.

Below: Terry pointing to the original two-plunger Stanadyne rotary injection pump on Alan Turner's John Deere 3640. Users and technicians felt this pump was at its maximum output in terms of fuel delivery, which affected field performance.





2019 MF 1532 Hydrostatic, 4x4,
187hrs.....£15,000



Komatsu PC12R Utility, 1.5T
.....£8,650 no VAT



New JPM 11T Multi Drop Side,
Ramps.....£9,350



JD 2850 & Stoll F HDPM Loader
.....£10,500



Amazone ZA-M 1501, OM24-36
discs.....£4,200



New Fleming T900 Topper
.....£2,800



Bailey 14 Tonne Root, Flotations,
ROS.....£6,800



2014 McConnel SR15, VGC
.....£7,800



New JPM 16T Multi Purpose,
Ramps.....£15,000



MF 1533, 1,466hrs, V5....£9,800



Larrington 14 Tonne, ROS, VGC
.....£15,000



2014 Maschio Alitalia 400 Air
Disc combi.....£13,500



McCormick MC130, F/Links,
4,615hrs.....£26,000



New Full Spec JPM 16DT Dump
.....£13,950



2001 Claas Rollant 250 Roto
Chop.....£3,250



New JPM 24 foot 19TLL
.....£14,400



2013 Varianta 280LW Flail
.....£2,500



New JPM 20T Dump, Flotations
.....£21,000



Benford Terex PT6000, VGC
.....£6,000



Shop Soiled JPM 30 foot bale
trailer.....£11,500



New Manitou Pallet tines
.....£1,200



New JPM 30F Tri-Axle 27TLL
.....£20,500



XPOM 4.8 Meter Hyd Fold Tera
Disc.....£4,500



Amazone Z-AM MAX Spreader
.....£1,200



2018 JPM 24f 19TLL ...£10,500





Left: In his 1985 *Crops Weekly* report on the John Deere 3640, Terry said: "Visibility from the driver's seat is excellent, with the door pillar lining up conveniently with the air cleaner and exhaust stack to give an uncluttered view ahead."

Transmission differences on the 3640 compared to its lower-powered siblings included diamond polishing to the differential in order to enhance transfer of power and provide smooth operation with the higher horsepower. Likewise, there was a change in the Hi-Lo unit on the 3640, which had the unit reversed to give a hi brake and a lo clutch configuration with polished brake gears. There was, however no 40kph transmission option on this model, so the top forward speed was only around 20mph, which was the normal specification on most John Deere or competitive tractors at that time.

The rear brakes were oil-immersed and self-adjusting, as well as being hydraulically operated. According to technicians and users the brakes required minimal maintenance and were solid and reliable.

SG2 cab

In my original *Crops Weekly* report, I stated that the SG2 cab was the most practical and comfortable of those that I had tested at that time. It had a single, rear-hinged, wide-opening door that made it very easy to access the cab, even for the largest of operators. Looking back on the main tractor brands at the time when the 3640 was launched, I don't think anyone would argue that the 3640 was probably ahead of its time. It was claimed to be the quietest cab on the market in the mid-1980s. I seem to remember it was rated then at 80dBA, when many of the competitor brands were mid-to-high 80s dBA.

If you consider that a reduction of just 3dBA is the equivalent, via a logarithmic scale, to halving the noise level at the operator's ear, then this was a major step forward and a considerable benefit to operators.

During the 1980s, the word 'ergonomics' became fashionable and more widely used because manufacturers paid a lot of attention to designing operator station layouts for improved user control. Levers, buttons and controllers on the 3640 were positioned to provide a simpler and uncluttered design layout, with everything falling to hand as the operator sat comfortably in the driving seat. The prime intention was to improve operator comfort and maximise daily performance.

These features within the SG2 cab, along with the round-fronted screen with the single centre pillar that lined-up with the exhaust stack, gave the operator greater visibility and improved comfort and performance in the field.

The design concept of the SG2 cab was eventually installed on many products in the Deere range and curved-constructed variants appeared on combines, forage harvesters and other key machinery. The story at the time was that the curved screen helped deflect noise contamination, thereby reducing the sound level within the cab.

Depending on the type of work that the tractor was used for, the soft brown cab cladding has faced a variety of challenges. You can find good examples on field tractors, but those used for more general livestock and yard work, where the operator is in and

Below: It could be 1985 all over again. Alan Turner and his mint John Deere 3640 break up stubbles in a scene reminiscent of the 'Hands-On Test' carried out by *Crops Weekly* in early 1985.

How it scored in 1985

This is how Terry Richardson scored the John Deere 3640 in his *Crops Weekly* 'Hands-On Test' back in early 1985.

Feature	Score
Engine	A
Steering	A
Brakes	B
Clutch	B
Gear change	A
Diff-lock	C
Implement attach	A
Hydraulic control	A
PTO	A
Cab	A
Controls	A
Lighting	B
Servicing	A

Key: A Excellent, B Good, C Fair, D Poor





Above: The last time Terry Richardson spent time in the field with a John Deere 3640, back in early 1985, it was one of the newest models on the market and, at 112hp, the largest tractor produced at the company's Mannheim factory in Germany.
Left: Even though his John Deere 3640 is fitted with an original Stanadyne fuel injection pump, its owner Alan Turner says it "pulls like a train!"

I didn't notice it having a lack-lustre performance, but that might have been different if I had been carrying out heavy ploughing. PTO power on the 3640 was 70kW (94hp). The standard twin-speed shiftable PTO was achieved using an interchangeable stub shaft. The PTO was controlled by a yellow-topped engagement lever in the left-hand side of the dash. A front PTO was an option and when fitted this was engaged using a rocker switch on the main console.

out all day long, have not fared quite so well. But then we are looking at tractors which are almost 40 years old and most cabs of this age will have taken more than a few knocks.

And why it was called the SG2 cab? The original cab of this design was included on the higher horsepower tractors that were in use on the prairies of the USA, typically the 40 Series. The original cab then was called the Sound-Gard body, so SG2 was the second generation, based on an evolutionary design of the original.

PTO

When we originally did the *Crops Weekly* 'Hands-On Test' back in 1985, and took the John Deere 3640 into the field, we were limited by the land and machinery available to put it through its paces. We were using a power harrow to prepare potato ground in front of the planter on a large Lincolnshire farm, and we decided set the working depth and forward speed to see if we could bring the John Deere 3640 to its knees. Despite the model's reputation for being light on power,

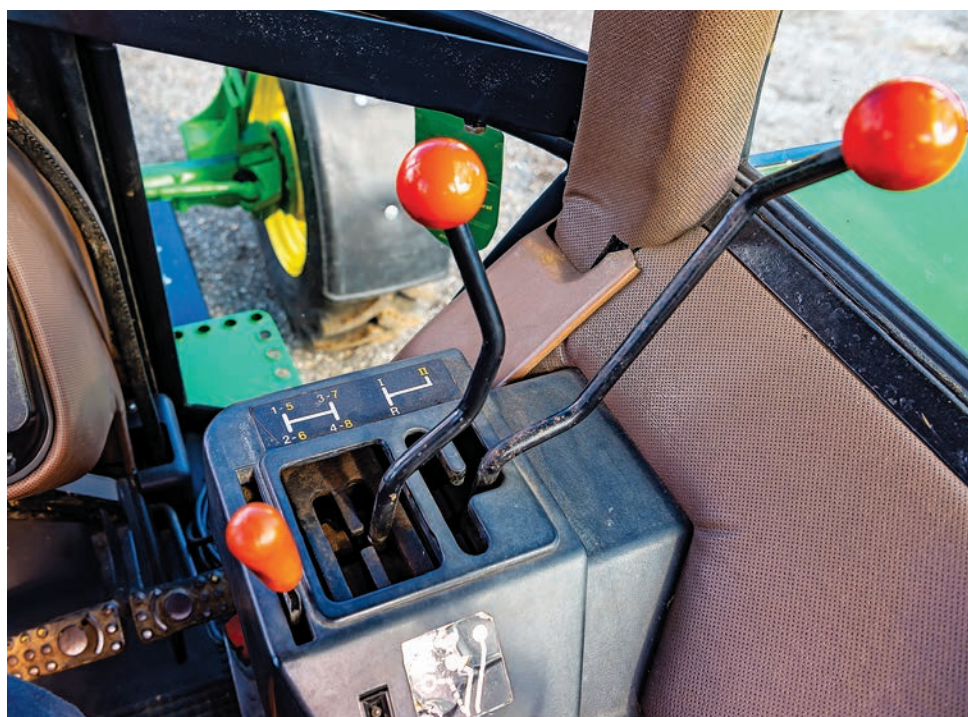
Hydraulics

Closed-centre hydraulics were standard on all John Deere tractors, something that has subsequently been taken-up by many manufacturers who previously used an open-centre design. Closed-centre hydraulic systems are arguably more efficient, particularly on larger tractors, partly because they are not constantly circulating oil, and consuming power unnecessarily and wasting fuel. Hydraulic service/flow is only called upon when needed and is generally more responsive when in use because the system remains fully charged between functions.

The John Deere 3640 had a closed-centre, constant-pressure, variable-displacement, multi-piston pump with a standby pressure of 190bar (2756psi) and a rated working pressure of 170bar (2466psi) with a flow rate of 44litres/min (11.9gals/min).

Lower-link sensing was also standard at a time when many other brands were using top-link sensing. During high draught work, lower-link sensing can be more responsive, and therefore more productive, than top link designs. Feedback from John Deere dealer technicians suggests that the hydraulics on all the 3040, 3140 and 3640 models were pretty robust. Load control shaft seals were a major problem on all Mannheim models of the time, and years later it was found that the O-rings were undersized for the specified diameter. The rear lift capacity on the 3640 was approximately 3600kg.

Left: When discussing the controls of the John Deere 3640 back in 1985, Terry observed: "All controls are placed to minimise movement by the driver. Even the right-hand link arm can be adjusted by turning a handle inside the cab, without causing skinned knuckles."





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3/2021, 1,929 HRS,
POWERSHIFT, 40K,
AIR CON, 145HP,
AIR SEAT, BOOM
SUSPENSION, BOOM
LIGHTS, LED LIGHTS,
REAR PICKUP HITCH,
500/70/24 TYRES.



JCB 4220 FASTRAC
8/2020, 3,417 HRS,
VARIO, 60K, FRONT +
REAR SUSPENSION,
FRONT LINKAGE,
4 REAR+1 FRONT
SPOOL, 900KG DECK
WEIGHT, FIELD PRO
PACK, LEATHER
AIR SEAT, CLIMATE.



JCB 403
9/2018, 1,370 HRS,
2 SPD TRANS,
30K, 36HP,
FRONT LIGHT BAR,
EURO CARRIAGE
WITH HYDRAULIC
LOCKING AND THIRD
SERVICE,
31X15.5X15 TYRES.



JCB TM420
2020, 5,125 HOURS,
POWERSHIFT, 40K,
AIR CON, AIR SEAT,
SOFT DRIVE, BOOM
LIGHTS, LED WORK
LIGHTS, Q-FIT
CARRIAGE, NEW
480/80/26 TYRES.
£58,500



JCB 520-40
4/2018, 1,479 HRS,
2 SPEED
TRANSMISSION,
AIR CON, 4WD,
4 WHEEL STEER,
TOOL CARRIER QUICK
HITCH WITH PALLET
FORKS, THIRD
SERVICE.



**JCB 531-70
AGRI SUPER**
2019, 1,815 HOURS,
POWERSHIFT 40K,
BOOM SUSPENSION,
145HP, AIR CON, AIR
SEAT, PICKUP HITCH
WITH HYDRAULIC
TRAILER BRAKES,
BOOM LIGHTS.



JCB 4220 FASTRAC
4/2017, 5,473 HRS,
VARIO, 60K, FRONT
+REAR SUSPENSION,
FRONT LINKAGE+P-
TO, 4 REAR+1 FRONT
SPOOL, FIELD PRO
PACK, FOUR WHEEL
STEER, LEATHER AIR
SEAT, AIR BRAKES.



FENDT 820
3/2010, 10,992 HRS,
VARIO, 50K, AIR CAB
+ FRONT SUSP,
4 REAR+1 FRONT
SPOOL, EPC FRONT
LINKAGE, AIR
BRAKES, EXHAUST
BRAKE, TWIN
BEACONS.



**FENDT 828
PROFI-PLUS**
9/2018, 4,354 HRS,
VARIO, 60K, AIR
CAB+FRONT SUSP,
EPC FRONT LINKAGE,
EVO SEAT, AIR
BRAKES, CLIMATE
CONTROL, 5 REAR
+1 FRONT SPOOL.



JOHN DEERE 6250R
9/2021, 2,290 HRS,
AUTO POWER, 50K,
CAB+FRONT SUSP,
FL+PTO, 5 REAR
+1 FRONT SPOOL,
COMMAND PRO, LED
LIGHT PACKAGE,
CLIMATE CONTROL,
AIR BRAKES.



JOHN DEERE 6120M
5/2022, 500 HOURS,
24X24 AUTO QUAD,
ECO-SHIFT, 40K,
CAB + FRONT SUSP,
3 SPOOLS, AIR CON,
AIR SEAT, 114 LT
HYDRAULIC PUMP,
HI-LIFT.



JOHN DEERE 6120M
4/2020, 1,124 HRS,
AUTO QUAD, 40K,
FRONT SUSP,
3 SPOOLS, AIR SEAT,
BELT LIGHTS, JD 603
M LOADER WITH
MULTI DOCKING AND
EURO CARRIAGE,
AS NEW.



**NEW HOLLAND,
TG285**
9/2003, 6,146 HRS,
POWERSHIFT, 40K,
FRONT SUSPENSION,
FRONT LINKAGE,
4 ELECTRIC SPOOLS,
INNER REAR WHEEL
WEIGHTS, CLIMATE
CONTROL.



**NEW HOLLAND,
T6.180**
6/2022, 144 HOURS,
ELECTRO COMMAND,
50K, CAB+FRONT
SUSP, 5 REAR + 1
FRONT SPOOL, AIR
& EXHAUST BRAKE,
TWIN BEACONS, LED
WORK LIGHTS.



**NEW HOLLAND
TSA 130 DELTA**
2007, 5,658 HOURS,
ELECTRO COMMAND,
40K, 3 SPOOLS,
FRONT LINKAGE,
TWIN BEACONS,
600/65/38 TYRES.



**CASE PUMA
CVX 175**
7/2020, 2,133 HRS,
VARIO 50K, CAB +
FRONT SUSPENSION,
FRONT LINKAGE,
4 ELECTRIC SPOOLS,
AIR BRAKES,
TWIN BEACONS,
LED WORK LIGHTS.



**CASE MAGNUM CVX
380 ROWTRAC**
9/2019, 3,500 HRS,
VARIO, 40K, FRONT
LINKAGE, 6 REAR+1
FRONT SPOOL,
HYDRAULIC TOP LINK,
AIR BRAKES, RED
LEATHER AIR SEAT,
ACCUGUIDE READY.



CASE 856XL PLUS
2/1997, 8,978 HRS,
HI-LO, 40K, 2
SPOOLS, NEW
18.4/34+13.6/24
GOODYEAR TYRES,
ONE OWNER.



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2 SPOOLS, ASSISTER RAM,
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LOADER, 16.9/34 TYRES,
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BALER NEW**
HYDRAULIC PICKUP, HYDRAULIC
DRAWBAR, AUTO LUBE, ROAD
LIGHTS.



Left: Even the implement used for CLASSIC TRACTOR'S reenactment of *Crops Weekly's* John Deere 3640 'Hands-On Test', a Bomford Superflow, was in-keeping with the classic

linkage showed that it was capable of handling around 2.4t. Two very large hydraulic cylinders were used to raise and lower the attachments, all controlled from the operator's seat. Front PTO power at 1000rpm only came directly from a multi-plate disc clutch, which took power directly from the front crankshaft. It was electro-mechanically engaged by a rocker switch on the front dash panel.

Air-conditioning

Although air-conditioning wasn't part of the specification on the 3640 that we originally tested, it was available as a factory order and, subsequently, from after-market suppliers. I remember mentioning in my original report that this size of tractor should come fitted as standard with air-conditioning. Today, you rarely find a tractor or machine without it supplied or available as an option.

Servicing

There is a well-known fact that if something is easy to do, it gets done. On the John Deere 3640, most of the daily check and service points are sited on the

right-hand side of the tractor, and virtually everything falls to hand. It's quick and easy to check and then get on with the day's work, so that was a big plus at the time.



Price

According to my 'Hands-On Test' report in 1985, the list price of a new John Deere 3640 was £25,746. Additional costs were £602 for air-conditioning; £1780 for a front linkage; and £3287 for a front linkage and PTO.

Summary

I don't think my scoring of the John Deere 3640 back in 1985 was far off. Admittedly, we hadn't had the chance to use it for heavy draught work in the field and therefore had not found that the engine performance curve showed that it was slightly underpowered from the perspective of torque. Having said that, subsequent user and technician feedback confirmed that, apart from a lack-lustre engine, the 3640 was pretty much a bullet-proof tractor when it came to reliability and the quality of its manufacture.

Although it was only in production for a little over two years, some of the last production models of the 3640 incorporated items such as a 50 Series gear change and CAV four-piston pumps. So this could be described as a transitional model, one that paved the way for the 50 Series launch in 1986.

Left: The convenience of the controls led Terry to give them an 'Excellent' score in his 1985 'Hands-On Test'. The four-wheel drive was engaged via an electric rocket switch on the dash (seen on the right).

Below: Thanks to the 12-degree castor angle steering on its ZF APL front axle, the John Deere 3640 had one of the tightest turning circles in its class, just over 4.2m (14ft).

Four-wheel-drive

As I pointed out in the original *Crops Weekly* 'Hands-On Test' four-wheel drive was standard on the 3640. The system comprised a front axle with a central differential and a 12-degree castor angle, which gave it an impressively tight turning radius of just over 4.2m (14ft). At the time, John Deere claimed that the 3640 had the tightest turning circle for a four-wheel drive tractor in its class. All you had to do to engage four-wheel drive engagement was flick an electronic rocker switch on the dashboard. The front and rear axle brakes were engaged simultaneously from the foot pedals, with the front axle brake taking the form of an external disc brake mounted on the central drive shaft.

Differential lock

If there was one thing I didn't like on the John Deere 3640, it was the poor siting of the diff-lock, and I still have that opinion today. When wearing muddy boots, gaining easy access to the diff-lock pedal always seemed to be difficult and unnatural. I note that it improved considerably on later models, but at the time it was disappointing to have gone to such great lengths to produce an industry leading cab, the SG2, yet not pay attention to what might perhaps be considered a minor item. However, the front axle on the 3640 also incorporated an automatic limited-slip differential, which would engage whenever traction between the front wheels would vary by 45 per cent while under power.

Front linkage & PTO

It was about 40 years ago that front linkages began to appear on the scene, and the 3640 we used for our 'Hands-On Test' came equipped with one. However, we couldn't get an implement for it, in order to check it out, so that feature didn't get tested. However, the specification data for the front





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New Holland T7.210 c/w FL & PTO, 2015, 620 x 42.....£38,500



Case Magnum MX285 on 710 x 42, front susp, 4 spools, PUH.....£26,500



Lamborghini 775F 4wd turbo, 40K, fruit narrow version£9,800



Case Maxxum 140, c/w loader, 2008, 50K, 8,000 hrs.....£29,500



Case Farmall 115U Pro 2015, multicontroller joystick, 3,000 hrs



Case 4230 XL 2wd c/w FL & PTO, only 1,205 hrs, exceptional.£12,750



JCB 526 agri super 2007, smooth ride & air-con, original tyres.£24,900



JCB 535-95 turbo 2015, powershift, 5,700 hrs£32,900



Matbro TR200 powershift, joystick control, drives well£12,400



Manitou 735-120 LSU 2011, air-con, PUH, 5,200 hrs.....£31,500



Manitou MT430 telehandler, 11m with jack legs£9,900



Mustang 2040 skidsteer, only 3270 hrs, extra lights£9,800



Ford 655 4wd Special, 4-in-1 & pallet toes, extendahoe, 3 buckets.£10,500



JCB 2CX Streetmaster with front OH, extendahoe, two buckets.....£13,900



MF 50B backhoe, 3rd service, 2 buckets£4,750



JCB 8060 c/w hyd hitch & 2 buckets, 4,100 hrs.....£16,500



Komatsu PC27R with 3 buckets, 6,100 hrs.....£10,500



JCB 716 dump truck, Cummins 6 cyl, 40K, 5,900 hrs£28,500



Vicon Bio Opticut 14 combi baler, farmer owned.....£14,900



Lime spreader 5T with ground drive belt£6,750



Kuhn 2.5m power harrows, choice new/used from.....£2,750



Kuhn HR3503 in excellent condition, little done, QFit.....£6,500



Kuhn Merge Maxx 950 & 1050, new in stock, old pricePOA



Kuhn HR 6004, 5004, 3004, new/used selection.....£POA



Kverneland 5F i-plough 2017, no. 28 bodies, 250 headstock.....£POA



KV 4F rev, choice of E, ES & EG vari width, all auto reset with discs..£POA



Fiskars 3F rev c/w discs & skims, hyd shaft, new boards.....£2,750



KV 5F 300 EG hyd vari width, no. 28 hyd shaft.....£7,900



Conor 2000 with Vogelsang dribble bar, 800 x 32, 2016.....£16,500



Teagle RD6 spreader c/w slurry door, done very little.....£9,800



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Abbey 2090 on flotation wheels, exceptional£5,750



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McConnel PA4745 2013 in immaculate condition.....£POA



McConnel PA7085T, 1 owner, v. good condition.....£16,500



McConnel PA2070T 25' reach, 5' head, AHC, v. original.....£7,900



Spearhead 6465T 3pt, 1 owner, joystick£10,500



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



Bomford Kestrel Evo S 2016, joystick & oil cooler£9,750

CULTIVATING WITH CRAWLERS

September was a busy month for members of the Suffolk Bunch, our group of modern classic machinery enthusiasts. Autumn cultivations started in earnest, albeit in very dry conditions; a bespoke self-propelled Avadex application vehicle was completed and put to work; and the group's resident John Deere enthusiast treated himself to a tractor with a pocket rocket reputation. Chris Lockwood, himself part of the Suffolk Bunch, provides a round-up of all the recent developments.



Left: Although the cultivating tines were removed from Angus's 6m Knight C-Type Triple-Press to avoid pulling up lumps, the combination of the solid front roller, levelling tines and double press rings left a perfect finish.

Below right: In a scene reminiscent of the late 1990s, but rare now, Jonathan's Cat Challenger 75C, left, and 85D rub shoulders in the yard at Rosery Farm. Their respective implements were receiving some new wearing metal.

THIS SUMMER'S PROLONGED dry spell continued through the month of September in Suffolk, with a couple of heavy showers providing only minimal relief. Then, on the last day of the month, the weather finally broke, depositing 10mm of much-needed rain on the parched ground.

This rain was welcome, but not enough to soften the rock-hard ground conditions below the surface. Consequently, much of September was spent moving dry soil in dusty conditions.

This year, Angus Hamilton's cultivations at Rosery Farm have so far been carried out almost entirely by modern classic rubber-track crawlers,

with wheeled tractors only being used for the headlands and smaller fields. The exceptionally dry conditions meant there was little demand for contract mole draining, so fellow group member Jonathan Turnmore was able to bring most of his Challenger crawlers over to Rosery Farm and help out with the cultivation campaign. This also meant that far less time was spent changing over implements.

As mentioned last month, ploughing commenced in late August with Jonathan's 1995 Caterpillar Challenger 75C being mated to a nine-furrow Dowdeswell DP2 semi-mounted plough. This outfit continued to plough the wheat stubble in readiness for spring crops. That land

had been ploughed last year, but as soon as Jonathan moved into some wheat stubble that had been worked with the Simba Solo last year, the soil conditions again became too hard, causing the big plough to ride out of the ground and bring a halt to the operation.

In the meantime, he jumped on his 1996 Caterpillar Challenger 85D, which was hooked-up to Angus's large 6m Knight C-Type Triple-Press 700S, and used it to level and consolidate the ploughed land which will now be left to over-winter. This is quite a different tool to Angus's frequently-used 4.6m M-Type Triple-Press: it consists of a much longer heavier frame capable of carrying a wide variety of discs and tine elements, which enables it to be used as a primary cultivation tool directly into stubble or on previously worked land.

This particular example, dating from 2005, was originally equipped with a front depth control roller, two rows of rigid tines, one row of deep loosening tines, and a set of levelling tines ahead of its two rows of Revolver press rings. For working on the ploughed land, all of the cultivating tines were removed, leaving just the roller, levelling tines and double press.





"Angus bought the press predominantly for its rings, which are in very good condition with probably 80 per cent remaining, with a view to fitting them to his 4.6m version," explains Jonathan. "So there had never been much of an intention to hitch it onto anything to use. It looked a bit mighty for pressing ploughed land, and in a catchy year we would be worried about its weight on damper soils. There had also never really been a machine on the farm that was capable of pulling it – Angus's old John Deere 4755 wouldn't have liked it – but it worked well this year as there were plenty of high-hp crawlers available.

"I popped it on the Challenger 85D on and rattled it over after the plough, and it actually did a remarkably good job," he adds. "The front roller is very effective: you can't put masses of weight on it or it will bulldoze, but you can carry sufficient weight so that it crushes clods. Despite being a long way back, you've got a good view of the levelling board, and I was able to carry sufficient soil for it to work well.

"The 85D didn't know it had got it," notes Jonathan. "I could have pulled it in road gears if I'd wanted to. This crawler is fitted with a John Deere Greenstar GPS-controlled steering system which enabled me to miss every other bout and work back, filling them in for shallower headland turns."

With the former wheat land too hard to continue ploughing, attention shifted to the spring bean stubble. The conditions were good: there were no

Above: Jonathan's Claas Challenger 55 and Caterpillar Challenger 85D made a fine sight as they worked together in the same field, subsoiling tramlines and pressing spring bean stubble respectively.

Right: Jonathan's Claas Challenger 55 is yet again proving to be a very versatile jack-of-all-trades. Rory Poacher was using it here to subsoil tramlines that were too hard to work through with the press alone.



wheelings or compaction to remove, there was a nice bit of residual tilth remaining from the spring, and the combine's chopper had made a good job of smashing up the straw. This provided Jonathan with an opportunity to take advantage of the weather and carry out some reduced cultivations.

"Typically, we would go out there with the Simba Solo and rip it up, let it green up and then hit it with the press, or not if it was wet," he explains. "But it was so very hard this year that we didn't want to chew metal up and burn diesel just for the sake of it. Instead, we decided to put the 4.6m Knight press on and give it a go straight into the bean stubble and see what it looked like. We ran the tines a little deeper than usual, although not so deep that it smashed it to bits. Because it was so hard and dry it would have been all too easy to break something or crack the frame. It was a case of getting it just right.

"Working at 8kph with the tines running about 4in deep achieved a nice shatter effect and boil, and

it also meant that the tines moved the vast majority of the land rather than cutting slots and leaving solid strips between," notes Jonathan.

The tramlines were naturally tighter and needed more than just the press, so Suffolk Bunch helper Rory Poacher used Jonathan's Claas Challenger 55 and Angus's seven-leg Cousins V-Form subsoiler to loosen and level them ahead of the press, with very good results.

"The V-Form was definitely making the Challenger 55 work," notes Jonathan. "In conditions like these, it's important to work at the speed it will happily go at, rather than pushing to go faster. In the hardest parts of the field the tractor would start to spin its tracks, but Rory was taking his time, going nice and steady so as to avoid ripping tracks or breaking shearbolts."



Right: The 1995 Cat Challenger 75C was a nice match for this nine-furrow Dowdeswell DP2, but the semi-mounted plough wasn't really suited to this year's hard, dry conditions.

Below: Jonathan was using his 1996 Cat Challenger 85D to work down ploughed land into a stale seedbed that will then be overwintered and drilled with spring beans.



Below: Jonathan Tunmore's Caterpillar Challenger 75C and 85D and Claas Challenger 85E rubber-track crawlers gathered en masse at Rosery Farm at the start of this year's autumn cultivation campaign.



Applicator vehicle enters service



LAST YEAR, DAVE WILLIAMS, the Suffolk Bunch's contractor and engineer, used his Valtra T170 with a Kuhn Aero 2224 mounted pneumatic spreader to apply Avadex granular herbicide throughout Suffolk on a contract basis, primarily to combat blackgrass.

As regular readers of Suffolk Bunch may know, Dave has been working on a purpose-built self-propelled Avadex applicator based on the chassis of a Lanc-Trac II self-propelled sprayer. We are pleased to reveal that, apart from some minor cosmetic touches, this project has now been completed and the machine is at work. It underwent an NSTS test to ensure it was fit for purpose and was then unleashed in the field. It has already achieved some impressive results.

"It has taken far longer to build than I anticipated, but the machine is actually working a treat now," says Dave. "I love it in the field and it is relatively steady on the road. The tyres seem to be ditch-finders and it hugs the verge.

"Although the booms sit lower than those of the tractor-mounted Kuhn Aero spreader which I was using, you still have to be careful of trees," he notes. "I am very happy with its in-field performance. When spreading, I typically use fourth gear around the headlands, but then I can sit in fifth gear for pretty much the majority of the time for the land work, certainly on flat fields, which allows me to go up and down the tramlines at 14kph. Thanks to the Lanc-Trac's four-wheel steering, it's also nice to be following in the wheel marks left by customers' self-propelled sprayers.

"The Lanc-Trac's air suspension avoids shock loads being transmitted into the boom, and combined with the boom's suspension, it rides really well. Actually, I'm absolutely blown away by how well the boom rides," enthuses Dave. "Even when I can't sit in the seat at 14kph, the boom just sits there – you don't have to tweak or adjust it. I would like to say that's down to good design and engineering, but it's just sheer luck.

"Traditionally, everyone in farming wanted a heavy boom as it worked the suspension and rode well," he adds. "Although the Chafer boom looks heavy, it's nothing of the sort, to the point when I can pick up each section on my own. That said, there is still some weight to it, and you can feel the machine's back go down when you open up the booms. It has nice, big, deep sections, ideal for my application, with plenty of room to get a lot of pipework through it.

"Inside the cab the loudest noise is from the orbital steering valve," says Dave. "With the door shut you can't hear the engine all that much, and the exhaust is a fair distance back and pointing away from you, although the engine, compressor, hydraulics and fan can all be heard outside.

"One of the possible refinements would be to fit a pressure switch in the hydraulic system to act as an indicator for the fan," he adds. "The Kuhn Aero rate controller is working as expected, as it did on the Aero, and so far the rate control actually seems to be more repeatable than with the Aero itself. The metering mechanisms are very good and the section control, with four switchable sections over the 24m boom, is working as planned.



"The Väderstad fan delivers more than enough air, so much so that I've backed it off a bit, although I think I'm going to have to put an oil cooler in the fan circuit as it generates quite a lot of heat," notes Dave. "The flow dividing valve is serving its purpose by maintaining a constant fan speed irrespective of the engine revs. You can't hear the fan change note, either when the engine is running at tick-over or flat out. It just sits where it's meant to be, which avoids the low airflow that you get when pulling away from the corners, which some systems suffer from.

"The Technet rotary distribution heads bring something to the party, and with an outlet every 50cm the spread pattern is pleasing with plenty of overlap. It really does create a curtain of Avadex," he says.

"So far customer feedback has been very positive, which is pleasing, as it can make you nervous when you turn up with a machine dating from 1994," smiles Dave. "It is just a shame I still haven't had the time to get the booms painted. I've now fitted my FJ Dynamics GPS-controlled steering system, and it has a GPS speed sensor for the Aero rate controller, so there will be no recalibrating needed when changing onto row-crops to spread cover crop seed next year. I'm now looking for a spare Rauch/Kuhn Aero switch box if anyone has one available."

1. Nine months in the making, Dave Williams' Lanc-Trac II-based self-propelled Avadex applicator made its field debut in late September. It went well and produced some very pleasing results.

2. One of Dave's design criteria for his self-propelled applicator was that the booms should fold inside of the wheel width and should be relatively low. This has been achieved, making road travel easier than with his previous tractor-mounted spreader.

3. With outlets spaced every 50cm on the boom, the spread pattern of Dave's applicator has a generous overlap, effectively creating a 'curtain' of Avadex herbicide granules for optimal coverage.

4. The combination of the Lanc-Trac II's air suspension and the suspensions system on the Chafer boom meant that any bumps were smoothed out, allowing the boom to ride extremely well.



Introducing a new arrival

The Suffolk Bunch's resident John Deere enthusiast, Jon Haynes, added this very tidy X-registered 105hp John Deere 6410 to his collection in late September.



JON HAYNES, the Suffolk Bunch member whose enthusiasm for John Deere knows no bounds, has added a high-spec 6410 to his ever-growing collection of green and yellow gear.

The X-registration tractor, new to a farmer in the Peterborough area in October 2000, is the second youngest tractor in Jon's fleet and expands it firmly into the modern classic era.

The inspiration for this latest purchase can be traced back to Jon's teenage years and the summers he spent helping his uncle on his farm in Norfolk. This typically involved Jon using a slightly larger loader-equipped John Deere. Because of this, the loader on his just-acquired 6410 was almost as much of an attraction as the tractor itself.

"My first ever tractor driving job was stacking up flat-eight groups of conventional bales in the field, ready for them to be carted away," he explains.

"This was initially done using a John Deere 3350 fitted with a JD 265 loader. The loader was joystick controlled and was nice to use, but I can't remember how the third service was operated. I don't think it was through a spool valve, so perhaps there was an electronic valve. The 3350 was replaced with a 6506 with a 740A loader which had a joystick with two switches on the top. At the same time my uncle also had a JD 6400, which had replaced an MF 690 that had unfortunately caught fire, and this tractor did the drilling, spraying and top work.

"I wanted a loader tractor for carrying out horse-related work, but as I've already got quite a lot of tractors with SG2 cabs, I thought a 6400, like the one on my uncle's farm, would be nice," says Jon. "However, it's handy to have a 50kph transmission for doing the horse work, so for that reason I set out to find a 6410 with a 50kph 'box'.

"This also ticked the box as far as my self-imposed rule of only collecting flagship models of each range is concerned," he notes. "I went for a 6410 as it was the largest four-cylinder model in the 6010 Series. These models are hard to find and I had been keeping my eye out for one for a very long time. I would love

continued over

The 6410 that Jon has just bought is a very high-spec example with multiple options including TLS front axle suspension, a 50kph PowrQuad Plus transmission, four roofline worklights, Powerstrip outlets and a rear windscreen wiper.



to know how many 50k versions were actually sold in the UK, as I've only ever seen a couple of others.

"This tractor came from Northamptonshire and its previous owner had trained as an agricultural engineer, so I knew it had been well maintained," explains Jon. "It has done 10,004 hours, but seems in reasonable off-farm condition. I am gradually compiling a list of tidying things I need to do, beginning with a new battery.

"I think I'll probably give it the same treatment as my 6910S, which in some ways is a bit of a shame, as I like to keep my tractors original," he says. "The trouble is, the paint on it has just reached that point where it's gone slightly too far, especially the mudguards, as well as just above the steps where they usually rust, and the bonnet has got a few too many marks which need to be sorted.

"It is a high-spec tractor, with air brakes and front axle suspension, which typically come with the 50kph option," notes Jon. "It even has the Field Office option, which is useless for me as I don't usually take a briefcase to work with me in a tractor, although I suppose if you were a sprayer operator it would be a useful place to store records and other paperwork throughout the day."

The John Deere 631 loader fitted to Jon's John Deere 6410 was manufactured at the company's Arc-les-Gray facility in the year 2000, which makes it a nice match for the tractor.

"Although it's the same age, the loader wasn't supplied new with this tractor," he explains. "The loader brackets are thought to have been fitted from

new, but it didn't initially have a loader. A past owner had to source a loader from elsewhere, probably from Ripon Farm Services, judging by the decals. It came complete with a bucket, muck grab and pallet forks. It has a manual joystick, so you've still got the feeling there when operating the loader, which I like.

"The John Deere 6410 is a model that lends itself to having a loader, as you can still get into the cab easily, unlike an SG2-cabbed tractor," notes Jon. "The cab is generally more convenient, the air-conditioning actually works and it's got a passenger seat, of course. I'm really enjoying having a loader and I keep coming up with excuses to use it for little jobs! I know that compared to a telehandler they're rubbish, but it just takes me back to what I started on. Revelling in that sort of nostalgia seems to be a theme which many of us can relate to and enjoy."

Inset above: John Deere rear fender extensions can be vulnerable and are easily damaged, but the ones on John's 'new' 6410 remain intact. The rear end is generally in good condition, especially considering this tractor's clock reading of 10,004 hours.

Right: The interior of the TechCenter cab is in very good condition. The optional Field-Office storage box, located to the left of the operator, doubles as a removeable briefcase.

Below right: The presence of a John Deere 631 loader, made at the company's Arc-les-Gray facility in France in the year 2000, was a big attraction for Jon, who has fond memories of using loader-equipped John Deeres on his uncle's farm.



Below: Looking out over the familiar John Deere steering column and Dual Gauge II instrument panel, the view down the bonnet of this 6410 is mostly taken up by the loader. It is operated using a right-hand joystick.





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COUNTYS VISIT TEST FARM

A farm in Hampshire that was once used by County Commercial Cars for trials and demonstration work recently reverberated to the sound of Ford engines once again, following a project to get some County tractor 'boots' back on what was once familiar ground for the four-wheel drive machines.

The project was the idea of Simon Fenwick, an avid enthusiast of the marque, son of a former employee of the company, and resident of its former home town of Fleet.

Elvetham Estate in Hampshire was widely used by County Commercial Cars for trials, demonstrations and product launches. What is not so widely known is that Grove Farm at Crookham Village, near Fleet, was also used by County to test its tractors and other activities.

"Grove Farm was owned, and still is, by the White family, although the farmhouse and buildings are no

longer used for agricultural purposes," says Simon.

"Back in the days of County, various tractors would be driven down to Grove Farm for trials purposes and some demonstrations, with the Whites carrying out these tests. It had been many decades since there were any County tractors on the site, so together with County tractor owners Garry Rutter and Brian White, we decided to change that.

"Brian is a relative of the original White family who had the farm during the County era, so we took his County 754 and Garry's 1965 County Super-6 over there and lined them up in front of the old farmhouse, with the former farm building in the background," he explains.

"It is probably the first time that there had been Countys on the farm for 50 years or so," notes Simon. "Once the photo had been taken the two tractors headed off to the assembly point for Fleet's Platinum Jubilee parade."



News briefs...

Photo courtesy of the DBTC.



Tribute to the Queen

■ There were many poignant tributes held to mark the passing of Queen Elizabeth II, but one of the most notable from a farming and tractor perspective came during Her Majesty's funeral on 19 September, when the procession carrying her coffin passed a guard of honour of 26 tractors, while on its way to Windsor Castle. The tractors, brought along by local farmers, were granted special security clearance to access a field in Runnymede alongside the route. The line-up was fittingly headed by the 1977 David Brown 1412 that was produced to mark Her Majesty's Silver Jubilee. The 1412, known at the time as the 'Queen's Tractor', is owned by the Emmett family from Buckinghamshire, who bought it new in 1977 and managed to buy it back in recent times. It is usually on display at the family's farm shop at Little Marlow.

LEYLAND RARITY GOES PLOUGHING

A rare Leyland 4100 four-wheel drive County conversion was the star of a working weekend hosted by Leyland and Nuffield tractor collector Graham Hill on a picturesque 10-acre field at Waggles, in Glen Esk, near Edzell, Angus, in mid-September, reports Bill Cruickshank.

Graham has hosted working weekends in the past at home in Airlie, Angus, and staged this latest event at Glen Esk after a friend provided the opportunity to plough and cultivate a field that was going to be used for growing trees.

Graham was ploughing with his Leyland 4100 and a three-furrow Ransomes plough. The 100hp, six-cylinder tractor, equipped with a County four-wheel drive system, is thought to have been built around 1976 and it may

possibly have been the first Leyland 4100 produced. When Leyland tractor production ceased at Bathgate, build records were destroyed, but it is thought that only around 20 of these tractors were made. Prior to Graham buying the 4100, and its earlier restoration by Wyard Scott Ltd from Bury St. Edmunds, it had been used in forestry work and had a cab.

Also ploughing at the event was Dave Wallace from Alyth with his 1964 IH B-414 and a Newland's two-furrow plough. Graham's Leyland 270 and Fordson Major with oversized wheels were carrying out post-ploughing cultivations.

There were horticultural tractors too, including a Marshall 264 with a single-furrow plough, a Massey Ferguson 1010 with a rotary cultivator, a Kubota B7100 with single-furrow plough and a walk-behind 1953 Howard Gem Rotavator.



MF 1200s at Newark

■ One of the farm machinery milestones being celebrated at the Newark Vintage Tractor & Heritage Show at the Newark Showground on 5-6 November is the 50th anniversary of the articulated, four-wheel drive Massey Ferguson 1200. One of the 105hp six-cylinder MF 1200s that will be taking part has been owned for 20 years by 79-year-old Peter Tack from Crowland, Peterborough. He recovered the tractor from a thicket of brambles and nettle, and when he hooked up a battery the engine fired-up straightaway. After getting it home, cleaning it up, pumping up the tyres and carrying out a service, the 1200 was ready to go and the only fault found was a knocking noise when turning that was resolved with a new knuckle joint. Discounted show tickets are available online until 28 October, and further details are at: www.newarkvintagetractorshow.com

News briefs...



Special edition 1594

■ A one-owner 1988 Case-IH 1594 Commemorative Edition topped a farm sale by auctioneer McCartneys for Mr and Mrs Williams at Hall Farm, Brampton Bryan, Shropshire, on 8 October, reports Susan Morgan. The four-wheel drive 1594 Hydra-Shift had only done 5541 hours and had been bought new from local dealer Burgess. Its previous work had included hauling potatoes when they were grown on the farm. The tractor, a fine example in very tidy, original condition, was a good seller at £14,000. Other tractors included a 1982 IH Hydro 84 (£5500), again in tidy shape, that had been bought as an ex-demonstrator. It was mainly used for hedge cutting and had been working up to the sale.

FORD MAKES TIMELY MOVE

A four-wheel drive 1988 Ford 4610 that had spent several years standing outside and deteriorating in the process has been saved by a local enthusiast who intends to put it to work on his smallholding, reports Sandy Cox.

Lee Johnson from Dadry Shield, in Weirdale, Co. Durham, first saw the tractor when it was delivered new to a nearby farm, along with a Ford 5610 loader tractor with consecutive number plates, which is still in use.

"The 4610 spent most of its life on a link box," says Lee. "It was a shepherd's tractor, so had been used for running about, but the salt on the roads has rotted the L-P cab and mudguards to the point where you can put your hand through from the cab to the wheel.

"It was being used until about five years ago, but because of the condition of the cab it was parked up and used to run a saw bench," he adds. "The owner

mentioned about a year ago that he was thinking of sending it to a sale, so I've bought it now. It only needed to travel about a quarter of a mile to bring it home. I took a charged battery and it started on the key instantly. It has 4000 hours on the clock and everything seem to be good mechanically."

Lee has sourced

a replacement L-P cab, if needed, and hopes to begin work on the 4610 in the New Year by taking the original cab off to assess whether it can be saved or needs replacing. He then intends to give his tractor a general tidy-up before putting it to use on his smallholding.



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DB RETURNS TO ITS FIRST HOME

A West Yorkshire farmer has re-acquired a tractor that was originally purchased by his grandfather for the family farm, used for six years, and then sold in 1982, reports Sandy Cox.

The two-wheel drive David Brown 990 that David Throup has just managed to buy back arrived on his family's farm at Silsden, West Yorkshire, in June 1976, brand new from Craven Agricultural Services at Elsack, near Skipton.

"It was traded-in around 1982 for a four-wheel drive David Brown 1490, which my uncle still has," says David, who still farms with a considerable collection of David Browns. "It had done 3000 hours when it was sold."

Thanks to its distinctive registration of PUB 178P, David recognised the DB 990 instantly when it came up for sale on social media. After leaving the farm at Silsden 40 years ago, the DB was sold-on to riding

stables near Wigglesworth, North Yorkshire. After doing little work there over the years, it was sold to its third owner, at Kettlewell, North Yorkshire, in recent times. When its owner found it would not do the work he wanted as the hydraulics were not functioning correctly, he advertised it for sale.



"I dismantled the valve chest and repaired it and now it's loading silage every day," says David. "It's in almost the same condition as when it went away, with the original paint on the foot pedals, and the engine is brilliant. It has only done 150 hours more in 40 years."

He is now seeking another of the farm's former tractors, a white 1985 two-wheel drive Case 1294, chassis number 11490557 and registration C948 ANW. It was traded-in to Gibson's at Skipton in August 1994 on 1410 hours and may have been exported to Ireland.

News briefs...



10 combines in field

■ Ten vintage and classic trailed and self-propelled combines joined forces to complete the 2022 harvest for combine collector Andrew Blagg from Worksop, Notts, reports David Laley. Andrew, together with friends and members of the Moss Valley Agricultural Preservation Society, harvested and baled the last of his winter wheat using combines from his collection. They included Claas Super 500 and IH B-64 trailed machines, a self-propelled 1950s Claes M80 operated by Rob White, an Allis Chalmers Gleaner Model A and a 1961 Ransomes 801. A miscellany of Massey-Harris harvesters included a 1945 M-H 21, 1949 726, 1957 780 Special and a rare French-built 892. The youngest machine was Andrew's 1965 MF 400, operated by Martin Simons.

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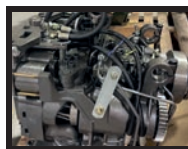
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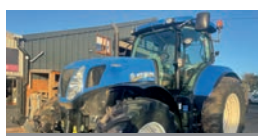
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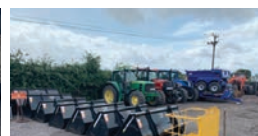
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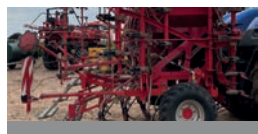
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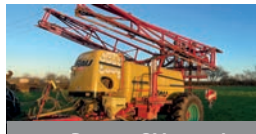
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LETTERS

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Silver medal for Synchro

THE LETTER from Chris Chapman in the November 2022 issue of CLASSIC TRACTOR regarding the award of an RASE Silver Medal to Leyland for its Synchro gearbox merits further comment. Like Chris, I have often wondered what happened to the actual Silver Medal that RASE presented to Leyland's tractor division in 1978.

During the latter part of the four-year development programme of the Synchro transmission, which was so ably led by Simon Evans, otherwise known as Synchro Simon, I was working at the Bathgate site as Market & Product Plans Manager for the tractor division.

Simon was the brains behind the Synchro design and all its ground-breaking and much replicated and copied features (by other manufacturers). If anyone deserved that medal for the work they did, it was him. I understand Simon is a reader of **CLASSIC TRACTOR** so perhaps he may be able to add a comment.

For what it is worth, my involvement, and that of my late Nuffield and Leyland colleague, Brian Webb, was to identify the nine forward and three reverse ratios that would be built into the final design, and also to ensure that the final drive arrangement was changed and uprated to provide the necessary levels of reliability and durability, knowing full well that higher horsepower and four-wheel drive models would later emerge, based on the Synchro design.

With regard to Chris's thoughts on the 1985 demise of the Marshall company at Gainsborough, he is probably correct with his assertion about the Compak strawboard operation. The development costs associated with this would have been considerable and, as Chris rightly suggests, these would have been without any immediate tangible financial payback. To this can be added the costs of acquiring and establishing the Nickerson Turfmaster business which, again, was without any meaningful success in the market place. There were other non-essential and non-tractor related projects and proposals, all of which required funding.

I have written elsewhere that the development of the Marshall 100 Series, now so sought-after among collectors, was not essential to the success/survival of the company so early in its formative stages. The mid-range models inherited from Leyland were being improved in terms of specification and horsepower coverage, and had this aspect of product development been concentrated upon and completed prior to the major development work on the 100 Series, it is not difficult to see that the company would have been starting from a much stronger base with higher volume sales.

■ **Tony Thomas**, Beckingham, Nottinghamshire.

Restorer is needed

YOU PROBABLY won't get many letters of this nature, not from New Zealand anyway. I live not far away from your Farm View columnist, Andrew 'Buster' Hurst, at the southern end of the Canterbury plains, on the east coast of the South Island of New Zealand. Andrew may have mentioned that I am a keen collector of Countys and a few Ford tractors. I own around 12 Countys, including an 1884 and a 1474, and nine classic Fords, including four 7000s, plus a Mercedes-Benz MB-trac 900.

The reason I have contacted **CLASSIC TRACTOR** is that I am looking for someone who is familiar with these models to help with refurbishment work. This may appeal to someone who is interested in a working holiday to New Zealand! There is not a lot of this type of restoration work happening here so I thought I would try and find someone from the UK or Ireland who may have had some experience in this particular field, or

who is a bit old school and knows their way around these old classics.

By way of brief introduction, I am an ex-arable farmer and semi-retired, which means I now seem to work as hard as ever! I carry out some off-farm excavator work amongst other things and seem to struggle to get enough time in the workshop.

We currently have a Ford 7810 and a County 1884 pretty much stripped down to the back end and gearbox, but have been waiting for parts from the UK.

Ben Craig, who we have met, has been incredibly helpful in sourcing new and second-hand parts for us and we finally have a considerable shipment on its way to New Zealand (it is due in early October).

I would really like to move things along as we intend to refurbish most of our tractors. At present I rely on an ageing engineer/handyman and an old school mechanic, the latter located about 160km from us. We transport some machines to him for

mechanical work, but would prefer to do things in-house here. We have a large workshop with excellent facilities, including a wash-down pad with steam cleaner, commercial sand blasting equipment, a spray-painting booth, a large press, lathe, etc.

I would only describe myself as a handy engineer/mechanic, so as you can imagine we need a good competent person to take charge of these restorations. If anyone wants to discuss this further with me, my e-mail address is: dj.howey@farmside.co.nz

■ **David Howey**, South Island, New Zealand.

Driver of a Schlüter

AS A READER of CLASSIC TRACTOR I thought it might interest you to know that I used to drive the Schlüter E9500TV featured in the October 2022 issue.

The farm that I worked on at the time, St. Margaret's Farm, near Hemel Hempstead, purchased the tractor from Brocks mid-way through the 1990s. We used it for corn carting, rolling after drilling, and pulling a double set of Parmiter discs. We later fitted a set of Terra-Tyres. My boss at the time always had a soft spot for quirky machinery, which is predominantly why he bought the Schlüter. He used to sell trailers and tyres to Brocks, so already had a connection with them, prior to buying the Schlüter.

I recognised the tractor instantly as soon as I saw it in the magazine. This was mainly due to the seat, the lights attached to the cab and the hand-turned brass gear knob. I spent many hours driving this machine. Operating it with the sliding cab doors open, while throttling up to hear the roar of the eight cylinder turbo engine, was great fun initially, but after a few hours of getting covered in dust in a hot environment, the novelty soon wore off.

Towards the end of its time with us the turbo clutch developed a leak, which meant it had to be topped up at least once a week (a pig of a job!). The diff lock would also not disengage, but we did fix this. After I left the farm the Schlüter was consigned to the back of the shed, as by this time a John Deere 7600 had become the preferred option.

I believe that at some point in the 2000s the tractor was sold to a collector (*Editor* – It was acquired by your boss from Brocks in 1996 and sold back to them in late 2010. It was then purchased for sentimental reasons by the well-known farmer, broadcaster and former Schlüter owner, Oliver Walston).

■ **Dan Rance**, Hemel Hempstead, Herts.



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JUST DOING DRAINAGE

A Massey Ferguson 188 working with a drainage machine is a rare sight, especially when the tractor in question is totally original, has done low hours and has spent the last 44 years of its life doing the same job on the same farm. That was what greeted Darren Tebbit on his recent visit to see the Mumford family's classic drainage outfit in action on their farm on the Cambridgeshire/Bedfordshire border.



EARLY HARVESTS are not that common, but when one does crop up, just as it has done, it can provide a welcome window of opportunity to catch up with field maintenance tasks such as land drainage.

In mid-August, I received a call from William Mumford, informing me that he was about to do some land drainage using his family's 50-year-old Massey Ferguson 188 and a Bruff trencher. Would **CLASSIC TRACTOR** be interested in seeing the equipment at work? Naturally, the answer was a big "Yes", so the next day, with camera and notebook to hand, I made my way to the Mumford family's arable farm near the border between Cambridgeshire and Bedfordshire.

This MF 188 and Bruff trencher combination have been permanently wedded together since the late 1970s. In the years leading up to their union, the land drains that had been installed on the Mumfords' farm during the war years were becoming increasingly less effective, prompting Mr Mumford Snr to look for an economic way to drain problem areas. He heard about a tractor-mounted trenching machine that was built by the Bruff Engineering Company of Suckley in Worcestershire, and thought it might be suitable for the work he had in mind.

Bruff BT1

Before placing an order for the drainage machine, he wanted to see one in the flesh.

During a family holiday to the Welsh borders in 1978, a visit was arranged to the Bruff works. The company had a demonstration trencher coupled to a County tractor, and this machine could be seen working on a small plot of land nearby. However,

Left: The Bruff BT1 trencher in action, digging a trench and accurately placing perforated plastic land drainage pipe into the ground.

the plot had been dug up so many times during past demonstrations that it wasn't really a good test of the machine's capabilities. Nevertheless, Mr Mumford was satisfied with what he saw, and in due course he placed an order for a Bruff BT1.

Having ordered the drainage machine, his thoughts then turned to finding a suitable tractor to mount it on. The trencher had quite precise requirements, and at the time there was nothing on the farm that fitted the bill. The trencher required at least 70hp and had to be operated at a very slow ground speed. None of the standard-specification tractors on the market had a first gear that was low enough, so there was a need for something with a creeper gearbox already fitted, or capable of being fitted with one.

Massey Ferguson 188

Local machinery dealer Collings Brothers of Abbotsley had the solution, a six-year-old MF 188 that had formerly worked nearby at Kimbolton. The MF 188 was an ideal tractor for the task that the Mumfords had in mind: the model's 75hp Perkins A4.248 engine was known as a gutsy unit with plenty of low down torque; it had ample hydraulic power to lift the weighty Bruff machine; and it was also equipped with heavy cast-centre PAVT rear wheels to provide necessary traction. What's more, there was also a spacer fitted between the gearbox and the centre housing, which could be exchanged for a creeper unit.

Before the Bruff trencher was fitted to the tractor, Collings Brothers obtained and installed a creeper gearbox from Four Wheel Traction Ltd of Audley Street in London, a company better known for its four-wheel drive conversion kits for MF 100 Series tractors.

"The total cost of the tractor and trencher in 1978 was about £2000," says William Mumford, "of

Left: This 50-year old Massey Ferguson 188 was bought second-hand by its current owner in 1978, specifically to use with a Bruff BT1 trenching machine.

Right and inset: The snail-paced ground speed is provided by a Four-Wheel Traction creeper gearbox, which replaced the spacer between the main gearbox and centre housing. A lever on top of the creeper box, inset, allows creep or normal speeds to be selected.

which £1000 was the purchase price of the six-year-old MF 188."

Attaching and detaching the trencher isn't as quick and simple as just coupling it up to a three-point linkage. It required the removal of the lower links and drop arms and the fitment of custom-built sub-frame brackets to the rear axle.

These brackets provide a strong and steady platform to anchor the trencher chassis arms (bottom) and the hydraulic lift rams (top). Another hydraulic ram, mounted further back on top of the frame, is employed for adjusting the angle of the trencher.

The weight of the Bruff machine is considerable, with 21 front weights being required to keep the MF 188's front wheels planted on the ground. This is in addition to this tractor's standard front wheel weights.

Originally, the trencher leg was fitted with a long-curved tube for the placing of traditional individual clay drainage pipes, but keeping the machine endlessly supplied with these short pipes was apparently a tedious task. The clay pipes were loaded in the rear of a two-wheel trailer towed by a Ferguson TE-20. The Fergie had to be driven slowly alongside the trencher to allow an operator to

continuously pick up the pipes from the trailer and place them in the trencher pipe.

Clay drainage pipes are now but a distant memory, having been superseded several decades ago by perforated plastic pipe. The Mumfords' Bruff trencher has been retro-fitted with a tube suitable for plastic pipe placement and a reel holder attached to the side of the tractor. The reels of pipe are notorious for knotting up whilst they are being unrolled, so a supervisor is needed to walk alongside to provide correction as and when necessary.

When this outfit was acquired by the Mumford family, the required trench depth was accomplished by using sight marking poles placed alongside the trench route, which were then viewed through a sight-level on the trencher. These days, a modern laser level is employed, providing much more accurate pipe placement.

During my visit, William Mumford was using his MF 188 and Bruff trencher in a field with some of the strongest land on the farm. In normal ground conditions, he explained, the trencher would produce a smooth-sided trench wall. However, due to this year's unusually dry weather, the sides of the trenches were quite loose. The priority on this



occasion was to ensure that the gravel trailer placed the stone as quickly as possible into the trench, before any sidewall slippage could occur.

Travelling along at a ground speed of only three metres/minute, the combination of the MF 188 and Bruff BT1 trencher was doing a great job of getting the pipe in the ground in some challengingly hard conditions. The only way to describe how this 50-year-old, two-wheel-drive 75hp tractor, still on its original cross ply tyres, was accomplishing the demanding task was 'impressive'.



Below: The Bruff BT1 is designed to dig drainage trenches between 24in (60cm) and 40in (100cm) deep. On this occasion, it was working to a depth of 3ft (91cm).

Below right: Thanks to its front weights, front wheel weights and cast-centre PAVT rear wheels, the Mumford family's 1972 MF 188 is able to transmit all its ample power to the ground, with no wheel slip.





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DUALLING UP WITH DEUTZ

The business of J. & S. Lewis Ltd was a year old when it took on the Same agency in 1978. What followed was a great period of growth for the Cheshire-based dealership and its sales of the Italian tractors. Before long, there was a new Same range to sell, a second tractor franchise (Deutz-Fahr), the design and construction of specialist machines and a move to bigger premises. Jim and Steve Lewis have been telling Sandy Cox about those halcyon days, for this second and concluding part of the company's history; pictures by Steve Crowther and Steve Lewis.

J. & S. LEWIS was formally established in August 1978, but it really began a year earlier, when Jim Lewis set off on his own as an agricultural mechanic, working out the back of a van. Within a year he was joined by his brother, Steve, following the completion of his agricultural engineering training at Reaseheath College, Cheshire, and Rycotewood College in Oxfordshire, and an old friend and colleague, Steve Crowther, who had been an apprentice alongside Jim at David Brown dealer, F. H. Burgess. The pair later worked together at a number of agricultural machinery and plant businesses in the north Cheshire and Merseyside area.

After being approached to take on the Same tractor dealership in the autumn of 1978, the business moved from working out of the garage at Jim's home at Kenyon, near Warrington, to premises at the Taylor Industrial Estate at Risley, just a few miles away. The business grew steadily from year to year, as the four-wheel drive Same tractors, complete with air-cooled engines and creep speeds, found favour with the farmers who

grew vegetable and salad crops on the area's moist soils. The Italian tractors also proved popular with the dairy farmers in Cheshire and Lancashire, the two counties covered by J. & S. Lewis.

As well as selling Same tractors, the dealership's busy workshop carried out lots of service and repair work to all makes and models of tractors. In addition to regular farm tractors there were oddities too, such as a Fordson Major that was refurbished and then delivered to Abersoch in North Wales, where it was to be used for boat launching and retrieval. Not all new sales were Same tractors, either. One particular customer wanted a new four-wheel drive IH with an XL cab,

so that was duly acquired from another dealer and delivered by J. & S. Lewis.

The Same tractors that J. & S. Lewis had started selling in late 1978 had been well-received by local farmers, particularly in the 60-100hp bracket, with models like the Taurus 60, Centauro 70, Centurion 75, Leopard 85 and 90, and Jaguar 95 proving popular. There were also sales of more powerful models too, including the Tiger Six 105, Trident 130 and Hercules 160.

While big changes were on the way with new Same ranges, probably the biggest development in the business in the early 1980s was the addition of a second major tractor franchise.

Below: These three new Deutz-Fahr DX 7.10s, seen here preparing to leave J. & S. Lewis's premises at Glazebury in Cheshire, were sold to Leigh Environmental of Leeds.



J. & S. Lewis's Scania 81 truck and driver Chris Kelsall setting off to deliver a Fordson Major that was going to be used to launch and retrieve boats at Abersoch, along with a new Same Leopard 90.



Deutz-Fahr agency

"We had been selling Rabe ploughs, which came through their UK distributor, Watveare Overseas, and they wanted us to take on the Deutz-Fahr tractors they were also importing," explains Jim Lewis. "We felt they complimented the Same tractors, as they also had air-cooled engines, and would give us a wider market."

According to Jim's brother Steve, taking on Deutz-Fahr was another string to the dealership's bow. "We already had some Same customers who also had Deutz, but it was a different product that we could sell to different people," he explains.

J. & S. Lewis signed up for the Deutz-Fahr agency in late 1983. The German firm was making the 07 Series at the time, which included the D7007 (70hp), but it would be the higher-spec DX Series machines that accounted for the majority of sales over the coming years. They had been introduced in 1978, but were newly upgraded and had new model designations when J. & S. Lewis took on the brand.

"The DX tractors were bullet-proof," recalls Steve. "They were massively built and very reliable."

The Deutz-Fahr DX Series tractors had a completely different look to those from the major brands sold in the UK at that time, with their hexagonal front profile and bonnets sloping downwards towards the nose. Underneath that bonnet there were initially five-cylinder engines in some models, but following the 1983 upgrade the

Right: This Same Trident 130 was initially used on triple rear wheels by the Astley Moss peat harvesting operation, but only for one season as it put too much strain on the inner wheel dish. It was then operated on duals all round. J. & S. Lewis hired out tractors to peat harvesting operations for many years, including some in Scotland, and eventually moved on to using new Antares and Silver 130s.



range became four- and six-cylinder.

"It was mostly four-cylinder models that we sold, like the DX 3.70 (70hp) and the DX 4.70 (90hp)," says Jim. "Although we did sell some bigger six cylinders, and we had five 160hp DX 7.10 tractors go to Leigh Environmental at Leeds, with Countys being traded in part exchange. Most of the Deutz tractors went to local family farms. We had some customers who had only Deutz, others who had a mix of Deutz and Same, and others who only ran Same."

Signing up to sell Deutz-Fahr gave J. & S. Lewis access to a wider range of equipment too, including combines, conventional and round balers, and mowers.

Explorer range

While Deutz-Fahr was upgrading its DX range in 1983, J. & S. Lewis was also preparing to sell a completely new series of Same tractors in the form of the new Explorer and Laser ranges, which

would gradually be expanded over the coming years. The existing Same models had sold well to the firm's customers in Lancashire and Cheshire, but by 1983 they were beginning to look a little dated.

"I went to the Explorer range launch event in Majorca," recalls Jim. "The whole range, from the Explorer 60 to the 90, incorporated creep gears, so were good for the veg growers. They were very well-balanced tractors and travelled well on the moss land."

The Same Explorer tractors had a more stylish design with an all-new cab that had a roof-to-floor front windscreen and all-glass doors that provided

Below: School children were keen to see the new Same and Deutz-Fahr tractors supplied by J. & S. Lewis at an open day on a customer's farm.





Above: A rare picture of J. & S. Lewis employee Steve Crowther standing beside two Same tractors and a Deutz-Fahr D 7007C at a farm open day. He was usually behind the camera rather than in front of it!

better all-round visibility. The layout of controls and the ventilation was also improved. Under the bonnet was a new generation of Same air-cooled engines, and transmissions that offered a wider range of gears. A new four-wheel drive front axle provided a 50-degree steering angle and the hydraulics were now load sensing. The new tractors attracted new customers and made ordering easy for Jim.

"They were so well-specified that we didn't really need to add anything," he says. "There were plenty of spool valves and gears, and we used to say they had eight gears below those of the opposition. There was also a good variety of wheel equipment available, which made the Explorers very versatile. They could be on big row-crop wheels or on turf wheels for ground care, and if they went on a golf course they could operate very slowly with a Verti-Drain. Because they were so versatile, I knew I could order 10 tractors for stock, and they would suit any job."

As the business continued to grow and develop, Jim became more involved with sales while his brother, Steve, ran the workshop. The arrival of the new Same tractors meant there was a need for training with Same UK, initially at Thirsk in North Yorkshire. From 1986, the Same operation moved to new premises at Barby in Leicestershire, where Same Deutz-Fahr UK is still based.

"Irrespective of the model, the Same tractors were always well-balanced," says Steve. "In tricky conditions you never saw the front or back go down. They had oil-immersed brakes in the front

Below: The black heater unit on the bonnet of this Same Explorer 75, probably at the Cheshire Ploughing Match, identifies it as an early example of the Explorer range.



Lettuce harvesting rig



Above: Members of the J. & S. Lewis team with the first lettuce harvesting rig built at their Taylor Industrial Estate premises are, from left, Ian Winscale, Charlie Grundy, Steve Lewis and Dave Cooper.

THE WORKSHOP AT J. & S. LEWIS could do much more than service and repair tractors and other machinery. One of the projects undertaken at the firm's Taylor Industrial Estate premises was to design and build a number of lettuce harvesters.

"The moss land in the area was good for market gardening, with celery alternating with lettuce crops," explains Steve Lewis. "Originally it was cos lettuce that was grown and we had customers in our area who were part of a farmers group called Moss Growers. They sent lettuce to London three nights a week. In London they were known as Manchester lettuce and here they were called London lettuce.

"Then the supermarkets wanted iceberg lettuce that had a longer shelf life and these had to be harvested, then taken to the farm pack-house for wrapping and packing before being sent off," he explains. "Some of the larger farmers in the group wanted a self-propelled harvesting machine that would allow the lettuce to be picked, wrapped and packed in the field, but there was nothing on the market that was light enough to travel on the moss."

Steve responded by sketching out a design that had a picking chain on the front, a platform that was big enough for six people to be wrapping lettuce in cellophane, and a conveyor to take the packed lettuce for stacking on a trailer towed behind.

"We decided to make it a bit bigger, so that it could carry eight people, and then we set about looking for a suitable power unit," recalls Steve. "We could have bought all the separate pieces off the shelf, but that would have been expensive, so we settled on a David Brown 1190 tractor, as it had hydraulic brakes and hydrostatic steering.

"We took the cab off and used the front of the tractor to the back of engine, where we fitted a mounting plate for a hydraulic pump to power two hydraulic motors that powered the existing rear wheels through modified half shafts that included the brakes," he explains. "It had loads of torque and traction. A second hydraulic system powered the picking chain and the conveyor at the rear. A 110V generator driven from an extra pulley on the engine crankshaft provided the power for the heating equipment that sealed the wrapping on the lettuces.

"There was a telescopic drawbar at the back, so that in work there was only a 3in gap to pass the lettuce across to the trailer, but it extended to allow turning at the end of the row," he adds. "The steering column at the front dropped down and pivoted forwards so that steering could be adjusted from the ground and there were other controls operated from the ground, as well as an emergency stop, so that if the machine touched anyone it would stop immediately. We went from the initial prototype to producing three working machines."

Below left: Paul Wood at the wheel of the completed lettuce harvesting rig. He was the electrical contractor responsible for all the electrics on the machines, which had their own generator powering electric heat sealers.

Below right: The completed lettuce harvesting rig had a covered platform with room for eight workers, wrapping and packing the lettuce as they were harvested.



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Left: Three new Deutz-Fahr DX 7.10 tractors in the showroom at J. & S. Lewis's premises at Albion Park, Glazebury. This area had previously been used as a canteen when the site was occupied by crane manufacturer, Coles Cranes.

Factory visit



"ON MY FIRST VISIT to the Same tractor factory at Treviglio in Northern Italy, we looked at the 100hp five-cylinder Same Tiger 100 and were shown around the factory," recalls Steve Lewis. "We were told that after lunch we would go out to a farm to see the tractor working on a two-furrow reversible plough.

"We thought that something must have gone wrong in the translation, but when we got to the farm we saw that it hadn't. There in front of us was the biggest two-furrow reversible that I had ever seen. I could just reach up to the top landside at full stretch.

"The ground in the Po Valley compacts very easily and the way of solving it then was to plough deep with a huge plough," he continues. "But I think I was more impressed by the Same Panther 90 that was trying to work the ground down after the huge plough; it was just like discing boulders!"

axle and once people had Same tractors they realised how good the brakes were. Unfortunately, that sometimes meant that they didn't look after their trailer brakes, to the detriment of the tractors. But the front axles were very good and never an issue, and neither were the air-cooled engines.

"Before we became Same dealers, I had never worked on air-cooled engines apart from old Listers," he adds. "But once I was working on the Same air-cooled engines I realised how simple and reliable they were. There were never any issues

Below: J. & S. Lewis' spacious workshop at Glazebury was put to use as an indoor product display area during this open day. Machines on display included Deutz-Fahr and Same tractors, a Shelbourne-Reynolds rape swather, Chaviot sprayer, Rabe plough, Bamlett cultivator drill, Cook bale sledge and Deutz-Fahr round and conventional trailers. The Triffitt Hi-tip trailer in the background is still on the farm of customer, T. C. & B. J. Bulmer of Kenyon Hall Farm.

apart from the odd head gasket. If you stripped down an engine after 10,000 hours there would be little cylinder wear; it would wear the rings first.

"The new tractors had far more gears and in later years some even had as many as 72 forward and reverse," notes Steve. "Another thing the Explorer range had was a ground speed PTO. We converted quite a few potato and carrot harvesters to ground drive to work with the Same tractors. We usually used a Bedford truck axle and fitted a gearbox of the right ratio.

"At the rear of the Explorers there were two PTO shafts," he continues. "The top one was the normal 540rpm or 1000rpm that would drive all the mechanism of the harvester, and below it was the ground speed one that could drive the axle. The driven axle could make the difference between harvesting in difficult conditions or not going at all, and the only drawback was that the harvester had to be matched to one particular tractor."

In addition to the Explorer range, there was also the new Laser range covering the 90hp to 150hp sector. "We sold lots of them both, and even a few crawlers," recalls Jim.

In addition to new tractors, the firm was selling used machines and combine harvesters too. As its turnover grew, Jim became more and more involved in the sales side, while Steve ran the workshop. Used combines were brought over to the Cheshire premises from Lincolnshire, and then, once they had been checked over, sold to local customers.

"In Lincolnshire they were moving up from 12-14ft-cut machines up to 18-20ft cut, and the combines that were being traded-in really suited





Top: A Deutz-Fahr DX4.70 equipped with a Rabe plough and a Same Laser 90 with a power harrow were among the machines on the J. & S. Lewis demonstration plot at this particular Cheshire Ploughing Match.

Above: A Same Laser 110 and a 3m Kuhn power harrow being demonstrated by J. & S. Lewis at the annual Cheshire Ploughing Match.

Right: These 1988 Same Explorer 80 and 90 tractors, seen here at J. & S. Lewis' premises at Glazebury, were sold to local farmers, A. E. Marshall & Sons



our area," explains Steve. "Jim sourced the combines and then they went through our workshop for a check over and service. We generally sold at least 10-15 per year."

Not surprisingly, the expanding business was fast outgrowing the size of its rented premises on the Taylor Industrial Estate at Risley, so it was time for J. & S. Lewis to make a move. Together with farmers group Moss Growers, haulier T. & T. Thompson and a printing firm, new premises were

purchased in the form of the former Coles crane factory at Glazebury, just a few miles from the Taylor Industrial Estate. Some of the different parties involved in buying the new site already had existing business ties, as Moss Growers' members were customers of J. & S. Lewis, while T. & T. Thompson was the haulier that transported Moss Growers' lettuces to London.

The area that was destined to be occupied by J. & S. Lewis was four times bigger than its previous

accommodation, but before it could move in there was some work to be done. The factory contained a big overhead crane that was not needed where it was, but would prove useful in the Lewis workshop. It was too wide to fit so was cut down to size and installed with the help of some former employees of Coles Cranes.

"The workshop was enormous," says Steve. "You could become very lazy with that crane – we were spoilt with it. One of Jim's party tricks was to pick up a County tractor with it! But the workshop was really too big to heat, so we moved into a smaller building on the site."

The former crane factory canteen became J. & S. Lewis's new showroom and by now there were 10 or more members of staff in the workshop, two in the stores and two in the office. Sales of new tractors were generally around one-third Deutz-Fahr and two-thirds Same, although those proportions would swap round later after Deutz-Fahr was bought by Same. By that time J. & S. Lewis had moved again, in 1992, to purpose-built premises just a couple of miles away in Leigh.



Left: J. & S. Lewis always had a stand at the well-attended Cheshire Ploughing Match, held in September each year.



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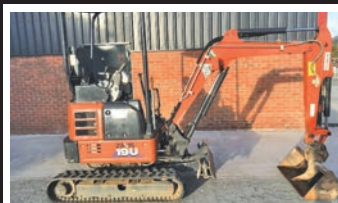
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CONVENTIONAL

Above: James Witty claimed his first British title since 2002 by winning the Conventional plough-off with his Ford 4110 and Kverneland plough. He fended off a strong challenge from Saturday's winner, Evan Watkin, to be crowned Supreme Champion.

REVERSIBLE



Above: After incurring penalty points on day one, which cost him top spot by just one point in the One Way Ploughing class, Doncaster's Michael Chappell sealed the deal in Sunday's plough-off beating 2016 champion Ian Brewer by four points to win his third British National title.

THE BEST OF BRITISH

Around 250 of the UK's finest match ploughmen and women descended on the village of Glapwell in north-east Derbyshire for the 71st British National Ploughing Championships on 8-9 October. David Laley was there to capture the action throughout the weekend.

THIS YEAR'S British National Ploughing Championships was held on the Duke and Duchess of Devonshire's Chatsworth Estate in Derbyshire. The site was prepared by farm manager Robert McEwan and overseen by the Society of Ploughmen and their many volunteers, stewards and judges, as well as local Young Farmers Club members.

Despite a heavy burst of rain on Friday's practice day, which threatened to turn the site into a quagmire, competitors and spectators were greeted with bright sunshine and a cool autumn breeze as the opening day's action got under way on Saturday. As always, the majority of the competitors, who had travelled to Glapwell from throughout Britain, had earned their place at this year's nationals by qualifying through their local district or regional match. Just under 250 ploughmen and women took part in 15 classes throughout the course of the weekend.

Final qualification

Saturday saw competitors taking part in the Reversible and Conventional classes, Classic Reversible and Conventional classes, and the Vintage Hydraulic and Trailing classes. The top ten from each of these classes would then qualify for Sunday's plough-offs, giving them the chance to win a prestigious British title. The light limestone land appeared to turn over well despite the earlier rain that had left the surface marginally tender.

In the Conventional class, experienced Welshman Evan Watkin, who finished third in the recent World Ploughing Championships in the Ireland, topped the results sheet on Saturday. He scored 283 points, fending off the challenge of former British

Champions David Chappell, who finished second, and third-placed Nigel Vickers, both with 274 points. Joining them in Sunday's Conventional plough off were James Witty, Ashley Boyles, Stuart Vickers, Simon Witty, Alwyn Davies, Donald Tonkin and William Grieve.

Saturday's Reversible class was also a closely fought affair with multiple British Champion Peter Alderslade using his Valtra A95 and Kverneland plough to pip double British Champion Michael Chappell into second place by just one point, at 292 versus 291. William Tupper from West Sussex completed the top three, who were joined in Sunday's plough-off for the World Style Reversible Championship by Ian Brewer, Alan Critchlow, Hugh Griffith, James Foster-Johnson, Jonathan Hopkins, Clive Roberts and Michael Purkiss.

In the Classic Conventional class, Ross-on-Wye's Jon Cole won on Saturday with his Nuffield 10/42 and Ransomes TS86, with 290 points. He beat last year's Classic British Champion, David Thomlinson, by 12 points. Lowdham's Nick Morley completed the top three.

Saturday's Classic Reversible class saw the current European Champion Graham Sutton slightly off the pace in fifth position. However, his son George finished second on count-back with 269 points, level with class winner Steve Watkins, who achieved the same score using his Massey Ferguson 135 and Ransomes TS82.

Current British and European Vintage Champion, John Crowder, topped the score sheets in Saturday's Vintage Trailing class, amassing 283 points with his Fordson N and Ransomes RSLD. Cumbria's Trevor Johnstone and South Yorkshire's John Milnes completed the top three.



1st



CLASSIC CONVENTIONAL

Above: David Thomlinson turned the tables on Saturday's Classic Conventional class winner Jon Cole, beating him by just two points in the plough-off to retain his British title.

1st



CLASSIC REVERSIBLE

Above: After a disappointing opening day, current European Classic Reversible champion Graham Sutton stormed back on Sunday to clinch the British title ahead of Saturday's winner Stephen Watkins and his son George in third place.

1st



VINTAGE HYDRAULIC

Above: Atherstone's Richard Ingram put in a strong performance all weekend with his Massey Ferguson 35 and Ransomes TS54 plough, becoming Vintage Hydraulic British Champion in the process.

Results

Position	Competitor	Points
----------	------------	--------

Reversible Final Plough-Off

1st	Michael Chappell, Doncaster, South Yorkshire	330
2nd	Ian Brewer, Wadebridge, Cornwall	326
3rd	Peter Alderslade, East Bolden, Tyne & Wear	307

Conventional Final Plough-Off

1st	James Witty, Malton, North Yorkshire	270
2nd	Evan Watkin, Newtown, Powys	263
3rd	Nigel Vickers, Malpas, Cheshire	262

Classic Reversible Final Plough-Off

1st	Graham Sutton, Nuneaton, Warwickshire	303
2nd	Steve Watkins, Maltby, South Yorkshire	296
3rd	George Sutton, Nuneaton, Warwickshire	273

Classic Conventional Final Plough-Off

1st	David Thomlinson, Escrick, North Yorkshire	266
2nd	Jon Cole, Ross-on-Wye, Herefordshire	264
3rd	Nick Morley, Lowdham, Nottinghamshire	262

Vintage Hydraulic Final Plough-Off

1st	Richard Ingram, Atherstone, Warwickshire	267
2nd	George Black, Earlston, Berwickshire	244
3rd	Ian Berriman, Drifffield, East Yorkshire	238

Vintage Trailed Final Plough-Off

1st	John Crowder, Sturton-by-Stow, Lincolnshire	261
2nd	Trevor Johnstone, Wigton, Cumbria	244
3rd	John Milnes, Sheffield, South Yorkshire	238

1st



OAT SEED FURROW

Above: Veteran match ploughman Derek Needham from Kings Lynn used this classic Zetor 4511 with his Ransomes RSLD No.15 plough to win the Oat Seed Furrow class.



1st

**CRAWLER TRACTOR**

Above: Bedfordshire's Richard Cook retained his Crawler Tractor Ploughing title at Glapwell using this rare Lamborghini 3403C crawler with a Ransomes Motrac plough.

2nd

**CONVENTIONAL**

Above: Saturday's Conventional class winner, Evan Watkin, narrowly missed out on another major title, finishing as runner-up to James Witty by just seven points.

Winner

**YOUNG FARMERS CHAMPION**

Stuart Vickers, who last year finished second on count-back behind Ashley Boyles, qualified for the Conventional plough-off and won the Young Farmers Champion award.



Left: Thomas Sutton was making his debut at national level in the World Style Reversible class. He was using his very smart restored Fendt Farmer 309LS with a Kverneland two-furrow reversible match plough.



Left: James Chapman and James Foster-Johnson both competed in the YFC World Style Reversible class, the latter winning and qualifying for Sunday's plough-off with his John Deere 6410 and Dowdeswell plough, right.

2nd

**REVERSIBLE**

Above: 2016 British National World Style Reversible Champion, Ian Brewer, finished second to Michael Chappell at this year's championships by just four points, and will now represent England at next year's European Reversible Championships.

Former multiple British Champion Richard Ingram took top honours in Saturday's Vintage Hydraulic class with his Massey Ferguson 35 and Ransomes TS54 with 273 points, while Perthshire's John Sivewright and Cumbria's Alex Evans scored 263 and 260 points to finish second and third respectively.

Plough-Offs

Bright and breezy weather continued to dry the site out throughout Sunday's plough offs, with spectators young and old travelling from all across the UK and Ireland to witness a tense and exciting finish in all of the classes.

In the Conventional class, former World Style Reversible Champion James Witty claimed his first British title in 20 years since winning the Reversible category at Doncaster in 2002. He was also crowned Supreme Champion and was joined on the podium by Saturday's winner Evan Watkin, and Nigel Vickers. It was a poignant and heart-warming success for the Witty family, following the sudden death of James and Simon's father Graeme, a former multiple British and World

Ploughing Champion in the 1980s and 1990s, in 2020.

After accruing five penalty points, which placed him second by one point in Saturday's World Style Reversible class, Michael Chappell stepped up when it mattered most in the plough-offs to take his third British title by just seven points from Cornwall's Ian Brewer. Another former champion, Peter Alderslade, finished third.

In the Classic Conventional class, David Thomlinson turned the tables on Saturday's winner, Jon Cole, securing the title by just two points from the Herefordshire ploughman. Nick Morley finished third, a further two points behind.

Graham Sutton put Saturday's performance behind him to storm through and clinch the Classic Reversible title, beating Steve Watkins by seven points. Graham was joined on the podium by his son George who finished third. John Crowder also retained his Vintage Trailing and overall British Vintage titles, while Richard Ingram reclaimed his Vintage Hydraulic crown.

James Witty and Michael Chappell will now represent England at next year's World Ploughing

The Champions

Class	Competitor
Supreme	James Witty
Horse Ploughing	Martin Kerswell
Young Farmers	Stuart Vickers
High Cut	Derek Needham
Vintage	John Crowder
Horticultural	Norman Allen
Ferguson	Edmund Mason
Ford & Fordson	John Lewis
David Brown	David White

Championships in Latvia, while Ian Brewer and Peter Alderslade will represent England in the 2023 European Reversible Ploughing Championships. John Crowder, Richard Ingram, David Thomlinson and Graham Sutton will represent England at next year's European Vintage Ploughing Championships.

The 72nd British National Ploughing Championships will be held at Bishops Lydeard in Somerset.



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HYDRO TRIKE HIGHLIGHTS



Dutch manufacturer Frans Vervaet BV is best known in the UK for its sugar beet harvesters. But it also has another string to its bow, the Hydro Trike self-propelled slurry applicator, which after leading the market on the continent for the past three decades is now making inroads in this country. Chris Lockwood has been learning more about the Hydro Trike's history and driving one of the first examples made.

Above: Dany Dieleman, left, dealership director at Vervaet, and sales director Jonathan Hoekman. Dany was heavily involved with the development of the Hydro Trike.

Below: Over 30 years separate one of Vervaet's earliest Hydro Trikes, right, a 1991 machine that was the third off the line, with one of its current models. A lot has changed, but the basic concept, that of a high-capacity application vehicle that's gentle on the soil structure, remains the same.

VERVAET HAS BEEN PRODUCING self-propelled six-row tanker sugar beet harvesters at Biervliet in The Netherlands since 1974. The story of another of its products, the Hydro Trike, began in the late 1980s, when the company was searching for an additional product to utilise its labour and production capacity outside the sugar beet harvester manufacturing season.

"At the time the business was quite diverse," explains Jonathan Hoekman, sales director at Vervaet. "There was a busy John Deere dealership and a car sales business, as well as the beet harvester manufacturing enterprise. The demand for harvesters was increasing, but to provide year-round work another product was needed. In the late 1980s, the Dutch government announced that new legislation, due to come into force in February 1990, would gradually make it mandatory to inject slurry. The result of this was that everyone had a go at making a self-propelled slurry injector. There were no dairy farms in our area, so as a company we were completely unfamiliar with the slurry machinery market. Consequently, as part of an extensive research programme, a lot of time was spent talking to contractors."

Although the new regulations were perhaps deemed restrictive from a farmer's point of view, they presented an exciting new era of opportunity for machinery manufacturers. Self-propelled slurry applicators suddenly became in-vogue overnight in The Netherlands, with new concepts quickly being introduced by a handful of highly innovative, but low-volume domestic manufacturers, all eager to capture a share of the new market. Many of these fledgling designs used three wheels. Fast forward several decades and the Vervaet Hydro Trike is the sole survivor of this unique period.

"I remember going to a slurry demonstration in 1988," says Dany Dieleman, who was largely responsible for developing the original Hydro Trike. "Normally, these events would attract maybe 100 people, but because of the government restrictions on slurry spreading there were over 2500 visitors. I was there with Frans Vervaet and together we met some of our existing beet harvester customers who suggested we should make a self-propelled slurry machine."

"Over the next few months I contact 1000 contractors by telephone and asked each of them if they were going to start offering a slurry spreading service and if they were interested in buying a self-propelled machine," recalls Dany. "As it was a completely new market, only five of them said 'yes' to both questions. I made a very simple sketch of what the machine should look like, and amazingly one contractor said he wanted one, based solely on this initial pencil drawing."

Work on the prototype Hydro Trike commenced and was completed in 1990. The basic concept was simple enough, with three flotation tyres spreading the machine's weight evenly over its full width, while the single front wheel provided a very tight turning circle. DAF engines were used from the outset. The 300hp, 11.6-litre DAF 1160 power unit in the original Hydro Trike was coupled to a hydrostatic transmission that drove a three-speed Claas rear axle and a hydrostatic motor in the single front wheel.

"We used a Claas cab, which made the machine look very modern compared to most



The original prototype Vervaeet Hydro Trike being field-tested for the first time in 1990.



Below: The completed prototype Vervaeet Hydro Trike on demonstration in 1990. The front wheel on the prototype was supported by twin forks on both sides, unlike production versions, and narrower tyres were also fitted.

Middle: A pair of early Hydro Trikes with 10cu.m. and 12cu.m. tanks outside the Biervliet factory in The Netherlands in 1991. Vervaeet was now fitting Goodyear Terra-Tires and note also the exhaust routed-up through the tank; this avoided a tall stand-alone exhaust pipe, which could be vulnerable, and it also ensured the outlet was well away from the crop.

Lower: Back in 2008, this factory-rebuilt 1995 Vervaeet Hydro Trike, complete with 12cu. m., tank, was being used by a Dutch contractor to apply slurry to wheat. This machine has also been fitted with a central tyre inflation system.

of the competition," explains Dany. "It was definitely a good selling point.

"We made three production machines in 1991, followed by 15 in 1992, and we slowly built up a market share, fighting very hard against existing brands. At the time, another Dutch company was the market leader in slurry machinery. It also produced a self-propelled three-wheeler, but its engine was too big, making it thirsty, and it was heavy and over-complicated. It used a powershift transmission for the rear axle and hydraulic drive for the front wheel, a concept that reminded me of the HFWD used on John Deere's 30 Series tractors, which I had been involved with at our John Deere dealership.

"That was a really bad experience," he states. "The trade-in value of those HFWD-equipped John Deere tractors went from 100 per cent to nothing in two years. Nobody wanted to know about them.

"I never forgot this, so when we designed the Hydro Trike we used a straightforward hydrostatic transmission which could provide 180hp to the front

wheel. Initially, people didn't always believe that all three wheels were driven, so to prove it I would carry out demonstrations on soft land with the front wheel steering at 85 degrees and apply full power. I would have them holding onto the cab railing!

"We listened to what customers said and wanted when developing the machine," adds Dany. "They didn't want a vacuum pump or a filter before the pump which would block, so we used a hydraulically-driven rotary lobe pump and designed our own cyclone macerator inspired by a butcher's meat grinder, all of which was unique.

"In 1996 we made a lot of updates, beginning with a new Claas Vista cab," he says. "This was a big plus point, and we would often fit new cabs during

Below: Alternative uses for the Hydro Trike were being explored as early as the mid-1990s. This machine, equipped as a beet chaser for a Dutch contractor, can be seen alongside a Vervaeet 17t six-row sugar beet harvester in 1996.



The fitment of the new Claas Vista cab to the Vervaeet Hydro Trike, effective from 1996, gave it a more modern appearance. A heavier-duty mechanical rear axle made by Omsi was introduced the following year. This machine features both updates, plus a larger capacity tank.



overhauls to modernise older machines. Until now we had used the Claas portal axle, but we had a customer who experienced bearing failures while working on soft black land which was hard work for the machine. We tested a prototype with an Omsi mechanical rear axle in 1996, and this was adopted for production from 1997, together with a larger 14cu.m. slurry tank. By then we were typically making 25 machines annually.

"There were very few changes until 1999," recalls Dany. "We had not encountered any hills before, but when we started to sell machines in Denmark, we found that the transmission we were using did not have enough power to enable a Trike to climb up slopes in soft conditions. To increase the hydraulic output we introduced twin coupled pumps to give 40-50 per cent more power.

"Another phase of updates followed in 2003," he continues. "The engine speed was lowered from 2100rpm to 1600rpm to reduce fuel consumption, and this, together with additional noise insulation, lowered in-cab levels from 80dB(A) to 71dB(A). We also added cab suspension and a double-pivoting steering column. When added together, these improvements were a huge step forward for us towards improved driver comfort.

Right: This view of the Hydro Trike production line at Vervaeet's factory at Biervliet in The Netherlands dates from 2011. During that year, around 40-45 Hydro Trikes were produced.

Below: Innovative Dutch contractors have explored various ways to extend the working season of their Hydro Trikes. During the late 1990s, this machine was fitted with a self-unloading Veenhuis silage wagon bunker to create a low-ground pressure solution to carting forage maize.

"In 2009 we made 35 machines," notes Dany. "It has always been evolution rather than revolution, and though we experiment with new ideas, production machines follow a consistent design, which is easier for the factory and helps to maintain a stable second-hand value.

"In 2010 we introduced a number of new features, including a new Claas cab. It had completely new electronics, with the armrest and controls bought in from Claas, while we developed our own touch screen, which is still used today. Power increased from 385hp to 430hp with the new DAF XS engine, and we

Above: A factory rebuild scheme, which involves Hydro Trikes being stripped to a bare chassis and fitted with many new parts, has been offered since the early 1990s. This 2007 Hydro Trike, rebuilt and fitted with a new cab in 2015, was subsequently demonstrated in the UK.

introduced bigger hydraulic pumps for 30% more torque and a heavier axle. Some customers already wanted more capacity, so we offered a larger 16cu.m. tank on the three-wheel machines, having already introduced the five-wheel Hydro Trike XL and its 19cu.m. tank in 2007."



Hydro Trike XL

THE HYDRO TRIKE XL not only expanded the range into new territory, but also boasted some unique features. This machine's additional mid-axle could be extended hydraulically when in work so that each wheel followed a different track, evenly covering a 4.5m width and providing more stability on slopes. It featured hydraulic suspension and was steered to prevent scuffing when turning.

"A customer had made his own five-wheel machine in 2004," explains Dany. "This inspired us to develop our own machine, which came to fruition in 2007."

"In The Netherlands everyone wants their grassland to be perfect, like their garden lawn, and the black land found in some areas can only be driven over once without causing damage," he says. "Being able to maintain one-wheel-per-track with our five-wheeler was important. It was well-received and demand quickly increased, so much so that by 2012 some 50% of our Trike production was five-wheel machines, and since then that has risen to 60%."

"In 2010 we also implemented a policy of standardisation across the Trike range," continues Dany. "We fitted the same high-horsepower engine and

heavier axle to both the three-wheel and five-wheel machines. As well as keeping the parts supply as simple as possible, it was also beneficial to the second-hand values, as there is never any confusion over the spec of a certain machine.

"We also put more emphasis on styling and created a new, more-attractive nose," he adds. "We had far more noses made than we actually needed, so that whenever an older Trike was traded-in and rebuilt, we were able to update it with a new nose. In 2013, due to a lack of demand, we stopped production of the 14cu.m. tank, and settled on the 16cu.m. for three-wheelers and the 20cu.m. for five-wheelers."

A completely new Hydro Trike, one that incorporated some of the most dramatic design changes made to date, was introduced in 2015. The tried-and-tested Claas cab, DAF engine and Omsi axle were all retained, but the chassis was redesigned. The engine was repositioned and offset to the left, while the cooling pack was mounted on the right. The engine power was increased to 510hp and then to 530hp. More recent developments have included the introduction of the more advanced VSG-Drive variable transmission with an automatic traction control system, and a five-wheel drive system for the Hydro Trike XL.

"Our older machines could be described as a farmer's solution – simple and practical," says Dany. "But with our recent machines we pushed really hard for a new design. This time styling was to be a huge consideration; we wanted our Trikes to be like Ferrari cars, with nice angles and lights – the



Above: Recent product updates have included the introduction of a more advanced variable transmission and the option of five-wheel drive for the XL version of the Hydro Trike.

look was very important. It was very expensive to achieve this, but the result was a far nicer machine. We chose to incorporate the 'V' for Vervaet in the design of the nose. Everything was designed in-house, and as a small manufacturer we were very proud to be able to do this ourselves.

"The new machines were a success," states Dany. "When we launched them we were making 40-45 units per year, but by 2017 we hit 50 and this has continued to increase."

"We have now made around 1000 Hydro Trikes in total and we still hold all of the parts in stock, including new engines, for machines going back to the beginning," he says. "Other companies don't do this and they struggle to supply parts for their older machines. In fact, we have had other manufacturers come to us for parts which they have run out of. We could build a new 1993 model today, as every part is still in stock, and it's gratifying that the demand is still there after all of these years, especially as the Hydro Trike is still very much my baby."

Inset left: The additional mid-axle on the Hydro Trike XL is extended hydraulically and incorporates a suspension system. It allows the machine's weight to be evenly spread over a 4.5m width, with one wheel per track.

Below: With the introduction of the five-wheel Vervaet Hydro Trike XL in 2007 it became possible to fit larger tanks and bodies. This 2015 machine is equipped with an 18t Panien UW spreader.

Above: In 2015, the Hydro Trike was subject to the most significant changes to date. The engine and cooling pack were relocated on the chassis and new styling was introduced. This machine dates from 2019.





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home inside. With a turn of the key, the DAF engine fires swiftly into life with a satisfyingly gutsy roar. Having adjusted the steering column using a foot pedal, I released the parking brake and then operated the hydrostatic transmission using the Claas joystick lever.

The control panel located to the operator's right is very much of the era, with a plethora of switches and dials in place of today's touch screen monitors (although this machine has been retro-fitted with a more modern RDS controller at some point). When it's on the move, there's enough noise in the Hydro Trike's cab to remind you that the engine is underneath you, but the manoeuvrability is staggeringly good, so good that I just wished there was somewhere where we could inject some slurry.

WHILE VISITING VERVAET, I was given the chance of driving one of its earliest Hydro Trikes, a machine that the company itself owns and has refurbished.

Climbing the generous steps to the machine's platform and Claas cab isn't too arduous, and anyone familiar with a Claas Dominator combine will naturally feel at

"Our machine was one of the first three production Hydro Trikes made in 1991," explains Jonathan Hoekman. "It was taken back as a trade-in in against a new machine in 2011, and we decided to preserve it as part of our company history. It has done 17,000 hours, but has been given a full refurbishment, including an engine rebuild, so that it is now as good as new and could theoretically go straight to work. We actually have a customer with a 1994 machine, which has now done over 27,000 hours. They bought a new Hydro Trike in 2013, but kept their old one, and are still using both machines."

Left: The cab, its steering column and hydrostatic control lever came from Claas, but the right-hand control panel was a Vervaet feature. This machine has been retro-fitted with a slightly more modern RDS controller.



Above: The slurry system on early Hydro Trikes is similar to modern machines. It consists of a filling arm, a rotary lobe pump and Vervaet's own cyclone macerator, which fills the 12cu.m. tank. A rear three-point linkage is provided for cultivators and injectors.

Below: This 1991 Vervaet Hydro Trike was one of the first three production units. It was traded-in against a new machine in 2011. Because it represents an important part of Vervaet's history, it has been retained and refurbished to as-new condition.



Vervaet Hydro Trike operator

CONTRACTOR MARTEEN BOTHUYNE from the West Flanders area of Belgium acquired his 1998 Vervaet Hydro Trike earlier this year. As well as contracting, Maarten also breeds and fattens 1000 pigs under contract. At the time of **CLASSIC TRACTOR'S** visit in mid-May, he was finishing off slurry applications to grassland following first-cut silage.

"I'm very passionate about the Vervaet brand and it was a childhood dream to own a Trike," explains Maarten. "Although it is not a new machine, my Trike is far better than the trailed tanker that it replaced. I like the Hydro Trike concept of one-wheel-per-track, which is excellent. The light weight of the machine and the central tyre inflation system are also very important, helping to ensure that there's no damage to the soil."

"When I started work in February, it was still quite wet, so much so that the trailed tanker would normally leave ruts, but this time there were none at all," he notes. "It was completely different."

"My Trike has a 14cu.m. tank and much more capacity than the tractor tanker I operated before," adds Maarten.

"The dedicated machine is also better for reliability. It had been overhauled at the factory and had done 8000 hours since it was rebuilt. I've only had it since the beginning of the year, and I've

done around 200 hours so far since February. It is very easy to drive and has been a good machine. I use it with an 8.4m Schuitemaker disc injector on grassland and a 5m Veenhuis cultivator injector on arable land."

Below: This 1998 Vervaet Hydro Trike, fitted with the updated Claas Vista cab and Omsi rear axle, has done 8000 hours since a factory refurb was carried out. At the time of our visit, owner Maarten Bothuyne was using it on grassland with an 8.4m Schuitemaker disc injector.

Right: Belgian contractor Maarten Bothuyne bought his 1998 Hydro Trike in February. By mid-May he had put an additional 200 hours on the clock.



CASE STUDY

Hydro Trike in the UK

DURING THE LATE 1980s and into the early 90s the market for self-propelled slurry applicators was very small in the UK, with most farms typically carrying out their own spreading using tractor-drawn vacuum tankers equipped with splash plates. Consequently, the advanced Dutch machines made little impact, and neither did the lightweight three-wheel concept in general. The sector was generally more concerned with the application of waste products, an area that was served by articulated tractor-based conversions and dedicated machines such as the Twose Vibraject, Ag-Gator 2004 and occasional Big-A.

The first Vervaet Hydro Trike in the UK was supplied by importer J. Riley Beet Harvesters (UK) Ltd to Suffolk contractor Peter Steward in 2005. This machine, equipped with a Tebbe solid-manure spreading body, was replaced in 2007 by a five-wheel Hydro Trike XL fitted with a larger 18t capacity spreader. In 2013, a Hydro Trike XL was supplied with a 25t Panien beet chaser body to a contractor in Nottinghamshire. More recently, a new heavy-duty Panien UW spreading body, designed specifically for the latest generation Hydro Trike XL, has proven popular, with a number being sold in the UK.

The need to apply digestate produced by the numerous anaerobic digestion plants constructed during the early 2010s is largely responsible for the huge increase in

interest in self-propelled slurry applicators in recent years. As a result, numerous three- and five-wheel Hydro Trikes kitted out for slurry application have found homes with UK operators. When fitted with an optional John Deere HarvestLab near-infrared (NIR) sensor system to monitor slurry nutrient value, these machines have the ability to adjust the application rate according to nutrient value, rather than overall volume.



Above: Suffolk contractor Peter Steward bought the UK's first Vervaet Hydro Trike in 2005. He replaced it two years later with this XL version, again equipped with a solid spreading body to undertake contract manure spreading.

Below: This 2010 Hydro Trike, fitted with a self-emptying Panien chaser body, was used by a contractor from Nottingham to cart sugar beet from a Vervaet Beet Eater 625 harvester. Here it is working during the 2013 season.



Four-wheel development

VERVAET PRODUCED its first four-wheel machine, the Hydro Quad, in 1998. It didn't take off at the time, but the format has recently a comeback, following the introduction last year of the four-wheel Vervaet Quad 550.

"The obvious reason for making the original Hydro Quad was for more capacity, but it was ahead of its time," explains Dany. "The three-wheel Hydro Trike was so much more manoeuvrable, and faster on the headlands, so unless the slurry was being transported long distances, the advantage of a larger tank was lost. We then introduced the five-wheel Hydro Trike XL, which had far more capacity anyway."

"More recently we looked into expanding with another product line, but our specialist areas of expertise are sugar beet and slurry," he acknowledges. "We know the customers and everything is in place, so it made more sense for us to develop an existing market rather than venture into something completely new. It also means we can offer a full-range, and we know that a four-wheel machine is especially important for the UK and French markets for working in tramlines."

The first Quad 550 to leave the

production line was delivered to a British contractor earlier this year. This machine has a 21cu.m. tank, a 550hp Volvo Penta engine, a hydro-mechanical transmission of Vervaet's own design and Omsi mechanical axles.

"We chose hydro-mechanical right from the beginning," notes Dany. "A CVT gearbox would have to be bought-in from another manufacturer, whereas we can make our own hydro-mechanical transmission in-house. This means we can maintain it too, stocking all of the parts and solving any problem rather than relying on an outside supplier for service exchange units. When changing direction, our system is quicker and smoother than a CVT, allowing faster headland manoeuvres, and it's lighter too. Plus, you still need hydraulics for the slurry pump and steering anyway."



Left inset: Vervaet produced a single prototype four-wheel Hydro Quad in 1998, but it was ahead of its time and there wasn't sufficient market demand. When operating in crab-steer mode the cab pivoted with the wheels, allowing it to remain parallel to the direction of travel.

Below: Last year, Vervaet re-entered the four-wheel market with the Quad 550. This machine, which was completely new from the ground-up, has a Volvo Penta engine, Vervaet's own hydro-mechanical transmission and a 21cu.m. tank. The first two machines, of which this is one, were sold in the UK.

PROTOTYPE





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Alan Whall spent over 40 years operating lime spreaders in Nottinghamshire, Derbyshire and north Lincolnshire, during which time he progressed from a Fordson Super Major and trailed Atkinson to self-propelled units based on County FC1004 and FC1174 models. Now retired, he has been telling David Laley about his lime spreading career and the machines he was involved with.

ALAN WHALL'S LONG CAREER in agriculture began in the late 1950s when, at the age of 15, he took up a position on a farm near York. However, when the opportunity to operate a Fordson Super Major and Atkinson lime spreader for a contractor arose in the 1960s, the trajectory of his career was transformed overnight.

Alan would witness many changes over the next 20 years, as County FC1004s and FC1174s took over the majority of the spreading work from standard tractors.

The lime spreading business passed through several different owners before Alan and fellow operators Eon Heath and Barry Allsop acquired the remaining County FC1004 and FC1174 spreaders in 1986. The business continued to operate until Alan's retirement in 2007, at which point all three of the remaining County FC1174 spreaders were sold to a buyer from Northern Ireland.

Alan recently sat down with **CLASSIC TRACTOR** and discussed his fascinating career and the lime spreading machines he was involved with.

CLASSIC TRACTOR (CT): Let's begin with your childhood. How did you become interested in agriculture?

Alan Whall (AW): My Grandad owned a mixed farm at Swallownest, near Rotherham, in South Yorkshire, whilst my uncles also ran farms at Aston, Beighton, and Ridgeway. My father plied his trade as a bricklayer, but I was always more interested in spending time on the farms instead.

When I was at school most of my classmates wanted to go coal mining, whereas I wanted to get into farming, rather than head to technical college.

CT: After leaving school, what was your first experience of farming?

AW: When I left school at the age of 15 I joined the YMCA British Boys for British Farms training scheme in 1958. They provided me with eight weeks of basic training at a youth hostel near Egginton, before posting me out to a farm 95 miles away near York.

The farm was mainly arable with a few pigs and sheep. I travelled up by train and lived in the farm house for two years whilst I worked there. The first tractor I drove was a Perkins P6-powered Fordson E27N. I used the tractor with a single-furrow digger plough and was given an army greatcoat and a Fox & Garner railway sack to place over my knees to help keep me warm.

The E27N was replaced with a pair of Nuffield Universal Fours which I used for making silage with a green crop loader that dropped silage onto a dray, which then towed it to an eight-bay barn where it was made into a stack.

The farm also ran a binder which I followed around, stooking up sheaves, before a trailed Allis-Chalmers All-Crop bagger combine arrived. I was often given the job of moving 16 stone sacks of barley wheat and oats up the granary steps, which was quite a challenge.

CT: After completing your time in the training scheme how did your career progress, prior to becoming involved in lime spreading?

AW: After completing my stint on the farm near York I returned closer to home, and spent the next nine months working for a plant nursery at Handsworth. The most modern tractor at the nursery was an old Standard Fordson that was used for ploughing and haulage work.

I then spent almost three years as the head tractor driver on a 200-acre dairy and arable farm at Ravenfield, where I operated a Nuffield 4/60.

Right: Alan Whall spent more than 40 years operating lime spreaders throughout Nottinghamshire, Derbyshire and north Lincolnshire. His first experience driving a County Forward Control, an FC1004 model, came in 1977, and he later progressed to an FC1174 in 1992. He operated that unit until his retirement in 2007.

Below: When agricultural contractor Baseley Ltd decided to sell its lime spreaders in 1986, three of its employees, Alan Whall, Eon Heath and Barry Allsop, joined forces, bought the machines and began trading as Sherwood Spreaders. At the time, the fleet consisted of, from left, a 1004FC, 1174FC and a 1004FC.



In between working on the farm, I also spent six months doing building work, and it was during this time that I decided I wanted a motorcycle. I was offered an old AJS for just £1 which I couldn't refuse. After passing my car test I decided to look for a job with a contractor instead.

CT: How did you become involved in lime spreading and what was the first spreader you operated?

AW: In 1965, I saw a job advert placed in a newspaper by local lime spreading contractor, Denniffs, based at Kiveton, which was looking for an additional tractor driver. The interview went well and before long I was working for Denniffs and operating a 1963 Fordson Super Major with a Winsam cab and a 3t Atkinson spreader.

Denniffs owned several concrete plants and operated a fleet of 30 lorries. The firm's lime spreading fleet at the time consisted of two tractors and trailed spreaders, and 11 6t spreaders built around various old Bedford, Dodge and Albion lorries that had been converted to four-wheel drive.

Whilst other contractors covered Yorkshire, we spread lime throughout Nottinghamshire, Derbyshire and parts of Lincolnshire. My outfit also included a trailed loading ramp which I pulled behind the Super Major and spreader.

Above right: Alan Whall spent 15 years, from 1977 to 1992, operating this 1977 County FC1004 spreading lime and fertiliser for several different owners. It was equipped with a McConnell PA44 grab and 5t capacity Atkinson spreader body.

Right: Alan admits that he preferred the larger centrally-mounted cab on the earlier FC1004 to the cramped quarters of the FC1174's modular cab, which wasn't anywhere near as comfortable, he says.

CT: What was a day in the life of a lime spreader operator like back in the 1960s?

AW: Mostly very enjoyable, apart from when you were spreading basic slag which used to hang in the air. As a result, you couldn't see where you were going and it used to get everywhere. I also spread magnesium lime, calcium lime, sugar beet lime and potash.

I regularly spread 60t per day with the Super Major and Atkinson spreader, and if everything went really well you could spread 80t on some occasions. Every day you would head out of the yard accompanied by the first lorry load of lime assigned to you. The lorry would also carry fuel for the tractor in five-gallon drums, my snap bag, and a roll of spanners.

Two 10t bulk lorries would keep my spreader full throughout the day, using the ramp that I brought with me. The last lorry would then pick me up and



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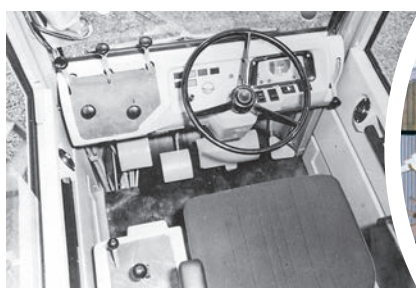
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The McConnell grabs fitted to all three of Sherwood Spreaders' County FC1174s were controlled from inside the modular cab via a control box mounted to the door. "It took around 15 grab loads to fill the spreader," says Alan.



Above: A County publicity photograph of the interior of the offset, modular cab fitted to the FC1174 model. Alan Whall spent thousands of hours in one of these cabs during his 15 years as the owner/operator of a County FC1174.

Above right: The County 1174FC, launched in late 1977, represented a significant departure from the ageing 1004FC it replaced, both in terms of its appearance and features. As well as a new modular cab with plug-in electrical and hydraulic services, the 1174FC also had fuel tanks between the wheels and a greater load capacity. This early 1174FC, probably a pre-production machine, appeared in early marketing material.



bring me back to the yard at the end of the day.

The Atkinson spreaders were easy to work on and reliable. The only thing you had to monitor closely were their V-belts; if they were too tight, they would fly off, and if they were too slack, you wouldn't be able to spread properly.

CT: When did the lime spreading business begin to evolve, and when did the first County Forward Control tractors arrive?

AW: In the late 1960s, the Fordson Super Major was joined by a Nuffield 4/60 and a David Brown 990, which I hated driving – my old Super Major used to run rings around it. Denniffs then moved on to running Massey Ferguson 165s with Pressure Control weight transfer hitches, and they also swapped the Atkinsons for Land Drive trailed spreaders built at Clitheroe, which were much faster on the road and performed better in challenging conditions.

By this time, road stone specialist Steetley had begun to take over Denniffs, and in 1974 it bought its first new County Forward Control, an FC1004 model. This was followed by a second example in 1977, which was the one I operated. Both machines were fitted with 5t capacity Atkinson gritter bodies mounted on a custom-made sub-frame. McConnell P444 grabs

equipped with clamshell buckets were then fitted to the chassis of the FC1004s, via a bridge link.

Steetley acquired another three FC1004s before progressing on to its first County FC1174. These more modern machines then replaced the remainder of the old lorry-based spreaders, which had become obsolete by then.

However, faced with rising maintenance costs in the early 1980s, Steetley pulled out of spreading and went back to making road stone, before becoming part of La-Farge and Blue Circle cement. Its lime spreading operation was taken over by Baseley Ltd, an agricultural contracting business from Nottinghamshire. One of Steetley's former managers, Colin Taylor, took on the lime and fertiliser agency and renamed the business Sherwood Lime Ltd.

CT: What was it like operating the County FC1004, and did you complete any other work apart from lime spreading during this time?

AW: The FC1004 was a superb base for a spreader and a joy to operate with its spacious full-width cab. It was well-balanced, had loads of traction and despite being slow on the road it was more than fast enough on the land, and manoeuvrable enough to cope with 12m tramlines. The McConnell grab was

Recent restorations



Above: One of Sherwood Spreaders' former County Forward Controls, the 1978 FC1174 machine driven by Eon Heath, has recently been fully restored by Richard and Noel Kane of SpreadPoint, the Co. Down-based manufacturer of spreading equipment. The County made its debut at this year's LAMMA show, where it was used to promote SpreadPoint's new demount SP spreader.

TWO OF THE THREE COUNTY FC1174S that were operated by Sherwood Spreaders have recently entered preservation. The 1978 tractor driven by Eon Heath now belongs to Richard and Noel Kane, a founding partner of Kane trailers in Northern Ireland, who formed SpreadPoint in 2019 to manufacture an extensive range of trailed and demountable bulk spreaders.

The Kane family purchased the tractor from Somerset in 2018 and with the help of County specialist A. T. Osborne, they fully restored it between 2019 and 2021. The rebuilt tractor, complete with a new SpreadPoint SP-300 demountable spreader, went on to make its public debut at this year's LAMMA show.

The County FC1174 that was operated by Alan Whall has recently been refurbished by Chris Brothwell, a contractor from Nottinghamshire. Chris bought his tractor from second-hand machinery dealer, W. H. Bond, from Saltash in Cornwall last August.

With the help of Eon Heath, he has rebuilt the front hubs, built a new spreader body to replace the rotten original, and fabricated new panels for the cab too. The finished tractor made its debut at Southwell Show on 23 September.



Above: Chris Brothwell, a contractor from Nottinghamshire, is now the proud owner of the 1978 County FC1174 that Alan Whall drove between 1992 and 2007. Chris bought the tractor from machinery dealer, W. H. Bond, last year and has since treated it to a full refurbishment. The work included the fabrication of a new spreader body.

operated from inside the cab, and it normally took 15 bucket loads to fill the spreader. Spreading rates were altered by adjusting the gate on the spreader body. We ended up retro-fitting alternative control units because the aluminium pistons on the McConnell controls were prone to wear.

During the summer months I used to operate one of Baseley's Massey Ferguson 590s with a specially made



Top: In 1992, Alan swapped a County FC1004-based spreader for this 1978 County FC1174. The younger model, bought second-hand from Aberystwyth, was fitted with a similar spreader body and McConnell PA44 grab.

Above: Occasionally, even the equal-wheel traction provided by the County FC1004's four-wheel drive system wasn't enough during the winter months, as Alan discovered when he found this wet spot while moving between fields.

silage trailer, alongside their John Deere 3140 and trailed Claas Jaguar forage harvester. I remember a new Matbro Teleram replacing an IH Drott tracked loader that had been used for consolidating the silage clamps.

CT: You and two colleagues ended-up becoming the owners of the spreaders, as well as the operators. How did this happen?

AW: In 1986, Baseley Ltd began struggling during the recession and chose to sell off its lime spreading operation. I agreed to purchase the spreaders with fellow operators Eon Heath and Barry Allsop, and we renamed the business, Sherwood Spreaders. We continued to work alongside Sherwood Lime Ltd, which was headed by Colin Taylor, who acted as our agent. He would organise our work and supply our lime. This arrangement remained in place until we sold up in 2007.

Barry retired in 1998, whilst Eon continued to work as our main mechanic and a talented engineer. During the Baseley years he built a six-wheel drive self-propelled spreader based on an old Alvis Saracen that was fitted with a Ford D Series lorry cab and a Perkins V8 engine.

By 1992 we were running three identical County FC1174s fitted with modified gritting bodies and McConnell grabs. Two of them dated from 1978; I operated AAP 590T and there was also BBC 839T. The third and youngest machine, manufactured in 1979, was registration CAU 954T.

We bought the 1978 County FC1174 second-hand from Aberystwyth in 1992, as a replacement for my FC1004. I then ran this machine until my retirement. Although it was fitted with a more powerful 113hp engine, I personally preferred operating the FC1004. The offset modular cab was claustrophobic and because the driving position was further forward it wasn't as well-balanced on the road as the FC1004.

Right: All of the County FC1004 and FC1174 spreaders operated by Alan were fitted with Atkinson gritter bodies mounted on custom fabricated frames.



CT: Sherwood Spreaders ran its three County spreaders up until you retired in 2007. How did you manage to keep the three ageing machines going for so long?

AW: During the time we ran the three FC1174s they were very reliable and suited our business perfectly. All three machines were subject to thorough strip downs and overhauls each year during May and June, so that they were ready to go spreading in July.

We also towed service vans behind them on a modified A-frame. The vans were filled with tools and spare parts so we could maintain the spreaders ourselves. We also repaired our own punctures using a bead buster and a compressor fitted to the FC1174s. All three Countys ended up being fitted with Michelin Bib X 18.4R30 tyres, following previous struggles with excessive tyre wear on the road.

We also fitted the FC1174s with an additional diesel tank so we could switch between white and red diesel between jobs. A lot of thought went into keeping them up to date and road legal.

Prior to my retirement, we diversified into spreading Gypsum and fibre sand which was used on sports grounds, golf courses and racecourses, including Sheffield Wednesday's football ground.

CT: What happened to the spreading business when you retired and, looking back, what did you enjoy most about the job?

AW: After I completed my last job on a farm at Dronfield, I advertised my 1978 County FC1174 on eBay. The highest bidder was a man from Northern Ireland who, six months later, came back and bought our remaining two spreaders. Sherwood Lime & Fertiliser Co Ltd remains in business today, whilst I now spend my spare time helping out at Bethesda Church in Swallownest, and helping my son with his building business.

Back when I was lime spreading every job was different, and no field was ever the same. I loved seeing the many different areas of the countryside whilst spreading lime for a wide variety of customers. Some jobs lasted half-a-day and others for several months.

It was also great to run the County FC1004s and FC1174s and I enjoyed developing them for our own requirements over a period of three decades. It was nice to prove to people that they were still a very capable base for a lime spreader, even though they were 30 years old when we stopped using them.

Below right: McConnell PA44 Power Arms with clamshell buckets were the preferred method of loading the spreader bodies on the County FC1004 and FC1174s. They were mounted on the tractors via a custom-made bridge link.

Bottom right: This County FC1174, now owned and recently refurbished by Chris Brothwell, was one of three near-identical spreaders owned by Sherwood Spreaders between 1992 and 2007. The business operated across Nottinghamshire, Derbyshire and north Lincolnshire.



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SOLID FORD SOWS SEED

Sam Butler has been a regular driver of this 1978 Ford 7600 ever since it arrived on his employer Merv Singer's Haywood Farm at Chippenham in Wiltshire back in 1995.

It was a chance buy, as Sam and his boss had originally gone to look at a mower.

"We just saw the two-wheel drive Ford 7600 standing there," he recalls. "It was very tidy and had done just under 4000 hours. We needed another tractor, particularly for pulling a slurry tanker, and liked the look of the 7600. It was in tidy order, everything worked and I thought it had the makings of a future classic."

A deal was duly done for the 7600. At that time, Merv's Haywood Farm was a mixed enterprise with 1600 pigs being taken to bacon weight, about 200 head of cattle, including an 80-cow dairy herd, plus followers, and 300 store lambs. Today, the livestock are all gone and the farm's 160 acres are in arable

cropping. Back in the day, the Ford 7600 was used for a great deal of slurry handling – about 40,000 gallons a month, to be precise, which was spread at home and on neighbouring farms.



When this 7600 was built at Basildon in February 1978 it was a big tractor, with its 97hp four-cylinder turbocharged engine providing it with the power to handle a wide range of tasks. Although Merv initially bought his 7600 with slurry tanking in mind, during its time at Haywood Farm it has also been used for mowing, baling, fertiliser spreading, power harrowing, grass topping, hauling bales and pig feed, and carting corn.

"I've even used it for a bit of ploughing with a four-furrow conventional plough," explains Sam. "It pulled it OK, but using something more modern with air-conditioning is obviously better. It has also been used for drilling grass seed. I recently used it to establish 34 acres of a wilding mix of grasses and



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flowers. We grow 70 acres of winter wheat, but as that's a heavier job, a four-wheel drive tractor is better for drilling."

Nobody knows exactly how many hours this Ford 7600 has done as its clock stopped at 4500, although it is thought to have passed the 10,000-mark a long time ago. The engine is original and has never been touched, having miraculously escaped the porous block syndrome that beset many Fords of its era. The oil cooler in the bottom of the radiator packed up, necessitating a new radiator, but apart from that, plus kingpins and bushes, replacement brakes and a stainless steel exhaust to replace the original, it hasn't needed anything, not even a clutch.

"I've asked the boss to leave it to me in his will," says Sam with a laugh. "Saying that, we also have an IH 1455 now too, so perhaps that one as well!"

Above left: This Ford 7600, owned by Merv Singer of Chippenham, Wiltshire, since 1995, has clocked-up well over 10,000 hours.

Left: One of the recent jobs for Merv Singer's 1978 Ford 7600 was drilling 34 acres of grass and flowers for a wilding mix.



A PROVEN BEST BUY

The 92hp John Deere 3050 was a popular tractor in the 1980s and early 1990s, with just over 18,055 being produced at the company's Mannheim factory in Germany between 1986 and 1992.

This fine example, dating from 1988, has been owned by Avon Williams from Clyro, near Hay-on-Wye, in Herefordshire, for the past 28 years. He bought his 3050 in 1994, mainly to use on a McConnell hedge trimmer and also for contract round baling with a John Deere 550 baler,

Avon paid £11,250 for what was then a six-year-old tractor with about 4000 hours on the clock. That was a great investment as it must be worth at least the same or probably more than that now! Over the past 28 years, his John Deere has averaged about 250 hours a year, bringing its current tally to 11,000. It might now be in high-hour territory, but it remains in remarkably good shape.

The John Deere 3050 was quite a large tractor for its horsepower (92hp), but its generous proportions and six-cylinder wheelbase made it a very stable base for a hedge trimmer.

Avon's Deere is in completely original condition and has not been repainted. In fact, its Goodyear front tyres, now down to about 10% tread, are the same ones that it arrived with some 28 years ago.

This tractor once did a lot of round baling – Avon was one of the first people in the district to own a round baler in the 1980s – but his 3050 no longer does that type of work now, nor contract hedge cutting. Nowadays, it is primarily on lighter duties, such as working with chain harrows and a comb harrow that Avon uses to care for the grassland on his small farm, which is mainly let for sheep keep.

Although Avon is a something of a hobby mechanic, he has hardly had to touch his John Deere 3050 mechanically, apart from the time when its engine dropped a valve in 1996. Following this, he had the head skimmed and the valves reground, but that's the only work the 5.9-litre engine has ever needed.

Avon has owned several John Deeres over the years, including an early 3130 with a Duncan cab and an 1130 that he uses on a transport box, but he says his 3050 has definitely been one of his best buys. After such an impressive record of service, one that has seen it retain all of its value, who could possibly argue with that?

Goes like a train

This V-plate Massey Ferguson 8250 has become Steve James' weapon of choice when it comes to combating the boredom of having had to retire on medical grounds after a 35-year career as an HGV driver.

Being at a loose end, Steve decided to look for something to do to raise money for cancer charities. He managed to find some tractor driving to do during the harvest and autumn cultivations period and has so far raised more than £1000 for good causes.

"It was 40 years since I last drove a tractor in anger, but I found a local farmer in north Suffolk who was kind enough to re-train me on modern equipment," says Steve. "He has not owned his MF 8250 for long, having bought it at auction earlier this year. It had been boosted to about 260hp, so made light work of a pulling a five-furrow Dowdeswell plough and driving a 6m power harrow. It has done around 20,000 hours, but still goes like a train. I was ploughing after beans in 14th gear, and occasionally 15th, at about 15mph. It broke up the very dry land a treat!"

The MF 8220 has joined an MF 3060 and 398T, three Track Marshall 155s, a 2019 Armatrak, as well as a couple of Leylands and an MF 135 on a farm that must surely be a candidate for a future **CLASSIC TRACTOR** 'Fleet Profile'.

This MF 8250, uprated to 260hp, pulls like a train, says driver Steve James.



Left: Avon's John Deere 3050 is mostly now used for lighter grassland tasks, such as harrowing with this Opico Comb Harrow.

Below: The very smart appearance of this 1988 John Deere 3050, owned by Avon Williams since 1996, belies its 11,000 hours.





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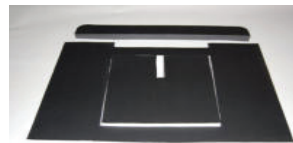


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Charlie McCrick farms 614 acres in partnership with his brother at Whitmuirhaugh near Kelso in the Scottish Borders. Wheat is one of the main crops and there is an 80-cow suckler herd. The business also carries out contracting work and share farms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

Trying out different makes

■ This year's harvest was one of the quickest (four weeks and five days) and cheapest harvests (we used less than 1500 litres of drier fuel) in living memory. Some long hours were still put in by our outstanding team, so thank you guys for the great effort.

Our bone-dry soils soaked-up 2in of rain and this made for some fantastic seedbeds for our autumn drilling campaign, which is progressing well. It is so satisfying to see top class work being achieved by men who really care. But like the editor in last month's mag, we all miss the great sounds made by our big old tractors of the past.

This parish once boasted many TB Turbo conversions back in the day, and you could certainly hear us working! Yes, our modern tractors are very efficient and do a good job, but God they are boring! They certainly don't put a smile on your face in the same way as, for example, an IH 1056XL on full chat. Now that really did have the feel-good factor!

Last year you will recall we tried several different tractors as we sought to find

a replacement for mainly sprayer duties. Our MF 5480 should really be the one being changed, but it is such a cracking and reliable wee tractor, complete with loader, that we have decided to keep it and lessen its workload. Instead, it is the New Holland T7.270 that will be swapped. We need something not too heavy (about 7-8t), powerful (200-250hp) and very comfortable, as two of us have bad backs. We are going to try different makes again to see if we can find a model that really suits us.

This parish once boasted many TB Turbo conversions back in the day, and you could certainly hear us working!

Dealer back-up is vital, but as we are spoilt for choice here in the eastern Borders, it will be spec and good features that may take preference.

It is a good job we had some straw to carry over as there was no grass for most of the summer, meaning the cows and calves survived on barley straw. Now that some

much-needed rain has fallen, all the fields are green again and there will probably be more grass in November than there was in July!

Getting supplies, especially chemicals, continues to be a challenge. We have excellent local outlets, but they are all suffering from slow delivery from the manufacturers. I bought our urea fertiliser in the early summer, but it is yet to appear. Fortunately, our P and K status is good thanks to the cattle and chicken muck we apply, plus some chopped straw, so we can afford to cut back on bagged P and K for this year at least. Urea and polysulphate fertilisers will be on the nutrient menu for our 2023 cropping. We do soil analysis on a regular basis so we can monitor the situation and make any adjustments as required.

I wasn't aware at the time, but our traditional 12-15-21-20 compound fertiliser came from Russia, so we certainly won't be buying that again! In fact, who knows what we will be having on the fertiliser front in the future? Organic perhaps? Perish the thought! I have survived on a diet of diesel and chemicals for all these years, and you ain't going to change me now!



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

Spending time with TW-15

■ If you were to liken the 2022 harvest to a relationship, it would be more like a brief fling than a long-lasting marriage.

In other words, it was intense, but didn't last very long!

The New Holland combines and balers in T. H. White's trading area mostly went like a dream in what were ideal conditions. In fact, a lot of our issues came from the local Sarsen stones being picked up by combine headers. In one particularly nasty case, one of the stones found its way into the combine itself, causing a smashed rotor. Our other big issue, and that of the area's fire brigades, was with the field fires that were being caused by the local flint stones.

On the tractor front, we have recently had some classics through the workshop. A two-wheel drive Ford 7740 came in for an engine overhaul, while a T8050 received a complete transmission rebuild. On the new front, our New Holland T7.315 HD PLM Intelligence demonstrator tractor turned up and was sent out into the field on demo. There has been a big upgrade inside the new, bigger cabin.

Having used the demo tractor to deliver a customer's baler on a very hot summer's day, I can honestly say it is a big step forward. Don't just take my word for it, as the feedback from customers is the same. Watch out for some more big news on this cab very soon.

The NH combines and balers in T. H. White's trading area mostly went like a dream in what were some ideal conditions.

Since my last Farm View column I have been mixing it with the classics. Back in June, T. H. White celebrated 190 years of trading by holding a family show and showing its support for the local Wilts Vehicle & Machinery Enthusiasts Rally. Not only did I take along my own Ford TW-15 Force II, but a work colleague who was on holiday entrusted me with his Ford 8970 Super Steer and Fordson Major. I was, and still am, a big fan of the Ford/New Holland 70 Series. I used the 8970 to transport my own TW and the Major on a low loader, and spent the weekend at the show with my friend and colleague, Justin Moore.

The organisers had invited us to take the Ford Big 6 Tractor Register stand to the show, and as a result we managed to assemble 15 New Holland, County and Roadless six-cylinder tractors.

I then had my TW-15 in for some work on a few jobs, such as welding up a cracked exhaust manifold and sorting out that old enemy of the Super-Q – rust around the window rubbers. Then it was off to the practice day of the annual Avebury Ploughing Match, followed by the match itself. The ground was so hard on our practice field that it caused my TW to wheelspin with my Dowdeswell six-furrow conventional plough.

There were no prizes for me on the day this year, but what was good to see was a strong field of over 60 plough people taking part with vintage, classic and modern machines. It was also good to see so many members of the Devizes YFC taking part as well. In contrast to some ploughing matches, which I know are struggling for numbers, there was a very good turnout at this year's Avebury match, which certainly bodes well for the future.



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

Nice MF proved irresistible

What strange times we are farming in at the moment, what with big changes in agricultural policy, the war in Ukraine, rocketing input prices and activist uprisings, to mention just a few of the current challenges.

All that before we even mention the weather, although that's been very decent up until now.

Thanks to the dry ground conditions we have been spreading lime mostly unhindered. It has been a long season and fairly plain sailing – until today. Heavy rain and a main seal failure have brought things to a sudden halt, but I can't really complain. You know when you get out of your cab and smell gear oil? It's one of those "Bugger, what now?" moments.

Apart from the above glitch, all the kit has performed well. I continue to be very pleased with my Mercedes Zetros truck-based spreader. It was well worth the investment in time and money, and the running costs are much lower than its Claas Xerion predecessor. I'm certainly glad that's no longer here, especially as it used to guzzle fuel.

It is my opinion that farmers are being ripped off when it comes to the price of machinery. The commercial vehicle that underpins my spreader was very sensibly priced, but to buy a machine of a similar specification, based on something with more of an agricultural bias, would have cost many thousands of pounds more. I'm aware it isn't perfect, and I'm sure its small wheels will be its downfall in a wet time, but I still have the Big A to fall back on, so I'm well-covered in that respect.

I continue to be very pleased with my Mercedes Zetros truck-based spreader. It was well worth the investment.

I recently bought a great little MF 390T. I had been after one for a while and when one came up for sale with what I considered to be a top-notch dealer, I couldn't stop myself. After a chat and a few photos, I bought it unseen, confident it would be fine, having bought from the seller before.

However, when it arrived there was hardly

a drop of oil on the engine dipstick, none whatsoever on the rear axle dipstick and no sign of water in the radiator, which needed four litres to brim it back up. Topping up the rear axle resulted in a serious leak from the PTO shaft. The seller agreed to meet the costs of a new seal and the labour, but I have to say I was very disappointed. No matter, it seems to go fine now and I'm looking forward to doing a bit of ploughing with it soon.

I recently dropped my son, Sam, off at Birmingham Airport for his flight to New Zealand. He has always wanted to go and we have supported him in his goal but, by crikey, we miss him no end. However, on the plus side, the household food bill has dropped by half!

He is working for Allan Chapman Agricultural near Rangiora, South Island, and has hit the ground running on a drilling outfit. He is spending long hours driving big John Deeres and Fendts, so he's like a dog with two tails. If you see him, give him a thumbs-up, get him chatting, and show him the best of New Zealand, and send him home safe please. Crack on mate! Do it all, do it safely and do it well.



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

Ford engine gets fired-up

It is my turn again to provide some Farm View insight from New Zealand. It seems to have come around quickly again! I'm pleased to say that the overhaul of my Ford 7810

workshop project has taken a big leap forward. Two months ago, its reconditioned engine was refitted and fired up. Let me tell you, breathing life back into a machine that has been lying dormant for 20 years is an uplifting experience!

The new engine is responsive and sounds nice, and I'm very pleased with it so far. I had also forgotten how good it is to sit in a Super-Q cab. I'm about to use the 7810 for some field work to help run it in, and I can't wait to spend a day behind the wheel.

Spring is finally here, following a long, hard winter with lots of rain, snow and mud. Only two days ago we awoke to 8in of spring snow – not great for lambing and calving.

Our New Holland TM155 has had some money spent on it this year. Firstly, an O-ring failed in the PTO valve block, which then

brought up the transmission pressure light. It was soon fixed with the help of fellow Farm View columnist, Andrew Collier, and my local New Holland technician, Grant Wooding. The extra technical support from overseas was much appreciated and I hate to think what Andrew might charge me as I have yet to see the bill!

I'm about to use the 7810 for some field work to help run it in, and I can't wait to spend a day behind the wheel.

The front mudguard supports were replaced and the tractor had a full service. Then the handbrake pads had to be replaced after it chased me down a hill with a loaded silage wagon behind! Everything seems to be OK at the moment, so hopefully that's the end of the wallet-emptying work. We are thinking it is time for the TM to be replaced and a T7.245 is the front runner at present, so I will keep you posted.

Our eldest son has just got another motor

bike, a Honda CRF 250X. He seems to be spending a lot of time doing wheelies, or maybe he is just trying to save wearing out the front tyre! We've got a few trail rides to do this summer, so we shall see how he goes.

The offset disc harrows I use for most of my cultivation programme are in need of replacement, so I'm looking at various replacement options. I ideally need something new or nearly new, particularly as there's a lot of work to do in the paddocks (fields) that got damaged by rain and mud during the winter.

I'm currently getting the paddocks cleared up in readiness for first cut silage. Most of our paddocks are surrounded by trees and after a pretty stormy winter they are all littered with branches. We are currently picking up sticks with a silage grab and will soon be rolling rocks down with a heavy roller and applying fertiliser. My youngest son is filling his holidays by helping out with these jobs.

The cattle yard job and new ramp that we started before the winter is still not finished. I have 13 gates to finish and fit. We are sending 70 Angus heifers to a sale in 10 days' time, so the pressure is on!




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NEW PRODUCT

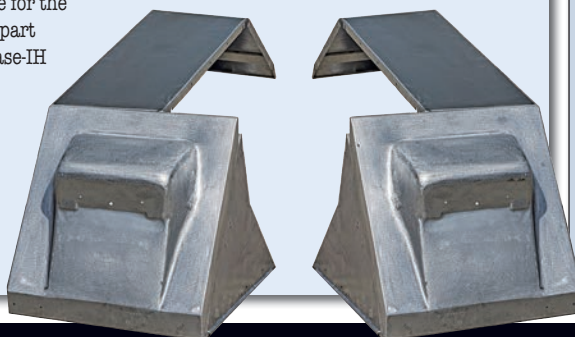
UK-MADE STEEL FENDERS

GETTING REPLACEMENT PARTS manufactured in the UK isn't always the cheapest option, but it can be the best way to ensure quality. That's the route that IH and Case-IH parts specialist Tractorparts.co.uk has gone down with its new steel fenders for the IH and Case-IH 956XL, 1056XL, 1255XL and 1455XL.

The Leicestershire-based firm says its decision to take the bull by the horns and get new steel fenders made in the UK to the original design and high standard was in response to the poor quality of cheap imported fenders for these models, which, it adds, were often covered in filler and primer.

The fenders come in four pieces and require assembly. Tractorparts.co.uk's steel fenders are unpainted, but corrosion protected, and require final preparation and painting. "Most customers will be wanting a professional finish to match their paint colour," notes the company.

There are two different fender sets, one for the IH/Case-IH 956XL and 1056XL, which is part number GG-FEK-56, and one for the IH/Case-IH 1255XL and 1455XL, which has a part number of GG-FEK-55. Each set is £419 plus VAT. The fenders come pre-drilled but plastic side extensions are not included. For more information, contact Tractorparts.co.uk on 01455 843955 or visit: www.tractorparts.co.uk



TIP OF THE MONTH



Duckbill valve check

Current dry-type air cleaner systems consist of the pre-cleaner, a rubber dust exhaust valve mounted under the filter housing, colloquially known as the duckbill, and the actual filters. Pre-cleaner and filter maintenance is usually well understood, but duckbill maintenance less well so, notes technical specialist Alan Kellett.

The function of the duckbill is to collect swirled dust from the filter and store it in the rubber recess. To check the dust level, open the lips and monitor the dust level. If a high level is found, the duckbill can be quickly removed without tools and cleaned out. The lips should also be checked for age hardening and deformation, which may permit ambient dust filter ingress. If this occurs, the dust will still be caught by the filter, but it will shorten its service life. The duckbill service intervals should coincide with pre-cleaner servicing.

MOD OF THE MONTH



SEND US YOUR MODS!

Power steering fitted

It is so far, so very good for the power steering kit that Sam Chapman has just fitted to his recently acquired 1965 Ford 5000 Select-O-Speed. Sam, from Skipton in Lancashire, says the kit has transformed the steering on his early 5000, reducing the amount of effort required and making it much more useable in the process.

"I had looked into who did power steering kits," he says. "I went for a QTP kit because it was the cheapest option and was no problem to get through my local dealer, M. J. Robinson. It cost around £300 plus VAT.

"The QTP kit came with instructions and was very simple to fit, taking me only about an hour or so," explains Sam. "I just had to knock a drag link off and cut 1/2in off one pipe for the oil feed.

"The steering is now so light, to the point where you can turn the steering wheel from lock to lock using only one finger," he concludes.



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PART
FOUR

Next month

THE FINAL DRIVE on this MF 595 is reassembled, then we investigate how the transmission performance is transferred through the wheels and onto the ground.

Hub seal oil leak is fixed

When a four-wheel drive Massey Ferguson 595 Mk2 owned by 500 Series expert Trevor Chippendale developed an oil leak on its rear wheel hub, it provided Lance Butters with an opportunity to not only find out how the issue was resolved, but also with some good final drive material for his ongoing Drivetrain Fundamentals series.

THE USUAL SIGN that a hub seal is failing is a dribble of transmission oil running down the inside of the wheel. The final drive assembly is generally lubricated by the transmission oil, although some systems use a separate oil supply, which can be gear oil grade. On earlier spur gear arrangements, the rear hub bearing often had a grease nipple for lubrication.

The rear hub bearing and seal are part of the final drive mechanism and generally give very little trouble. However, over a long period of time the sealing edges of the lip seal can harden and fracture, causing lubricating oil to escape. This, in turn, can attract dust and over a period of time exacerbate the problem, resulting in a groove wearing on the surface of the stub axle where the seal lip locates.

Replacing the hub seals usually means the hub and stub axles have to be stripped down.

Final drive strip-down

This Massey Ferguson 595 was undergoing a major refurbishment, which meant access to the various final drive components was simplified. The procedure used to access its leaking hub oil seal, explained here, applies to many other makes and models.

- **Secure the rear axle and remove the rear wheel** Only remove the wheel on the side to be worked on, keeping the wheel on the opposite side. Slacken the wheel nuts, jack-up the side to be repaired, secure with an axle stand and remove rear wheel
- **Clean the area to be worked on** Do this thoroughly to avoid getting contamination into the gear unit.
- **Support the final drive assembly** Use an engine crane or other lifting device that will hold the unit without it creeping down.
- **Remove final drive** Slacken each retaining nut and bolt in turn, working diagonally, but leaving the top couple of bolts in place. Making sure the weight is carried on the crane hook, slowly pull the assembly away from the axle. Lower the complete assembly onto a clean floor area or other substantial work surface, supported on the wheel hub studs.
- **Dismantle the final drive** Lift off the ring gear, then lift off the planet gear carrier complete with planet gears.
- **Remove the stub axle** Remove the circlip at the base of the splines on the stub axle. Support the final drive casing on wooden blocks. Protect the end of the stub axle and drift it through the support bearing.
- **Removing the oil seal** The seal is a push-fit and sits in the hub end of the epicyclic housing. The stub axle and hub need to be removed in order to remove the oil seal. The seal is easily released using a taper punch.

Causes of hub oil seal failure

- **Over enthusiastic use of a pressure washer or steam cleaner, causing contamination to be blasted between the lip and sealing surface. This can result in damage to the hub bearing.**
- Using the tractor in deep water, up to and over the axle, without taking special precautions.
- **Ingress of seawater and sand on tractors used for towing boats on the beach.**
- Continually having excessive weight on the rear axle can result in bearing wear, allowing lubricant to seep past the seal on one side.
- **Shock loads caused by the wheel hitting an obstacle can result in slight damage to the bearing that may not manifest itself for some time.**
- Grass/straw or other debris wrapped around the hub can tear the fragile seal lip.

Reducing torque wind-up

ON THE MASSEY FERGUSON 595, the final drive reduction is part of the stub axle assembly that provides a direct drive to the wheels. This design minimises torque wind-up in the final drive shaft.

An example of how torque wind-up is reduced can be illustrated using a socket spanner and extension bar. The force applied by the breaker bar travels through the extension bar to the socket and bolt head. Increasing the force (torque loading) on the breaker bar will create torsion in the extension bar, causing it to twist (torque wind-up). In extreme situations it can shear.

The longer the extension bar, the greater the torsion build up and twisting action.

Without the extension bar, the breaker bar is in direct contact with the bolt head enabling the full force to act directly on the bolt or nut.

In the same way, the greater torque resulting from the epicyclic reduction gears applied directly to the wheel avoids the torque wind-up that would occur in a longer drive shaft.



TORSION IN EXTENSION BAR

Above: When using a long extension bar in conjunction with a breaker bar, there is an element of twist or torsion in the extension bar as the increased turning force is applied by the user. In theory, the torque at the nut or bolt is not affected. The torsion causes the breaker bar to move, without turning the bolt.



ATTACH DIRECT FOR NO TORSION

Above: Having the breaker bar attached directly to the bolt or nut head provides a more positive connection, without the effects of torsion. Frequently subjecting a shaft to continual or excessive torsional forces can eventually result in metal fatigue and the shaft shearing, especially with a sudden overload.



Oil leaking from final drive

1 This MF 595 Mk2 had an oil leak behind the rear wheel hub. The disc brake assembly is in the trumpet housing next to the transmission casting. The epicyclic reduction gears for the final drive are at the end of the half shaft behind the wheel. The complete assembly bolts onto the end of the axle trumpet housing.



Hoist used for heavy part

2 The parts are heavy so an engine hoist or lifting tackle is essential to carry the weight. When the bolts were released, the final drive unit was pulled away from the trumpet housing. This assembly has a drain plug at the base. Some systems have their own oil reservoir, while others use the transmission oil.



Access is straightforward

3 This MF 595 is undergoing refurbishment. With it stripped down to the basics, it is easy to see how the final drive unit relates to the rest of the tractor. Access to this final drive is straightforward, but it is a much bigger repair job on tractors where the epicyclic unit is closer to the transmission casing.



Half shaft is now exposed

4 With the final drive assembly removed, the splined drive shaft is exposed. This is the half shaft connected to the differential. The splined end of the half shaft fits into the sun gear, which is meshed with the three planet gears. The epicyclic reduction gear assembly is removed as one complete unit.



Standing it on wheel studs

5 The ring gear is bolted between the trumpet housing and end casting and it doesn't rotate. Once removed and supported with the wheel studs on a firm surface, the epicyclic unit can be taken apart. When attached to the end of the trumpet housing, the bolts holding it all in position clamp the parts together.



Gear is lifted off assembly

6 The ring gear just lifts off the assembly. The ring gear is considerably stronger than a spur gear arrangement. Three gears connect the ring gear to the sun gear providing a total of 12 teeth transmitting the torque from the half shaft to the final drive shaft, compared with two in a spur gear assembly.



Ring gear is in good shape

7 A careful inspection of the MF 595's ring gear did not reveal any defects. This part is unlikely to suffer any damage, although after many hours of service it should be possible to see shiny wear marks on the thrust side of the teeth. Note that these marks should only be just visible in the centre of each tooth.



Supporting final drive hub

10 After the circlip had been removed, the epicyclic and final drive hub assembly were supported so that the hub flange and wheel nut studs would have sufficient clearance to allow the stub axle/final drive to fall clear of the casing when they were freed. In this case a couple of wooden blocks did the trick.



Leaking seal is pushed out

13 The leaking seal was pushed out with a tapered drift, avoiding damage to the bearing seat. Over time, dirt and contamination can damage the fragile sealing surface, allowing oil to seep between the seal and shaft. In extreme cases, the bearing can wear, creating a small gap between the shaft and seal.



Lifting out gear assembly

8 After removing the ring gear, the planet carrier, planet and sun gears were lifted out of the casting. The tapered roller bearing supports one end of the assembly in the trumpet housing. The unit is heavy and must be placed onto a clean surface to avoid any contamination to the bearing or gear assembly.



Driving out stub axle shaft

11 The stub axle shaft is held in place on a taper roller bearing and can be drifted out. It is a tight fit, and a wooden block was balanced on the end of the drive shaft to protect it from damage. A hydraulic press would be preferable, but the weight of the assembly makes it difficult to position and support.



Dirt can damage the shaft

14 The oil seal is easily removed and is not worth cleaning and refitting. However, it is worth giving the end of the stub axle where the seal lip fits a thorough inspection. In extreme conditions, dirt and contamination getting past the seal can result in a groove wearing into the surface of the shaft.



Circlip holds shaft in place

9 The next stage involved removing the stub axle and wheel hub. The stub axle is splined and fits into internal splines on the plant gear carrier when it is assembled. A large circlip holds the splined shaft in position and must be removed before attempting to take the shaft out. This was a bit of a fiddle to do.



Seal is in bottom of casing

12 With the stub axle removed the leaking seal was visible in the casing. The stub axle splines fit into internal splines on the planet carrier. The half shaft rotates the epicyclic sun gear which rotates the planet gears inside the fixed ring gear, causing the planet carrier to rotate, turning the stub axle.



Keeping oil in and dirt out

15 The genuine MF replacement seal that was being used differed slightly from the original part. It is fitted with the spring facing inwards, preventing the oil escaping. The seal has a second lip moulded on the opposite side; this is there to prevent the ingress of mud, water or other contaminants.

Developing final drives



SPUR GEAR REDUCTION DRIVE

Above: On early tractors with an internal spur gear reduction final drive, the low-speed, high-torque drive shaft is in the trumpet housing and travels the full length of the casting, as in this 1947 Fordson Major E27N. This method was replaced when Ford introduced the 1000 Series, which had an epicyclic reduction unit.

THE PURPOSE OF THE TRANSMISSION is to utilise the output from the engine and turn it into a useful function suitable for pulling heavy loads off road, operating at a snail's pace for precision work or travelling on public roads at a reasonable speed. The transmission performs all of these requirements and is a complex piece of engineering.

The final drive system used on earlier classic tractors was a spur gear arrangement with either internal gears or external in an extended transmission casing. This simple arrangement worked well and was easy to manufacture and assemble back in the 1950s, when the horsepower of most wheeled tractors peaked at 60bhp.

As engine power and torque increased, so did tractor use and the range of work carried out. Tractor hydraulic systems became more complex and independent PTO designs were introduced. As the components for operating and controlling hydraulics were housed in the rear transmission, space was at a premium. Extra power and torque meant the spur gears and transmission casings need to be stronger and, with limited space available, an alternative arrangement had to be found. Replacing internal final drive spur gears with an epicyclic unit located in the trumpet housing created space in the transmission unit, without the need to strengthen the gears or castings.

Although more complex and requiring greater precision to manufacture, an epicyclic unit enables a considerable increase in transmittable torque, while also being more efficient. The distance between the epicyclic reduction unit and the wheel hub could be kept to a minimum, so reducing the torque twist or torsion in the hub drive shaft or quarter shaft.

On many Massey Fergusons, the rear hub stub axle is connected directly with the epicyclic planet carrier, limiting any torsion created in the high torque drive shaft.

It is worth noting that there is a greater tooth contact area between the ring gear and planet gears than between the sun gear and planet gears. The ring gear teeth are internal (concave surface) which provides a larger contact area than the external (convex) teeth on the sun gear.



EPICYCLIC REDUCTION DRIVE

Above: The rear axle assembly on this 1970s Massey Ferguson 1200 has the epicyclic reduction unit at the wheel hub, which is exactly the same set up as the MF 595. Input to the epicyclic input is via the high speed low torque shaft from the differential unit. Maximum torque is delivered directly to the wheel hub.



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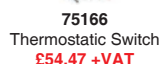
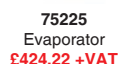
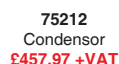
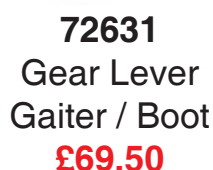
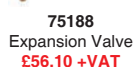
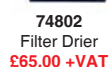
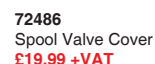
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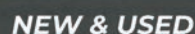


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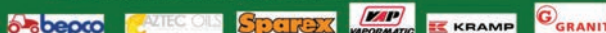
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Clutch job completed

In the second and concluding part of his guide to replacing the clutch assembly on a Ford 8210 Generation III, agricultural engineer Steve Davies explains the correct procedure for overhauling the thrust bearing assembly and reassembling the tractor.

A RECAP ON THE WORK that has been carried out so far to overhaul the clutch that was occasionally sticking on this Ford 8210 after a period of inactivity is probably helpful. The tractor was split and the clutch assembly and flywheel were removed. The flywheel was sent away to be skimmed as it had some surface cracks and pitting in it, and while it was away we removed and replaced the rear engine oil seal, which can go hard over time and leak. A leaking seal would allow oil onto the new the clutch plate and cause it to slip.

Once the seal was replaced, we refitted the skimmed flywheel and installed a new clutch assembly, setting the clutch plate so that it was central in the clutch cover. We applied thread lock to the flywheel and clutch bolts during assembly. That's the recap done then.

The next stages involved removing and replacing the thrust bearing, and checking the clutch release assembly for wear before rebuilding the tractor. The most difficult part of reassembling the tractor comes when mating the engine back up to the transmission bell housing.

This is difficult as the splines on the main drive shaft must be aligned with the splines in the drive hub. Then the splines on the transmission input shaft need to be aligned with the splines on the clutch disc. Finally, the input shaft then needs to be aligned with the pilot bearing. To align the two shafts and splines,

the engine and front axle need to be perfectly level and aligned with the rear transmission. Alignment is done by lifting or lowering either the engine or transmission until the bolt holes are in line. Longer guiding bolts can be used, but these can sometimes hide an issue with the engine being too high or too low.

Once the engine is in line with the transmission, the engine and front axle can be pushed up to the transmission. This can be done with two assistants, but it is far easier to use a pry bar on the input shaft of the front axle. Turning the input shaft of the transmission drive to the front axle and has the effect of reversing the engine and front axle towards the transmission.

Once the front part of the tractor comes into contact with the rear part, there will be a gap between the engine and bell housing of approximately 50mm. At this stage the splines on the two drive shafts need aligning with the relevant splines in the hub and clutch disc. These splines don't engage at the same time, which means one set of splines can be aligned, then, as the engine moves closer to the bell housing, the second splines align.

To get the splines to align, a large pry bar was placed on the front axle input shaft. We then rested one foot on this pry bar so that the engine was forced back against the bell housing. We then used a second pry bar to turn the flywheel. This was done by putting a bolt through the bell housing and then placing the end of the pry

What you need



Parts required*

- **CLUTCH COVER ASSEMBLY**
- **CLUTCH PLATE**
- **THRUST BEARING**
- **REAR HOUSING GASKET** 83959976
- **PILOT BEARING**
- **REAR ENGINE OIL SEAL**
- **REAR ENGINE GASKET**

*Clutch parts can be purchased independently or as a complete kit.

Tools required

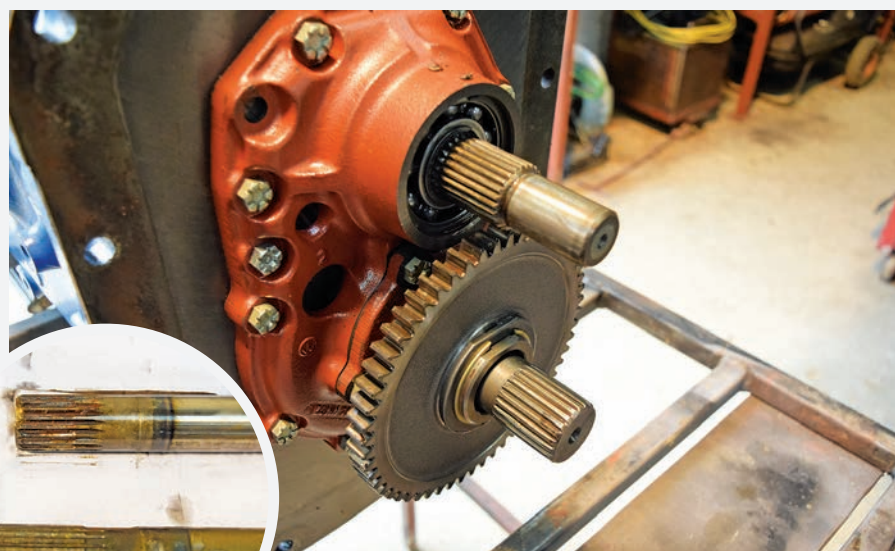
- **GENERAL TOOLS** Spanners, pliers, socket set
- **SPLITTING TROLLEY** or suitable wheeled jack
- **AXLE STANDS**
- **PRY BARS**
- **WIRE BUSH**
- **CLEANING FLUID**
- **TORQUE WRENCH**

bar into the flywheel teeth and levering the flywheel around the bolt. This turned the flywheel slowly, and when the first splines aligned, the engine moved back by approximately 25mm. At this stage it was no longer possible to fit a pry bar through the gap between the bell housing and engine, so to turn the flywheel the pry bar was placed through the starter motor hole to reach the flywheel teeth and lever it around. Eventually, the second splines aligned, allowing the engine to mate up against the bell housing.

During this procedure the engine-to-bell housing bolts can be fitted, but they should not be tightened. Only once the engine has been mated up to the bell housing can the bolts be tightened. During the alignment of the shafts it may be necessary to twist the engine slightly on the front axle pivot. The wooden chocks fitted during disassembly prevent the engine from twisting too far, but a small twist can sometimes help to align the shafts.

When the engine and bell housing have been bolted together it is important to check and adjust the clutch pedal and linkage. If there is a problem it can be quickly identified and repaired before the rest of the tractor is rebuilt. Once the tractor is rebuilt, it is important to stall test it, as outlined in the previous issue (**CLASSIC TRACTOR** October 2022). It may be necessary to adjust the clutch within the first 10 hours of work as it beds in.

Splined hub and drive shaft replacement



Above: To replace the long drive shaft, the rear casting must be removed from the rear of the transmission.

Left: The splines on the old shaft, top, had worn very thin. The new shaft (bottom) is coated in a protective oil layer which must be cleaned off.

WHILE THE TRACTOR was split to change the clutch, the splined hub in the flywheel was also replaced. This hub connects with a long drive shaft that runs through the centre of the transmission and transmits power constantly through to the rear hydraulic pump and PTO clutch pack.

Over time the splines on the shaft and in the hub can wear to the point where they fail and drive is lost to the hydraulic pump. A quick fix is to grind the shaft into a square shape and then weld a $\frac{3}{4}$ drive socket into the hub. This is a good, simple fix for a tractor that is used on a diet feeder or straw blower, for example, as the repair can be done simply and quickly at the same time as replacing the clutch.

Replacing a worn drive shaft is a simple job, but the transmission must be split from the rear axle. This can be done by either supporting the cab and rolling the rear axle from underneath, or removing the cab and then removing the transmission. On this occasion, we had removed the transmission at an earlier date to carry out a repair to the tractor's rear axle.

In order to replace the shaft once the transmission was separated, we removed a ring of bolts from a casting fitted to the rear of the transmission. We then gently pulled the casting from the transmission, so that the gears in the gearbox remained in the transmission casing. Once the casting was removed, a circlip was removed from the shaft, allowing it to be knocked out of the housing. We then fitted the new shaft and refitted the circlip.

The shaft could then be slid back into the transmission and the rear casting bolted back on. One of the fixing bolts is slightly longer and fixes to the reverse idler pinion. Take care to align this bolt correctly.

Gently tighten the casting bolts and spin the gearbox to ensure the gears spin freely. Once the shaft has been fitted, the transmission can be refitted to the rear axle. A new hub and shaft can be bought as a complete kit.



Thrust bearing taken out

1 The thrust bearing is fitted to a carrier and slides on a shoulder mounted in the bell housing. The carrier moves via a fixed fork mounted to a cross shaft. We removed the assembly and loosely placed the bearing carrier in a vice and then used a brass drift to knock the carrier down from the thrust bearing.



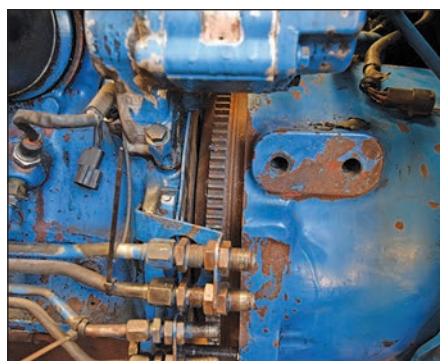
Thrust bearing is refitted

5 The assembly was rebuilt by sliding the cross shaft through the bell housing and fork. The carrier was pushed over the shoulder and aligned with the fork before fitting the bolt in the fork, locking it to the cross shaft. We had checked the bolt for wear and applied thread lock to it before tightening.



Halves need to be aligned

9 Alignment was checked to make sure the outside of the engine matched with the outside of the bell housing. If the tractor was slightly out to the left or right, pushing one of the front wheels would align it. The front and rear parts of the tractor must be perfectly level and the height of both in line.



Check by measuring gap

10 The height of the front or rear part of the tractor is adjusted with the jacks supporting it. Alignment can be checked by measuring the gap between the engine and bell housing. If it is greater at the top, then one part of the tractor is too high; if it is greater at the bottom, then one part is too low.



Bolt shows the alignment

11 We checked alignment by sliding a bolt through one of the mounting holes to highlight which part of the tractor needed to go up or down. The gap on both sides of the tractor was also measured to check they were square to each other. Some engineers will use longer alignment dowels through the bolt holes.



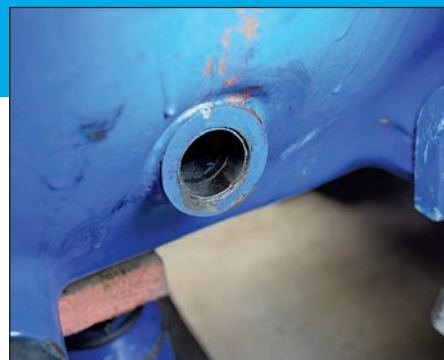
Carrier wear is acceptable

2 The thrust bearing carrier was placed in a parts washer to remove the black sludge of clutch dust and oil. Inspection showed the clutch fork had worn into the carrier. This amount of wear was acceptable, but if it had been worse, it would have had to be built up with weld and then machined back down again.



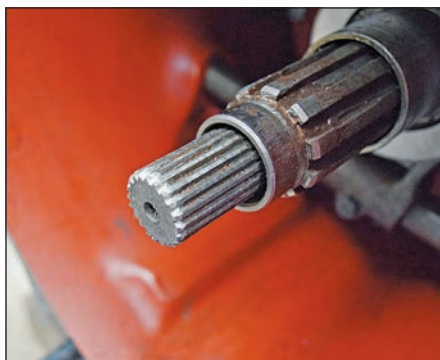
Pressing on new bearing

3 A vice was used to press the new thrust bearing onto the carrier. It was important to fit the bearing the correct way round. One side had a solid metal finish and the other had a tin cover that must face the carrier. The solid metal side faces the clutch and comes into contact with the clutch forks.



Bushes checked for wear

4 The cross shaft passes through the bell housing, and is supported by two bushes which needed to be checked for wear and replaced if necessary. Although the wear may be minimal, a little wear in the cross shaft bushes, bearing carrier and fork can all mount up, and result in clutch adjustment problems.



Filing the splines on shaft

6 When joining the front and rear parts of the split tractor, the input shaft splines must be aligned. The hydraulic pump and PTO drive shaft has a very fine spline and can be difficult to align. To assist alignment, we filed a lead on the splines by filing the start of each individual spline into a triangle shape.



Copper grease is applied

7 We also filed a slight lead on the transmission input shaft splines, then cleaned the filings off both splines and coated them in copper grease. A little bit of copper grease was then also applied to the shoulder on which the thrust bearing carrier slides to ensure it would press and release the clutch smoothly.



Front half is moved back

8 To push the tractor back together, a pry bar was used to turn the front axle pinion to drive the axle backwards, until the tractor's front part came into contact with the rear part. Alternately, two assistants could gently push the front wheels evenly (that is the only method on a two-wheel drive tractor).



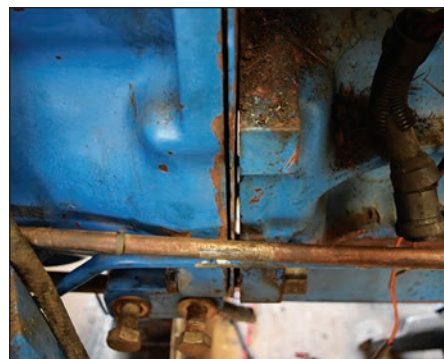
Bar used to turn flywheel

12 Longer alignment dowels can sometimes mask another alignment issue and make the tractor rigid, making clutch alignment difficult. Once lined-up, we applied foot pressure to the pry bar on the front axle pinion and used a second pry bar to turn the flywheel. The tractor's rear tyres were chocked.



Getting splines to line-up

13 Pressure on the front axle pinion forced the front half of the tractor backwards. Turning the flywheel aligned the centre clutch and hub with the input shaft splines. As the splines engaged the tractor moved back 25mm. We continued to turn the flywheel while maintaining pressure on the front axle pinion.



Bolts in but not tightened

14 As the second splines engaged, the front of the tractor moved again. At this stage the engine-to-bell housing bolts and nuts can be fitted, but not tightened to allow you to take a break without fear of the splines disconnecting. The alignment height of the tractor must be constantly checked and adjusted.



Shake to get the dowels in

15 With continued force on the front axle pinion, it can be necessary to shake the tractor slightly to get the dowels on the bell housing to align with the engine. Then the retaining bolts can be fully tightened once the tractor is pushed together. Tightening them earlier can damage the clutch plate and splines.



Clutch linkage is adjusted

16 Once the two parts were connected, we lowered the jacks so the tractor was resting on its wheels. Then the clutch pedal linkage was checked, as if there was any problem the tractor could be spilt again easily. The clutch linkage needed adjusting to compensate for the new clutch and the skimmed flywheel.



Getting the free play right

17 We started by removing the second linkage arm that connects to the gearbox interlock, then adjusted the rod connecting the lever from the cab to the cross shaft lever to give 20-40mm free play movement in the clutch pedal before coming up against resistance. The interlock rod was then refitted.



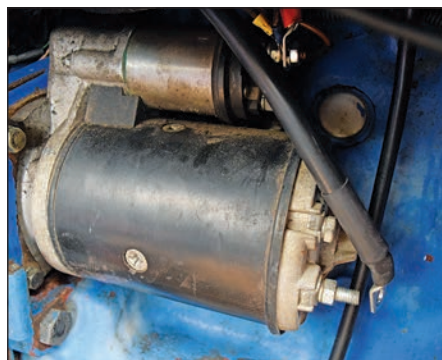
Pipework gets connected

18 The clutch interlock was adjusted to make sure it did not interfere with the gear lever mechanism when the clutch was depressed. When the tractor was running the clutch pedal adjustment would be rechecked. The reassembly of this Ford 8210 continued with the connection of the steering and air-con pipes.



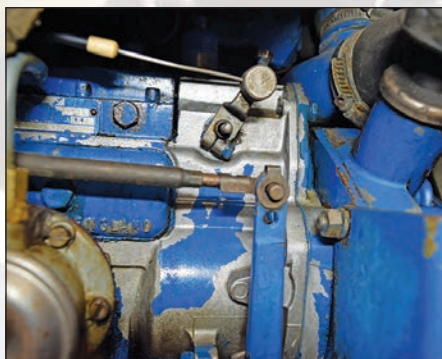
Pipes that go to the pump

19 Two pipes connect to the engine-driven hydraulic pump. The larger one was pushed into the hydraulic pump, making sure it located fully. An O-ring in the pump body was replaced and coated in grease prior to assembly. We then connected the small pipe and clamped the two pipes back together again.



Care taken with the wiring

20 The starter motor was bolted back on and then the electrical plugs were connected. The wiring on tractors of this age can become brittle and break so care was taken to make sure there was no damage that could lead to an electrical short and a possible fire risk. The electrical tachometer plug was refitted.



Bleeding the fuel system

21 The throttle and stop cables were fitted to the injection pump, before the diesel pipes were connected. We bled the fuel system at the fuel filters and then the injection pump. The air that had entered the system took a while to come out of the bleed screws as it had to work its way through the pipes and filters.



Heater hoses connected

22 The heater hoses were connected and the taps opened on the engine. This tractor has a coolant filter which had been unbolted earlier. It was refitted to the battery box and its filter was changed. Despite clamping the heater hoses, some coolant had leaked, the system was topped-up with a 50/50 antifreeze mix.



Routing check carried out

23 When refitting the heater hoses and wiring, the routing of the wires and pipes was checked to ensure they didn't rub on any sharp corners or catch in the brake pedal linkage. When happy with the routing, we cable-tied the wires and hoses in position. This can be a time-consuming job, but it is essential.



Battery and cables refitted

24

The steel transmission oil cooler pipes were joined to the rubber pipes under the radiator, taking care to connect them the correct way round as the oil cooler works better in one direction. The steel pipes needed to be clamped correctly to prevent them cracking. We then refitted the battery and battery cables.



Lining-up front prop shaft

25

After removing the jacks and splitting trolley, the prop shaft was refitted, taking care to align the two parts correctly. The universal joints on both ends needed to be perfectly in line and can be adjusted by the spline in the middle. The engine timing mark cover was refitted with the retaining screw.



Clutch operation is checked

26

With everything connected, the tractor was started and checked for leaks. We checked that the clutch worked and would stall the tractor, and that when the clutch was depressed the gears could be selected easily. The clutch linkage may need adjustment after a few hours of work, as the clutch settles in. 

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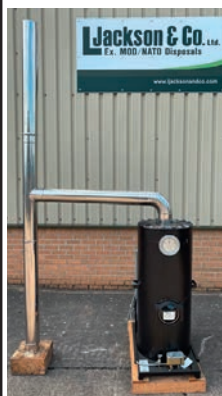
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Winter prep procedures

Now is the time of year when many tractors are being parked-up for the winter or being asked to start in colder temperatures. Our Winter Preparation Special, compiled by time-served tractor industry tech specialist Alan Kellett, contains timely tips on how you can ensure your tractors don't deteriorate during their hibernation period, advice on how to improve engine starting in cold weather, and an assessment of a new 'smart' battery charger.

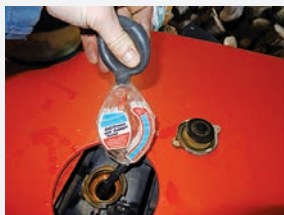


Winter essentials

1. ANTI-FREEZE STRENGTH CHECK

Most antifreeze mixtures are ethylene glycol based with performance additives

such as silica, phosphate and nitrates. The glycol inhibits coolant freezing down to -30 to -37 degrees C depending on type, and the additives inhibit corrosion and cavitation. Although the glycol remains effective indefinitely, the additives do not, which is why some manufacturers advise changing the coolant every 2-3 years to maintain effective additive protection. To determine coolant strength, a simple hydrometer should be inserted onto the radiator or expansion tank, then used to suck up a sample and take a level reading from the graduated scale. This will give the current level of frost protection. Note: if the coolant level is low, always top up with the same make of coolant. Different makes may have different additives which can react with each other with detrimental effects on the engine cooling system.



2. DIESEL FUEL ANTI-WAXING

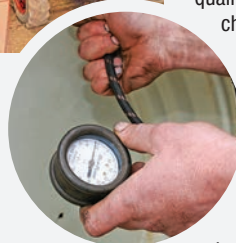
Red diesel fuel specification changes according to the seasons. From November to March, most refineries produce fuel to winter specification to resist waxing down to -12 degrees C. From April to October, fuel is made to a summer specification which resists waxing down to -4 degrees C. As it is not always possible to synchronise your fuel purchases with the seasons, it is a wise precaution to



add a diesel additive to the main tank to guard against summer-purchased diesel waxing or gelling overwinter. In addition to anti-gel properties, most additives increase the cetane value of the fuel and clean the injection system of encrusted carbon, giving a useful performance boost to the engine.

3. TYRE PRESSURE AND STORAGE

If possible, store your tractor with its tyres away from direct sunlight, otherwise ozone in the atmosphere may attack the hydrocarbons in the tyres causing the familiar cracking so noticeable in old tyres. Always inflate tyres on parked-up machines to the maximum manufacturer's recommended pressure. This will partially eliminate flat spotting. To further reduce this, rotate the tractor wheels a quarter of a revolution every month to spread the load. With tubed tyres, check the valve angle relative to the rim. It should be at 90 degrees. If not, the tyre is creeping slightly on the rim and if left unattended will eventually rip the valve out of the tube. If tube creep is found, take the tyre off the rim, relocate the tube and run the tyre at a higher pressure to prevent any future re-occurrence.



4. BATTERY CHARGING All lead acid wet cell batteries slowly discharge over time. If left in this state, the sulphur from the acid transfers to the plates and the plates become less efficient to the point where the battery is terminally discharged. Additionally, the sulphur-less acid is then prone to frost damage which may then lead to cracks in the

casing. So either leave the battery connected to a quality charger overwinter which can detect a sulphation voltage drop and recharge

when necessary, or connect any batteries to a quality charger from time to time, read the resultant charge indicator and recharge as necessary.

Some machines, such as combine harvesters and foragers, have clocks and electronic controllers which are constantly live, making charge checks necessarily more frequent.

5. ODDS N ENDS Always leave dry drum and disc brakes disengaged to prevent the linings bonding to the discs or drums overwinter. Always retract chrome ram cylinders to avoid chrome peel or rusting. If not possible, coat the chrome with heavy oil or grease. On vehicles equipped with air conditioning, run the system on full cooling for five minutes prior to lay up and then occasionally overwinter. This ensures that the PAG oil in the system thoroughly remixes with the refrigerant to preclude component degradation.



Cold starting assistance

Cold starting problems on tractors during the winter can be a real pain. Here are some of the steps you can take to assist an engine that is being started in cold weather.



1. ENGINE OIL Most engine manufacturers give a range of oil specifications for their engines. If the specs include 15W40 and 10W30, changing from the former to the latter will reduce drag on the starter and increase

engine cranking speed for improved starting.

2. FAN HEATER Directing an old household fan heater onto the engine block for 30 minutes prior to start-up will heat the coolant and thus the block and head. Harmful cold-start effects are avoided and easier starting is assured.

Right: Using a fan heater to warm up the coolant in the engine is helpful.



3. ISOLATE FRONT MOUNTED HYDRAULIC PUMP

Some tractors have a front, crankshaft-mounted hydraulic pump which creates drag on the starter. Some have a manual destroke screw, pictured, which, when activated, takes the pump out of circuit, reducing the load on the starter and increasing the cranking speed.



Above: This destroke screw is compatible with all John Deere Mannheim 30, 40 and 50 Series (1.38cu. in. hydraulic pump) tractors with the exception of the 2130, 3130 HFWD and 3650, which have 3cu. in. and 2.4cu. in. pumps.

4. ETHER STARTING FLUID Ether/butane starting fluid has drawbacks. The spray induces untimed ignition/detonation in the cylinder which can be harmful to piston and con-rod assemblies,

and the solvent present in the spray can remove lubricating oil from the cylinder bores. These drawbacks can be minimised by correct application. Only spray when the engine is being cranked to ensure each cylinder only receives a small, usually harmless, amount. If the engine is stationary when the spray is applied, one cylinder could ingest the entire spray, which could be harmful.

Below: Ether starting fluid should only be used when the engine is being cranked over.



Cold weather waxing

All diesel fuel contains a proportion of a type of paraffin wax which improves viscosity and has lubrication properties. As the ambient temperature falls so the wax thickens/gels and begins to turn cloudy. This transformation takes place in three successive stages, as follows:

CLOUD POINT This is the point at which crystals begin to form in the engine fuel filter. Fuel flow is unaffected at this stage. Fuel specs vary, but in some cases the cloud point could be several degrees above freezing.

POUR POINT At this point, the crystals begin to form a gel, usually around freezing point. Fuel flow now begins to be restricted.

COLD FILTER PLUGGING POINT This is when a fuel blockage occurs in the filter.

PREVENTION Once diesel fuel has formed a wax/gel, you will need to drain the fuel out of the fuel lines, change the fuel filter and bleed the air out of the fuel system. The way to stop this happening in the first instance is to add a suitable fuel additive, which will modify the shape and structure of any forming crystals to prevent gelling, in addition to increasing the cetane value etc.

Conclusion A reputable fuel additive improves engine efficiency, promotes reliability and prevents diesel fuel waxing at cold temperatures.

Right: One of the features of Standyne's Performance Formula diesel fuel additive is that it reduces the pour point by up to 22 degrees C and the cold filter plug point by 13 degrees C, depending on the fuel.



TOOL
ON TEST:
CTEK
MXS 10



Charging up a gear

Battery chargers can now do much more than simply put charge in the battery, as Alan Kellett discovered when he tried out the Swedish-designed, multi-mode CTEK MXS 10 unit.

BACK IN THE DAY, a wet cell battery charger was just what it said on the label – a device to pump current into a flat battery. But today things are different and charger 'must-haves' include reverse polarity protection for alternator and dynamo protection, spark proofing, and low ripple for controller protection.

There are 'nice to have' features too that include sulphated cell detection, battery acid reconditioning and over-winter trickle charging for those laid-up periods, the latter feature being of importance for classic tractors that may only work during summer busy periods. Being laid-up for much of the year makes their batteries prone to the life-shortening, sulphated battery cell syndrome.

Swedish firm CTEK has taken up the challenge with its MXS10 charger, one of which it recently made available for evaluation by **CLASSIC TRACTOR**. Unlike its ammeter-equipped cousins, the MXS10 has no ammeter, instead relying on LED indicators. Four LEDs on the lower display each indicate the selected mode with a further eight LEDs on the upper display indicating charge status.

Once connected to the mains, the green LED, bottom left, indicates power on, and the desired mode is selected by the large MODE button. The lower four LED lights display the selected mode which are, from left: NORMAL BATTERY (shown lit up here), AGM BATTERY, RECOND and SUPPLY. This is what they all do.

NORMAL During charging the first five LEDs (numbered 1-5) from the left on the upper display are utilised. LED 7 and 8 are for long-term maintenance. If a fault should arise during charging, the red error LED (on the far left with a ! symbol beside it) will light up and the stage in which the fault occurred will remain illuminated. The stages of charging are displayed by LEDs 1-5.

1. Desulphation Checks for sulphated cells and, if found, induces pulsating current/voltage to return the sulphur to the electrolyte

2. Soft start Checks if the battery is fit for further charging as there will be no point in proceeding further if it isn't.

3. Bulk Charges at maximum current until battery voltage reaches 14.4V for normal or 14.7V for AGM; this is approximately 80% charged.

4. Absorption The voltage is held at either 14.4V or 14.7V, depending on the mode chosen, and the current is reduced until around 0.25A charge acceptance, which will be 100% charged. It is the battery that determines how quickly the amperage is reduced during this stage.

5. Analyse A final check to test the battery is holding full charge. LED number 7 illuminates green upon full charge.

Note: If any of parameters 1, 2 and 5 have not been met the error LED will illuminate. It can be triggered at any time during the charging process.

AGM This battery mode is for Absorbent Glass Mat batteries, a high-performance battery found mainly on high-end cars.

RECOND This mode increases the power up to 15.8V and 1.5A to induce electrolyte gassing. This thoroughly integrates the sulphuric acid and water mix to restore premium performance while keeping the induced pressure below the 5psi relief valve setting on sealed maintenance-free batteries to prevent gas discharge. The process is monitored by LED no. 6 on the upper display. The 'Pulse' (stage no.8) is activated under 'Recond' mode. Whenever the voltage drops by 5%, the charger will start up and give a pulse of energy to the battery to bring it back to 100%, whereupon it will stop charging and go back to monitoring. It will repeat this process indefinitely.

SUPPLY This mode turns the charger into a 12V power supply delivering 13.6V and up to 10A. It is particularly useful for electrical fault-finding or for keeping vehicle settings whilst changing the battery. Note that the 'Float' stage (no.7), which is the first stage of long-term maintenance, operating at 13.6V for 10 days, is activated

Above left: The functioning of the CTEK MXS 10 battery charger is displayed by its LED indicators. Here the lower left power LED is illuminated green, indicating the mains power is on. The top left warning LED is not illuminated, indicating no error. The amber light on the left of the lower row of four LEDs shows that the normal battery mode is selected. The LEDs illuminated in the top row show the progress of the charging cycle. Here it has reached the fourth stage and is approaching full charge.

Above: The CTEK MXS 10 charger, recently tested by CLASSIC TRACTOR, is capable of much more than just putting charge in a battery. It can also detect sulphated cells and carry out battery acid reconditioning and over-winter trickle charging.

in the 'Supply' mode. After 10 days the charger will automatically change from 'Float' (no.7) to 'Pulse' (no. 8).

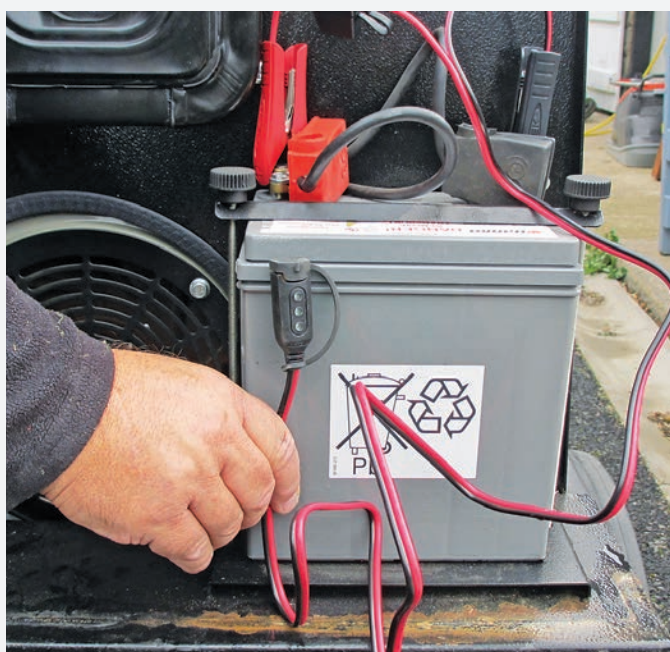
Verdict The CTEK MXS 10 charger is of durable construction and is suitable for use on all 12V acid batteries. It is compatible with 220-250V mains input.

During our tests, the LED concept worked well in those dark areas under the bonnets. Although some purists might prefer the quantitative ampere reading an ammeter can provide, the system works well. We felt a small decal outlining the functions of the eight upper LEDs would be useful for new users unfamiliar with the system, as would an additional LED to advise on mains connection continuity, prior to switching on mains power.

For tractor owners exasperated by the over-winter flat battery/sulphated cell syndrome, the CTEK charger, a reliable, durable unit with a comprehensive overall recharge, cell desulphation and overwinter charge maintenance capability, could well be the answer.

The CTEK MXS 10 charger is available from Halfords at £147 for the charger or £167.95 for the charger and Comfort Indicator. The unit has a two-year warranty.

Battery charge indicator



Left and above: CTEK's Comfort Indicator displays battery condition. This is the crocodile clip version, but there are also cables with eyelet ends for semi-permanent vehicle fitment. The optical indicator, left, has three LEDs. The illuminated, blinking green upper LED indicates a charged battery; the central amber LED indicates a battery only partially charged; and the lower red LED, when blinking, indicates that the battery must be recharged. When semi-permanently fitted to a vehicle, the CTEK Comfort Indicator can be connected to the charger for a quick and easy charge hook-up.

CTEK ALSO OFFERS a 'Comfort Indicator' for checking battery condition/charge. Connected to the battery it automatically activates a built-in triple LED indicator. When the indicator shows a blinking green light it indicates the battery charge is in good condition; the amber light indicates that you need to think about charging; while the red light indicates the battery requires charge.

The indicator can be either temporarily connected to the battery via crocodile clips or semi-permanently by eyelets. In the latter case the battery can be recharged via the indicator and charger by simply connecting the charger auxiliary connector to the indicator harness connector.

Light to transport, easy to hook-up, well-priced (£10-£15) and giving an easy-to-read charge condition, the Comfort Indicator is a highly efficient and convenient tool for fast monitoring of battery charge condition. It is highly recommended.



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Ford 8210

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MASSEY FERGUSON 135



Q A few days ago I took measures to cure an oil leak from the bell housing on my Massey Ferguson 135. I changed the crankshaft seal, but that hasn't stopped the leak. Can you offer me some advice on what to try next?

■ **Lyndon Griffiths**, Oswestry, Shropshire.

A You have not mentioned whether this is a straight or swept front axle tractor or whether a rope seal or lip-type seal is fitted. A lip-seal is unlikely to cause any problems if fitted correctly. If a rope seal is fitted there are several possibilities for a continuation of the leak and it is necessary to be sure that the following have been done correctly.

Firstly, was the seal housing gasket fitted correctly? Was the rope seal fully seated in the housings before cutting it to length, leaving a protrusion on all ends of approximately 2mm?

Now for the next step. The sump on the MF 135 has a cork strip located in part of the timing cover in the front and in a groove in the rear main bearing cap. The lip-type engine has a longer rear cork strip. On both types the rear cork strip is prone to hardening, causing it to leak. There is no way to confirm the origin of a leak until one has been rectified and the leak remains or has been cured.

Removal of both types of seal is similar and consists of adequately supporting the tractor under the bell housing and removing the lower bell housing and axle support bracket bolts. The rope-seal sump can then be lowered using a trolley jack. On the lip-seal sump, the lower front studs are likely to remain in the sump and will entail the removal of the bonnet, radiator and support bracket in order to lower it.

With all faces cleaned the new side gaskets can be held in place on the underside of the block with a gasket cement. After turning the crankshaft to give better access the new corks can be gently inserted into their grooves using a small flat screwdriver. Apply gasket cement to the ends of the corks, but not the area in between, and also at the point where the corks, the side gaskets and top sump edge meet.

Align the sump and raise it squarely, locating the front studs first. Fit evenly spaced sump screws as soon as possible and tighten them evenly. Replace the support bracket and radiator, etc., and then that's it, job done.

FENDT 412 VARIO



Q I recently acquired a year 2000 Fendt Farmer 412 Vario. It is in nice condition and has around 5000 hours on the clock. It will be doing some lighter work as it is quite a small tractor. I have initially put it to work on a potato harvester. I have found that the harvester works best at very low PTO speed (around 350rpm) to avoid tuber damage in early varieties. For this work, I select 540rpm PTO speed, but run at lower engine revs. The problem is, when the outfit comes under load, the tractor engine speed reduces and the ground speed decreases. A similar thing happens when I'm going uphill with a loaded fertiliser spreader. I am a bit concerned and wonder if you could tell me what the problem might be?

■ **Harry Parkinson**, Skipton, North Yorkshire.

A Firstly, is your engine fuel system clean, i.e., are the fuel filters and the air cleaner OK? If the engine does not smoke and has the expected power when running at higher rpm, then there is little cause for concern.

It would appear that the transmission management system built into the tractor is doing what it should, but needs a tweak from the operator. It is possible that during operation the engine speed may be pulled to below 1400rpm, at which point the turbo clutch function ceases to lock and will allow some slip, causing the characteristic you have described. There are a couple of things you can easily do to resolve this.

Firstly, try raising the automatic load control response to allow the forward speed to drop and maintain engine speed. Note: the Load Limit Control displayed on the terminal has a factory default of 14%; this means that if the load increases, causing the engine speed to fall by 14% (180 engine rpm), the transmission ratio will decrease in order to reduce the engine load.

Changing the Load Limit Control setting to 5% will cause the transmission to slow earlier. Therefore,

CONTACT US



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Write to:

■ **ASK THE EXPERTS,**
CLASSIC TRACTOR,
Sundial Magazines,
17 Wickham Road,
Beckenham, Kent BR3 5JS.

under continual high loading, the engine speed will drop as stated above. Using a suitable Tempomat (cruise control) setting will allow the engine to increase as load decreases.

Secondly, it may be that at low operating rpm the response is slower, and the engine speed drops below 1400rpm, hence causing 'turbo clutch slip'. In this case you can switch the turbo clutch function off. This is done easily in the terminal.

However, whilst this is in operation, you will need to depress the 'clutch' pedal if you need to stop the tractor. The cruise control will still operate as normal, as will the forward/reverse shuttle whilst the turbo clutch function is disabled.

For safety reasons, the turbo clutch function will default to operating as normal if you switch the engine off. It will require resetting on start-up if needed.

All the necessary instructions are shown in the tractor operating instruction manual.

DAVID BROWN 880



Q The lighting switch on my David Brown 880 Selectamatic is no longer working and requires replacement. However, I am at a loss as to how to remove the plastic domed cover to gain access to the switch retaining nut underneath. I have tried levering it up after applying penetrating oil but no luck. Your advice would be very welcome.

■ **Ken Jackson**, Frome, Somerset.

A The dome is attached to a square switch centre shaft by a spring-loaded detente ball. You will notice a round hole in the upper side face of the dome. To remove the dome, insert a pin punch into the hole, locate by feel the round ball, and then depress against the spring, whilst gently pulling up on the dome.

The dome will now come away from the switch, allowing access to the switch retaining nut. Once this is unscrewed the switch assembly can be removed and your new replacement installed.

FORD 6600



Q I have a 1978 Ford 6600 that I am about to restore. It is fitted with a Fritzmeier Mk2 cab which was rare in the UK but common enough in southern Ireland. However, I have been unable to find any photos of the black interior trim, etc., which I need as I am planning to return it to as-new condition. Any photos would be helpful.

■ **Flor McCarthy**, Co. Cork, Ireland.

A Editor – The Fritzmeier cab was available on the Ford 600 Series in Ireland and a number of continental European counties, including France, Holland and Sweden. My own archives contain a number of Ford 600 Series brochures from these and other countries. The accompanying image of a Ford 6600 fitted with a Fritzmeier cab is from a French market sales leaflet published in 1979. Unfortunately, none of my overseas Ford brochures contain images of the interior of the Fritzmeier cab, which means we have unfortunately drawn a blank. Can any readers help?

FORD 7910



Q I have just bought a Ford 7910 with a Super Q cab. It has a few issues which I'm sorting out, although I'm struggling with the electrical system for starting. The tractor will only start if I hold the range gear lever in a certain position, and press the clutch in a certain position. I've



Not sure if linkage will fit

Q I would like to fit a front linkage to my Massey Ferguson 5455. I have located a used Zuidberg front linkage and PTO that is currently fitted to a Massey Ferguson 5465, but I'm not sure if it will fit or not. Both tractors have Perkins Tier 2 engines, but the big difference is that my MF 5455 has a four-cylinder engine and the MF 5465 is a six-cylinder model. The MF 5465 is slightly older and has a three-piece steel bonnet, whereas my 2009-built tractor has a single-piece plastic bonnet. The question is, will the front linkage from the MF 5465 fit my MF 5455?

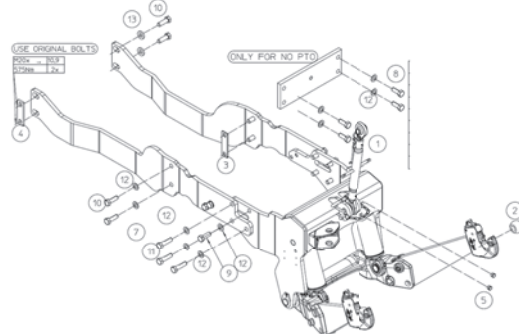
■ **Rob Gill**, New South Wales, Australia.

A We are grateful to Greg Allen, technical dealer support specialist with Lynx Engineering, the UK distributor of Zuidberg front linkages, for providing the following response. "The problem with Massey Fergusons is they are a bit of 20 questions when it comes to the options available," says Greg. "If we had the serial number of the front linkage on the MF 5465 that would be very helpful as we would then know more about what was being fitted. "For the purpose of this response, and in the absence of the front linkage's serial number, I have assumed certain things in terms of what Rob could

need and what is possibly already on the tractor," he explains. "It would be useful to know what options are on the MF 5455, such as front axle suspension, as that would help to narrow it down a bit.

"As both tractors have Tier 2 engines then the PTO should not be too difficult to swap over by the look of it – it's just the shaft length that is different. However, the linkage will require some degree of modification to make it fit. If one tractor had been Tier 2 and the other Tier 3, then it wouldn't have been a viable option.

"As you can tell, it's not always as straightforward as 'I've found this linkage and want to fit it to this tractor'," notes Greg. "The Zuidberg importer for Australia is Burder Ag Attachments, so it may well be worth contacting them as at least they will be a bit more local." Burder Ag's website is: <https://burder.com.au/zuidberg-tracks/>



ZUIDBERG LINKAGE – MF 5465

looked all around the gear linkage and clutch linkage but can't find a starter/safety switch. Where is the safety starter switch and could this be causing the fault?

■ **Adrian Prentice**, Salisbury, Wiltshire.

A The fault you describe sounds like the safety switch is at fault, as you suggest. The switch works off the gear linkage and is located within the transmission. To replace the switch you will need to jack up the cab, remove the gear lever and the transmission top cover. The switch is then located on the gear selector rails at the top of the transmission.

It is interesting that you mention that pressing the clutch pedal helps. The clutch linkage works on the left-hand side of the transmission should not affect the starting. However, a long wiring loom is used to join the main wiring loom to the safety switch; if this loom has not been routed correctly it could be rubbing on the gear linkage. The wiring loom also enters the transmission through a rubber plug. Over time, oil and heat can cause the wires to become brittle where they enter the transmission, creating a break in the wires. Check the wiring loom for any faults before proceeding to the safety switch.

FORD 7840 SLE



Q I have encountered a problem with my New Holland 7840, which has developed a jerky transmission. In the workshop manual little importance is put on the lube circuit in the transmission. When I have my foot on the clutch pedal should I get a reading of about 20psi (1.4 bar)? When I let the pedal out this pressure will rise to 40psi (2.7 bar). What is happening here? I think there is a fault with the lubrication circuit, which is causing the transmission to be jerky. It is really frustrating as I'm sure the transmission is otherwise mechanically sound.

■ **Martin Mehrstens**, Waimate, New Zealand.

A Firstly, as you own a New Holland 7840 we will presume it has the quad-mod transmission, identified by a dump button on the shuttle lever and all four transmission PWMs mounted on the outside of the transmission side cover. Earlier Ford tractors had what is known as a pre-quad transmission, but we won't cover that here. The quad-

mod SLE transmission has four clutch packs: Clutch 1 and Clutch 2 (C1 & C2) are located at the front of the transmission; and Clutch 3 and Clutch 4 (C3 & C4) are located in the middle and are responsible for the clutch engagement. It is the lubrication of the C3 and C4 that is important to note. All the clutches are constantly lubricated by oil returning from the steering system, at a pressure of 4-7 bar. A separate low pressure oil circuit runs at 17 bar.

As the operator lifts the clutch pedal, low pressure oil is fed to the clutch pack to engage the piston. As the low pressure in the piston builds past 2 bar, a lubrication valve changes over in the side cover. This lubrication valve then diverts low oil pressure (17 bar) down the lubrication circuit (usually 4-7 bar) to both the C3 and C4 clutch packs. As the operator continues to release the clutch pedal, the low pressure increases in the piston past 15 bar, and the valve switches back so the lubrication pressure in the clutch pack reverts back to 4-7 bar.

The reason extra oil is diverted down the lubrication line is to lubricate the clutch plates at the exact time they start to engage. As the plates start to engage, they actually slip slightly to make sure the tractor starts off smoothly. The extra oil flow prevents any damage to the clutch during this slipping phase. If you think you have problem with the lubrication circuit, put a gauge in the C3/C4 lube test port on the side cover and check the pressure. The lubrication pressure will spike up, as mentioned above, but it shouldn't affect the clutch engagement.

To diagnose the problem, start by calibrating the tractor when the transmission is warm. It may show an error code which will hint at another possible cause. When diagnosing a juddering transmission, check the basics such as the accumulator pressure and clutch pedal potentiometer, and also that the transmission oil and filter are clean.

To isolate the fault, remove the charge canister filter located behind the offside final drive then place a spill tray underneath and crank the engine for a few seconds. If no oil comes from the filter housing, the problem is almost certainly a failed charge pump. It is an open-centre gear pump located immediately under the main high pressure pump.

If oil does come from the filter housing, the problem lies within the main pump. Either a sticking compensator or load sensing valve could cause the problem, but given the sudden initial failure, it is more likely to be a sheared drive shaft in the pump.

Either way, it is a job for a qualified John Deere engineer as critical settings have to be performed when reassembling or replacing these components.

JOHN DEERE 6400

Q My John Deere 6400 has suddenly lost its E and F range gears. This occurred when pulling a laden silage trailer, but there were no untoward contributing factors. The gear lever does not have the former precise action in those gear positions although the A, B, C and D ranges still work perfectly. Could you please advise on what the likely failure mode can be and is this something our local man with a van can repair or do we need qualified assistance? Thanks in advance.

■ **Keith Larder**, Montgomery, Powys.

ASK THE EXPERTS

■ **WE REGRET THAT** we can't respond to readers' enquiries directly by letter, but we will attempt to answer as many questions as we can through the 'Ask the Experts' section in the magazine. The advice of our experts is given in good faith. Photos (preferably good quality digital images of 500kb or more) are particularly helpful and can be e-mailed to: asktheexperts@sundialmagazines.co.uk



A On the John Deere 6400 the A, B, C and D ranges are mounted on the differential drive shaft whilst the E and F ranges are on the differential extension shaft, which takes its drive from the differential drive shaft. This extension shaft is retained by a long bolt/capscrew which is screwed into the end of the driveshaft. This bolt/capscrew has broken, allowing the E/F assembly to float out of register with the selector fork. Hence there is now no drive in those gears.

Replacing the failed parts entails tilting the cab and the removal of the PowrQuad unit to access the failed parts. This is therefore a job for a qualified service engineer.

BULLETIN BOARD

Using service bulletins of the past, we pinpoint when product changes took place.



RAM INCREASED THE LIFT

Case-IH 1594 and 1694 models produced from mid-1985 had a higher hydraulic lift capacity. This was achieved by fitting a single assister ram to the three-point linkage. This development was announced to Case-IH's UK dealer network in a Product Bulletin (PB-104) issued by the company's Product Support Ag. Tractors department in August 1985.

The assister ram increased the lift capacity of the Case-IH 1594 and 1694 by 16% to a maximum of 3978kg at the link ends (links horizontal). The assister ram became a standard factory fitment at Meltham on all Case-IH 1594 and 1694 models fitted with the combined drawbar and pick-up hitch in June 1985. It was offered as an optional extra on tractors ordered without the pick-up hitch.



JOHN DEERE 6900

Q While grain carting, my John Deere 6900 suddenly lost all high pressure hydraulic functions, i.e., power steering, three-point linkage and tipping trailer valves. The PowrQuad transmission works normally and there are no warning lights on the dash. Where should we start to fix the problem?

■ **Adrian Bennett**, Salisbury, Wiltshire.

A The fact that the transmission is still working normally means that the coarse filter screen is OK. This screen also filters the oil to the high pressure system, so the failure is down line from the screen.

MAKING IT FIT

A Cornish farmer who bought a 41-year old MF 865 combine to cut 300 acres, taking a big leap of faith in the process, reflects on his first season of ownership. Words and pictures by Joe Dunstan.

Right: The Dunstons' MF 865 combine harvested 300 acres of cereals and beans this year with only a couple of minor hold ups.

Below right: The 12ft-wide MF 865 got down all the narrow Cornish lanes, albeit with a bit of help from a mini digger and chainsaw.



FACTSHEET

- **TRACTOR:** 1981 Massey Ferguson 865
- **HOURS:** 3220
- **OWNER:** H. Dunstan & Sons
- **LOCATION:** Cornwall
- **OCCUPATION:** Livestock and arable farmers
- **PURCHASED:** January 2022



THE FIRST QUESTION my wife asked me when I showed her a picture of a Massey Ferguson 865 combine was: "Will it fit into all of our fields?" A sensible question, to which I confidently replied: "Oh yes. I've paced them all out and it will fit everywhere we need it to."

Not being familiar with these machines and in need of some advice, I turned to **CLASSIC TRACTOR** editor Rory Day, who put me in touch with Kevin and Steven Clarke, experienced MF 865 owners who know these combines inside out. A few weeks later, I travelled up to the Clarkes' farm in north Norfolk, where I was greeted by three immaculate MF 865 and MF 860 combines.

My wife, having now seen the big machines, raised the question again: "Are you sure one of these combines will fit?" Again came my confident answer: "Yeah, it'll be fine."

After discussing the ins and outs of running one with the Clarkes, they offered us one of their spare MF 865s. I jumped at the chance. Our 'new' combine was duly delivered to Cornwall in January 2022, and yes, it did fit down the farm lane, albeit with not much room to spare. We did a few cosmetic jobs and checked everything we could think of, plus gave it a full oil service.

The air-conditioning compressor was seized solid and there was no belt. This was duly rectified and the system serviced and charged. In the cab, the headlining and trim is prone to peeling away on these models, as the backing foam disintegrates, so I did the best I could

with some spray adhesive and hoped it would last the season. Cab trim kits are available and I will be looking into this during the winter months.

Mechanically, the MF 865 was in great order and ready to go to work. The Powerflow header came with a trolley, but we purchased another header trailer from

“ Our MF 865 harvested 300 acres of crops and performed magnificently, this being testament to its former owners and the level of build quality in the first place. **”**

a neighbour and adapted it for speedy hitching and removal of the table between fields. New lights and a large tool chest finished the trailer off nicely.

Harvest started on 15 July with Maris Otter winter malting barley. I was fairly nervous when we started, given that our combine had not done any serious

harvesting for quite a few years. I was expecting teething problems, including straw wrapping on the dull auger and intake housing, but this wasn't the case. The Powerflow header fed an even amount of crop to the intake from the word go, with the combine taking it in and threshing it without fuss.

I soon got accustomed to the controls and settled into the role of combine driver. The air-conditioning was a blessing during the scorching heat, but the new radio I fitted didn't get used much as I struggled to hear it. The sound insulation in the cab had deteriorated over the years, so hearing protection became a must.

We soon wrapped up the barley, then, after a brief interlude, it was into the wheat, oats and, finally, the spring beans. Our MF 865 harvested 300 acres of crops and performed magnificently throughout, this being a testament to its former owners and the level of build quality that went into these Canadian prairie machines in the first place. The only minor problems I had to contend with were a couple of fuel blockages and a bearing failure – not bad for a 40-year-old machine.

So did the combine manage to fit into all of our fields? At 12ft wide, it is certainly on the large side, especially for rural Cornwall where large granite hedgerows and narrow lanes are very much the norm. We spent a few frantic days with the mini digger, widening gateways and lanes, but we did manage to get everywhere we needed to. Perhaps my feet are smaller than I thought when it comes to using them for measurement purposes!





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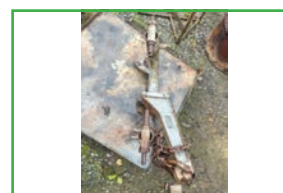
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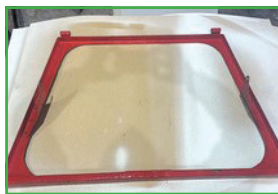
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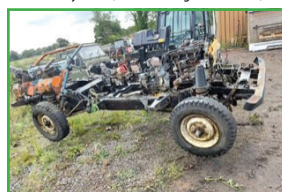
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ONE OF A KIND

After spending its entire life on a farm in Co. Galway, the only Yugoslavian-built IMT 5106 to be badged as a Marshall is now looking for a new home. Words by Rory Day; pictures by Seamus Collins.

FACTSHEET

- **TRACTOR:** 1989 Marshall 126
- **ENGINE:** Perkins A6.354 6-cyl turbo
- **POWER:** 130hp (approx.)
- **HOURS:** 3000 (approx.)
- **LIST PRICE:** n/a
- **PRICE NOW:** POA



Right: The clock is showing 2594 hours, but the actual figure is about 400 higher. That's under 100 hours/year on average.

Below right: The cab interior has been kept in good shape and you can tell from the wear levels that it hasn't done a lot of hours.



WHEN IS A MARSHALL not a Marshall? The answer is: when it was one of the handful of out-sourced 'badge-engineered' machines that were painted in Harvest Gold and sold under the Marshall banner during the late 1980s and early 90s.

One of those machines, a Marshall 126, has just been put up for sale in Co. Galway. But hang on, Marshall never offered a 126, did it? Not officially, although the model number may sound familiar to enthusiasts of the issue, as well as readers of the recent October 2022 article of **CLASSIC TRACTOR**. In a 'Reflections' piece on Frank Theakston, one of the former joint owners of Marshall Tractors, mention was made of the batch of six Nuffield 126s that passed through Marshall's Scunthorpe base in late 1989 and early 1990. These were Yugoslavian-built 110hp IMT 5106 models that were painted in Harvest Gold and sold as Nuffields to satisfy an export order for Nigeria. When that deal fell through due to a lack of funding, the tractors, which were not homologated for the UK market, were quietly off-loaded by Marshall.

One of them was despatched 'under the radar' to Ireland in November 1989. Unlike the other five units, this particular machine wasn't badged as a Nuffield, but instead wore Marshall decals on its bonnet flanks.

"As far as I am aware only one of the 126 models made it over to Ireland," explains Seamus Collins, whose father bought the 130hp (approx.) tractor to use

on the family's farm at Glenamaddy in Co. Galway. "I understand that it was imported by IMT's Irish distributor, which was based in Dublin, in late 1989. When that business went into liquidation, the Marshall

“Unlike the other five units, this machine wasn't badged as a Nuffield, but instead wore Marshall decals”

126 was driven across to Dunmore in the west of Ireland, which is where my father spotted it and then bought it.

"Whilst it was being driven from Dublin, every time a reverse gear was selected, the front wheels would lock," explains Seamus. "The driveshaft was removed to enable it to continue on its journey. After we bought the tractor, we were told that Marshall would send us a kit that would cure the problem and enable the propshaft to be refitted. That never happened, so it has been in two-wheel drive ever since. It did enable us to buy it for a cheap price, though."

The Collins family have a letter from Marshall

Tractors, dated 30 May 1995, certifying their tractor's name and model number (Marshall 126), serial number (01126-893041), date of manufacture (March 1989) and despatch date to Ireland (November 1989).

Apart from its propshaft issue, this Marshall 126 has given very little trouble during the past 33 years. During its time at Glenamaddy it has received a replacement ring gear, a starter motor and a water pump. According to its owner, it could do with a bit of minor work, including a small bit of rewiring, but is otherwise in sound, original condition, with a good set of tyres with 90% treads.

"I love this tractor, which has probably the best-sounding tractor engine out there," declares Seamus. "The IMT 5106 had a naturally aspirated six-cylinder engine, but our tractor and the other Nuffield 126s were turbo'd in the UK to increase their power. I did once speak to the person from Turbo Technics, I think it was, who installed the turbos on these tractors."

"The trouble is, I just don't have the space for it and it is wasted here," admits Seamus. "It was our main tractor from 1990 until 2007, but since then it has really only done a bit of slurry agitating to keep the engine freed up. It has done an estimated 3000 hours and is currently only started and used 2-3 times a year."

If you are interested in buying this rare badge-engineered Marshall with a twist, give Seamus Collins a call on 00353 85 1338190.



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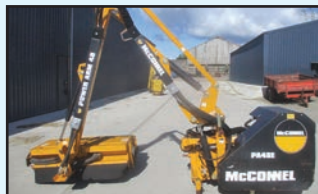
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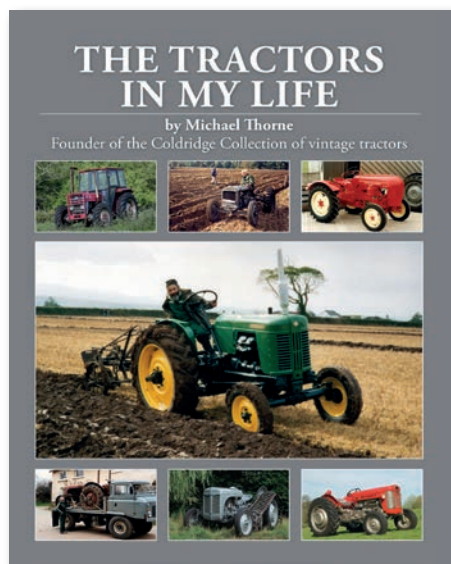
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SIGHT-SEEING AT SPALDING

Above: Old Barn Conversions has weathered and adapted a number of Universal Hobbies' 1/32-scale County 1174s, adding greatly to their realism.

Farm model collectors and traders from across the UK, as well as one trader from Holland, gathered again at the Springfields Event Centre on 2 October for the second of this year's Spalding Model Tractor Shows. David Pullen found that, as usual, there was a diverse range of models on offer, with something of interest for everyone.

THE TEMPTATIONS AT this autumn's Spalding Model Tractor Show began at the door of the Springfield Event Centre, as collectors were offered the chance to buy a customised 1/32-scale Britains John Deere 6120M 'show tractor' for £28. Once inside, visitors were confronted by a huge selection of new releases, custom- and scratch-builds and obsolete old favourites, plus a side-hall filled with dioramas.

Among the new farm models being shown for the first time was G & M Originals' David Brown RAF Tugmaster and Thresherman tractors in 1/32-scale. Only 85 life-size Threshermans were made by David Brown and that's also how many G & M Originals is planning to produce. Collectors who want one of the model maker's RAF Tugmasters will have to be quick as just 50 of these will be made. Both David Browns are priced at £195 each.

For Ford conversions fans, RJN Classic Tractors launched a 1/16-scale County Four-Drive and

a Roadless Ploughmaster 75. Each was priced at £300, with production of the County limited to 200 pieces and to 250 for the Roadless.

Conversion specialist Steven Frater was offering several new 1/32-scale models. He has used Imber Models' four-cylinder Ford Series 40 tractor as the base for customised versions of the New Holland 5640, 6640 and 7740 in two- or four-wheel drive, all priced at £65 each. He has also resprayed Britains' New Holland T7 Series tractors in order to create three versions of the T7.315, these being a standard spec machine, a Blue Power Special and a Blue Power. He was also selling Britains' New Holland T6 Series as a Blue Power or standard T6.180. All the T6 and T7 Series tractors had black wheel rims and are priced at £50-£60.

One of the highlights on 1/32 Farm Models' stand was a Britains JCB Fastrac 4220 finished in MB-trac colours. This model, inspired by a real tractor in Germany, was priced at £95, but difficulties in



1. Custom-builder Steven Frater used Imber Models' Ford Series 40 tractor to create his New Holland 7740 (£65), complete with a re-sprayed chassis, extra lights and new decals.

2. Inspired by a life-size JCB Fastrac 4220 painted in MB-trac colours, Peter Hardy of 1/32 Farming Models has created this miniature replica using a Britains JCB Fastrac 4220. It costs £95.

3. This smart Bunning Lowlander MK4 120 muck spreader, also available in blue, was available from Dan Mitchell of Three Oaks Farm Models for around £150.

4. Paul Capon, a collector from Suffolk with a passion for Unimog and MB-trac models, was showing some of his collection at the Springfields Event Centre.

5. This Marshall 702, priced at £130, is part of Dave Towse's range of custom-built 'Harvest Gold' tractors. A number of parts come from Universal Hobbies' DB 90 Series tractors.

6. G & M Originals used the Spalding Model Tractor Show to launch a 1/32-scale version of the David Brown RAF Tugmaster. Production will be limited to just 50 pieces, each costing £195.

7. Since the previous spring show, Barry Burrell has been busy scratch-building this 1/32-scale Grimme Cleanloader field potato loader from plastic card.

8. RJN Classic Tractors used the Spalding Model Tractor Show to launch this 1/16-scale County Four-Drive with Firestone-branded tyres. It is priced at £300 and limited to 200 pieces.

9. Custom-builder Dave Towse has created a smart 1/32-scale MH 121 using parts from a Universal Hobbies County 1174. He is selling these conversions for £170 each.

obtaining the Britains model may limit the numbers that can be made, says 1/32 Farm Models.

Dave Towse released several new customised models including a 1/32-scale MH 121 (£170) that is based on Universal Hobbies' County 1174 and and Marshall 'Harvest Gold' tractors (£130 each) that are underpinned by Universal Hobbies David Brown 90 Series models. Old Barn Conversions had also been busy working with some of Universal Hobbies' 1/32-scale County 1174s, giving them a set of working clothes and other additions. One of Old Barn's customised models had a four-furrow reversible plough and another had been fitted with a Boughton winch. They cost between £150 and £200, depending on the amount of work that has been done.

It was good to see several fresh faces among the traders at the Spalding Model Tractor Show. Phoenix Toys & Models, a Britains specialist from Suffolk, had a good selection of Britains and Herald plastic figures and animals for sale. Jason Cockman from Norfolk had a good range of Britains and Siku models on his table, while Dave Coombes of Oylcom Models, who specialises in providing slot car accessories, brought along some of his accessories. He thought his 1/32-scale creations would appeal to farm model diorama builders. Other stand-holders included farming photographer Dave Franciosy, who was selling part of his large collection of 1/32-scale models of North American-built articulated tractors.



The number of farming dioramas was down compared to the spring show, but there were still some impressive layouts to be seen and admired. Regular exhibitors Barry and June Burrell were displaying several Grimme-themed displays, one of which won the Best Diorama award, as well as a scratch-built trencher and gravel cart that Barry has loosely based on Mastenbrook machines. His scratch-built 1/32-scale Grimme Cleanloader field potato loader made

its debut at the show and generated lots of interest. Among those showing dioramas for the first time at the Spalding event were Graeme Smith and Luke Whincup, whose respective layouts had forage and potato harvesting themes.

The next Spalding Model Tractor Show takes place at the Springfields Event Centre, Spalding, PE12 6ET on Sunday 2 April 2023. Further details visit: www.spaldingmodeltractor.com

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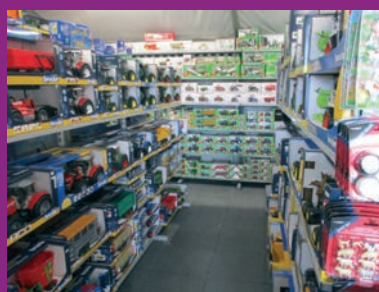
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TRACTORFILE

Classic items of interest from the archives of editor Rory Day and our readers.

GUIDE TO CONTEST IN 1984

A **TICKET** from the 1984 World Ploughing Championships held at Wispington, near Horncastle, was one of the more unusual items to find its way into the Tractorfile section of the August 2022 issue. Following the appearance of the ticket, one of my good friends, Charlie Norman, offered to lend me his official handbook from the 1984 contest.

This chunky publication, A5 in size and containing just under 200 pages, lists the details of all the competitors, classes, exhibitors and much more.

The 1984 'Worlds' was on a huge scale. As well as the world's finest ploughmen, it attracted literally hundreds of

trade stands and exhibitors, with many of the UK's major manufacturers and their local dealers having their own demonstration plots.

Thanks to another of my pals, George Hartley, who also attended the event, I am able to show you an IH 1455XL that was being demonstrated by P. Platts & Sons Limited of Skellingthorpe, near Lincoln. I can't imagine Achurch & Sons, the local main IH dealer, located just over four miles away at Horncastle, being too impressed to see a rival IH dealer demonstrating in its backyard!

Among the newly-launched tractors working in the demo plots at the Championships was a Massey Ferguson 699 and several Fiat 90 Series models.

The event was also well-supported by local vintage farm machinery enthusiasts who staged a very large and outstanding display of old tractors, steam engines and equipment, one that lived long in the memory of all who saw it.

I was there too with my folks, but why did none of us take a camera? Shame on us.



PAST MB-TRAC DRIVER

BACK IN THE OCTOBER 2022 issue, I asked if anyone had photos of any of the 26 Mercedes-Benz MB-tracs that were once operated by the Chemical Spraying Company (CSC) of Perth.

It wasn't long before I got a response from Paul Beall, who spent four years driving one of CSC's MB-trac 1000 models, registration F421 NPE, during the late 1990s and early 2000s. He kindly dug out some of the photos he took of his former daily drive and the first thing that struck me when I looked at them, having previously only seen a black and white image of a CSC Merc, was the white (bodywork) and green (chassis) livery. Some of the company's first Bateman self-propelled sprayers also received the same livery.

"I was based at CSC's Stockton depot," Paul tells

me. "The tractor I drove, F421 NPE, was used to apply liquid fertiliser, water and sulphuric acid. Around the year 2000, my tractor was fitted with twin pumps and bigger pipe work so that it could be used for ammonia sulphate applications.



"We applied sulphuric acid over an area that went from Corbridge in the north to more or less Spurn Point in the south, with the River Humber being our border," he adds. "Acid and ammonia sulphate fertiliser are not kind to the appearance of machines and certainly don't extend the lifespan. Shall we

say that a lot of CSC's MB-tracs were getting tired by the end!"

A search on the DVLA website reveals that Paul's old MB-trac, F421 NPE, was first registered in December 1988 and last taxed in 2009. It has an export marker so is no longer in the UK.

Howard gem

REGULAR READERS OF TRACTORFILE will be aware I've made one of two duff literature purchases this year, buying job lots that promised much in their online auction listings, only to fall well short of expectations. Fortunately, these things have a habit of balancing themselves out. For example, I wasn't expecting much from the small collection of farm machinery literature I bought from an auction in the West Midlands, so I ended-up being pleasantly surprised when some real goodies from the early 1960s popped out.

Aside from a nice sprinkling of County and Fordson leaflets, the haul included what I believe to be the first brochure for the legendary Howard Rotaspreader. This manure spreader was a huge success for the Howard Rotavator Co., but what isn't so widely known is that it was originally designed and patented by Hawk Bilt of Vinton, Iowa. Hawk Bilt manufactured the flail spreader under its own name and later licensed it to Howard. This is made clear in this introductory four-page brochure, the first of many on the Rotaspreader.





New Holland fleet deal

BACK IN THE MID-1990S, a large farming estate just outside Hungerford in Berkshire took delivery of a fleet of six New Holland TX and TF Series combines. The machines were supplied new by New Holland dealer, Oakes Brothers, of Hungerford, and included at least one of the newly-launched TF78 models.

Terry Richardson, now a freelance journalist and **CLASSIC TRACTOR** contributor, but working at the time as a PR agent for New Holland in the UK, visited the estate and took a series of photographs of the six New Holland

combines as they went to work for the first time.

"If I remember correctly, the estate had around 3000 acres of combinable crops," he says. "Watching all six of its high capacity New Holland combines operating together in one field was something very special and will probably never be repeated again."

Fast forward to 2022 and Terry once again found himself in the field with a flock of five New Holland TX Series combines of a similar age, this time on James Lowe's farm in Gloucestershire (**CLASSIC TRACTOR** November 2022).



IMT SOLD AS A NUFFIELD

ONE OF MY RECENT HIGHLIGHTS was interviewing Frank Theakston, the former managing director and joint owner of Marshall Tractors between 1986 and 1989 (**CLASSIC TRACTOR** October 2022). In a conversation lasting several hours we covered a lot of ground and talked about the background to many of the out-sourced machines that were sold under the Marshall and Nuffield names during the late 1980s.

Previously in *Tractorfile* (June 2022 issue) I was able to show you a couple of grainy photos of the small number of 70hp IMT tractors that were rebranded as Nuffield 702 models at

Scunthorpe. Unfortunately, Frank can't recall where these Golden Harvest-liveried Nuffields ended up, other than that they were exported, but one of the photos he saved does at least provide us with a good close-up view of one of the last tractors to carry the Nuffield name.

Former Marshall Tractors' employee Mark Jibson suggested to me that the original IMT 577 models used as the base for the Nuffield 702s would have had cabs which were removed or possibly cut-off at Scunthorpe. The fitment of rubber braiding/trim on the bare edges of the fenders on this tractor suggests that may have been the case.

READERSRESPOND



MARSHALL 304 My recent *Tractorfile* piece (October 2022 issue) on a compact Marshall 304 owned from new by the grandfather of one of our readers, Sam Hinds, prompted a response from former Marshall sales manager and friend of **CLASSIC TRACTOR**, Tony Thomas. I mentioned that the Marshall 304 owned by Sam's family was sold new by dealer C. O. P Engineering, while another unit was retailed by Gerry Lock. The third 304 was delivered in February 1989, but was not attributed to a specific dealer in Marshall's records, being listed instead under 'Sundry sales'.

Thanks to Tony, we now know that Marshall Tractors of Scunthorpe sold this machine, pictured, directly to the Humber Bridge Board. It was bought specifically to use for snow clearance work and was fitted with a front-mounted snow blower. It apparently saw very little use and was latterly vandalised, believes Tony. A search of the DVLA records reveals that the Marshall, registration F213 NVL, was last taxed in November 2009, so there's surely a very good chance it is still with us.

LINER GIRAFFE I've been fascinated by the Liner Giraffe, Britain's first telescopic handler, for a long time, but equally frustrated by the lack of documented history on these pioneering machines. I'm therefore grateful to reader Simon Farrow for doing some digging on my behalf. He has a family connection to Liner, as his uncle, Ian Robinson, used to be the company's purchasing manager.

"I recently had a chat with Ian and asked him about the Giraffe," Simon told me. "He was able to tell me a number of interesting facts, such as how the concept for the Giraffe came from a new director who had joined the company from Coles Cranes in Sunderland, which already had the telescopic technology on its cranes."

"There was a very innovative team behind the design of the Giraffe, but it sounds like it was put on the market too early without thorough testing," he added. "This was mainly because competitors such as Sanderson and JCB were racing to get their own telescopic handlers on the market. This led to a number of issues with the Giraffe which eventually drained a financially sound company and caused it to go into administration."

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Share your photos, add to what you've seen in *Tractorfile* and raise queries on classic tractors

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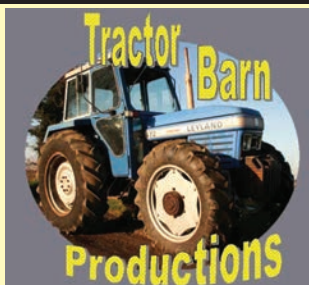
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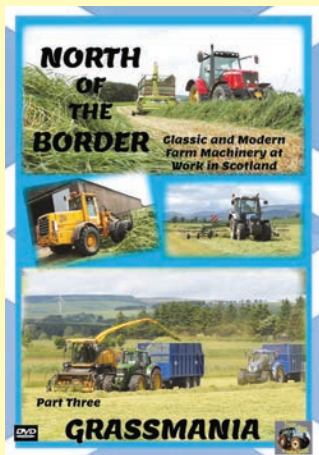
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1985 TEST REVISITED!

Our new series looking back at the Hands-On Tests carried out by UK farming publication *Crops Weekly* in 1985 continues in the January 2023 issue, as Terry Richardson, the machinery journalist who originally got his hands on the hardware, reacquaints himself with the features of a 147hp Massey Ferguson 2725 Electronic. Photo: AGCO.



FULL REBUILD

A 2004 Massey Ferguson 5455 that has just undergone an ultimate factory refurb, one that took hundreds of hours and involved the use of 1100 genuine parts, is unveiled in the December issue.



JONES 6-CYL

The story behind one of the lesser-known Ford conversions, the six-cylinder Jones 5000-Six, conceived by Ford dealer Alun Jones in the mid-1970s, is told for the first time in the next issue.



ROW-CROP KIT

Smaller classics are rarely seen on modern arable farms in the UK, but it's a different story over on the continent, where many vegetable and root crop growers still use them for row-crop work.

JANUARY ISSUE ON SALE 25 NOV

Shingay, Cambridgeshire

A fabulous selection of low-hour MF tractors were the star attractions at Brown & Co's sale for K. M. Bryant at Shingay-Cum-Wendy in Cambridgeshire on 30 September, reports Darren Tebbitt.

Post-2000 Masseys, all with low hours, achieved top prices at the Bryant family's sale, from left: 5470 (£31,500), 6475 (£31,800), 4355 (£24,300), 4345 (£25,200) and 4235 (£22,000).



Main results

1970s	Leyland tractor front weights x 13. Good.	£260
1990s	16.9R34 rear wheels (MF) c/w Goodyears. Tyres 50%. Avg.	£775
2000s	MF 45kg weights x 14 c/w frame extension. Good.	£820
1980	Brian Legg 8t single-axle trailer. Good.	£2000
1986	Richard Western 10t tandem-axle trailer. Good.	£4500
1990s	Bomford Dyna-Drive 3m cultivator. Good.	£2450
1994	Simba Top-Tilth 4m cultivator. Average.	£1050
2000	Kuhn MDS1141 24m twin-disc spreader. Good.	£1100
2001	Bomford B49 hedgocutter, electric controls. Good.	£5900
2004	Kverneland Accord TS 4m tine air drill. Good.	£9100
2004	Chafer C 24m 2500-litre trailed sprayer. Good.	£5800
1960	MF 35 3-cylinder, 2680hrs? Tyres F60%/R30%. Average.	£2900
1986	MF 698T 2WD, 12-speed, 1931hrs? Tyres F40%/R 50%. Good.	£14,800
2000	MF 4235 2WD 12-speed, 2109hrs. Tyres F50%/R70%. VG.	£22,000
2002	MF 4345 2WD 12-speed, 3031hrs. Tyres F/R80%. Very good.	£25,200
2003	MF 4355 4WD, Quicke loader, 3395hrs. Tyres F/R40%. VG.	£24,300
2006	MF 6475 Dyna-6, 4872hrs. Tyres F40%/R50%. Very good.	£31,800
2007	MF 5470 Dyna-4 4307hrs. Tyres F30%/R50%. Very good.	£31,500
1995	Merlo P27.7 EVS telehandler, 4700hrs. Tyres F/R80%. Good.	£14,000
1995	Case-IH 2166 combine, 16ft header, 2875 engine hrs. Avg.	£18,600

WITH OVER 200 LOTS of small items as well as multiple items of classic and modern classic machinery, there was something to suit every pocket at the Bryant family's retirement sale. Kevin Bryant's love of attending farm sales saw him accumulating an abundance of spares, wearing parts and tyres, but it was his fleet of very clean, low-hour Massey Ferguson tractors that were the headline acts.

The strong pre-sale interest shown in the farm's 1986 MF 698T, offered with both its original wheels and flotations, translated into a healthy £14,800 hammer price. The first of three late Banner Lane-built Masseys, a year 2000 two-wheel drive 4235 with just 2109 hours clocked, flew to £22,000. This set the scene for the sale of a 2002 MF 4345 two-wheel drive with 3031 hours clocked for what must surely be a new record for the model of £25,200. This result made a four-wheel drive 2003 MF 4355 with a Quicke Q55 loader, on the farm from new, look cheap at £24,300, although in reality this was also a very fine price.

The buoyant MF trade continued with the sale of a 2006 MF 6475 with a front linkage, large boots and 4872 hours showing for a bumper £31,800, while a 2007 MF 5470 with front suspension and 600/65R38 rear wheels did equally well at £31,500.

Other machines of note included a 1995 Merlo P27.7EVS telehandler, a very tidy example showing 4700 hours, which made £14,000, and a 1995 Case-IH Axial-Flow 2166 combine with a 16ft header, again very clean, that achieved a useful £18,600.

TRADE VERDICT Almost without exception, the Bryant family's fleet of low-hour modern classic Massey Ferguson tractors made exceptional prices. This was probably the first time that a two-wheel drive MF 4345, albeit a real minter, has made more than a younger four-wheel MF 4355 with a loader! This could be the start of a trend that sees the values of late Banner Lane models start to surge.



Model MF 698T Year 1986 Hours 1931?



Model Case-IH 2166 Year 1995 Hours 2875



Model MF 4345 Year 2002 Hours 3031



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Urgashay, Somerset

There were more than 100 tractors on offer, including over 60 Fordsons, Fords and New Hollands, at H. J. Pugh & Co's sale for Graham Holland at Fordleigh Farm, Urgashay near Yeovil, on 17 September, reports Zach Anderson.

Main results

1954	Fordson Major , restored, one owner. Tyres F/R90%. Excellent.	£7000
1963	Ford 6000 , Select-O-Speed, restored, 7501hrs. Tyres F60%/R75%. VG.	£7400
1966	Roadless Ploughmaster 65 , Duncan cab, 1862hrs. Tyres F80%/R70%. Average.	£7200
1967	Ford 5000 Super Major , restored. Tyres F/R90%. Very good.	£13,100
1970s	IH industrial 4WD , front winch, 2284hrs. Tyres F/R30%. Average.	£1600
1975	Ford 3000 , 4485hrs. Tyres F30%/R40%. Average.	£3400
1975	Ford 7000 , Fieco safety cab. Tyres F30%/R40%. Good.	£19,500
1979	IH 955 2WD , 5638hrs. Tyres F20%/R30%. Good.	£3100
1980	Ford 6600 , 3991hrs. Tyres F100%/R30%. Average.	£5000
1982	Ford TW-25 , c/w replacement engine, 8486hrs. Tyres F10%/R30%. Avg.	£5800
1985	Ford TW-35 , 2088hrs showing. Tyres F/R75%. Good.	£18,000
1986	Ford 6710 , front loader, 3442hrs. Tyres F60%/R80%. Good.	£6900
1988	Ford 7810 2WD , 9497hrs. Tyres F20%/R40%. Good.	£11,000
1989	Ford 7810 2WD , 8469hrs. Tyres F20%/R80%. Good.	£23,000
1989	Ford 7810 4WD , 7821hrs. Tyres F/R90%. Very good.	£20,000
1990	Ford 5610 , rebuilt engine, 8862hrs. Tyres F80%/R60%. Average.	£6800
1996	Case-IH Maxxum 5150 , hours? Tyres F/R90%. Very good.	£17,600
1989	Case-IH 1056 , Chilton loader, 2551hrs. Tyres F40%/R50%. Good.	£14,600
1993	Ford 7740 2WD , 7440hrs. Tyres F/R100%. Good.	£12,500
1997	New Holland 7840 , 4WD, 11,535hrs. Tyres F/R80%. Good.	£15,100

FOR MORE THAN 30 YEARS, during the quiet winter spells in his contracting work, Graham Holland dabbled in buying and selling second-hand machinery. Gradually, the sales side of his business grew, leading to a reduction in contracting operations from 2013. It was during this time that Graham, who had bought his first vintage tractor, an Allis-Chalmers B in 1975, began collecting in earnest.

Fast forward to the present day and his collection had, by its owner's own admission, become too large and unmanageable. With over 100 tractors filling up several sheds, and having recently hit the age of 60, Graham decided the time was right to find new homes for the majority of his tractors.

The tractors in his reduction sale at Fordleigh Farm, Urgashay, near Yeovil, in Somerset, ranged in age from vintage machines from the 1930s to modern classics from the 1990s and 2000s. There was also a vast array of parts, over 600 lots in all, that Graham had acquired over the years. Blue was the dominant colour among the 100 or so tractors to be sold, with over 60 Fordsons, Fords and New Hollands, from E27N Majors up to the Series 40 and 60, on offer.

Three of the four Ford 7810s in the sale sold on the day, two of them for excellent prices. The best of the pair of two-wheel drive versions made a hefty £23,000, while a tidy four-wheel drive with 7800 hours made an impressive £20,000. Bidding for a coveted Ford 7810 Silver Jubilee reached a healthy £38,000, but this wasn't enough to meet its reserve.

The ranks of 1000/Thousand and 600 Series models included a very original 7000 with a local Somerset registration (£19,500), while 5600, 6600 and 7600 models made £4100, £5000 and £8800 respectively. One of the more unusual Fords, a US-built 6000 from 1963, in good restored condition, achieved a useful £7400.



Model Ford 7810 Year 1989 Hours 7821



Model IH Industrial Year 1970s Hours n/a



Model Case-IH 5150 Year 1996 Hours n/a



Model Ford 7000 Year 1975 Hours n/a



Model Ford 6000 Year 1963 Hours 7501



Model Ford 6710 Year 1982 Hours 6910



Above left: Fordsons, Fords and New Hollands accounted for over 60% of the 100-plus tractors that went under H. J. Pugh & Co's hammer at its sale for Graham Holland. Photo: Thelma Holland.

The International Harvester and Case-IH brands were also well-represented among the tractor section. A very tidy Case-IH Maxxum 5150 made a solid £17,600; a Case-IH 1056XL with a Chilton loader made a very decent £14,600; and a straight IH 956XL reached £6900.

Perhaps the most unusual item on offer was what was described as a 1980s IH four-wheel drive industrial tractor, which appeared to be based on a Worldwide 85 Series tractor. It was equipped with equal wheels and a winch on the front, and was believed to have been used by the Polish Army. It sold, rather surprisingly, for a modest £1600, which was not a lot of money to pay for what would be a guaranteed talking point at any show or event.

Highlights among the parts included a pair of Ford Super-Q doors, in good condition but in need of some welding in the bottoms, which made £750, and a Super-Q roof that rocketed to £1700.

TRADE VERDICT It was possible to bag a good quality Ford from the early Q cab era (1976-1981) for between £4000 and £6000, or if you wanted something a little newer, a Series 10 four-cylinder model could be had for between £6000 and £8500. The sale of a Ford 7000 and a pair of 7810s for around £20,000 apiece, impressive results, but very much in the ballpark of what good examples of these popular models have been making in recent times, came as no great surprise. Reserves ensured that nothing was given away, but it was possible to pick up a blue classic for a sensible price. A 1982 Ford 6710 with a light covering of surface rust but no rot looked to be great value at £4200, as did a recently re-engined 1985 Ford TW-25 at £5800 and a very sound 1981 Ford 6610 two-wheel drive that sold for £5600.



Model Roadless Ploughmaster 65 Year 1966 Hours 1862?



Model Ford 5000 Year 1967 Hours n/a



Model Ford 7810 x2 Year 1988 & '89 Hours 9497 & 8469



Model Ford TW-25 Year 1982 Hours 8486



Model Ford TW-35 Year 1985 Hours 20887



Model Ford 6410 Year 1990 Hours 9730

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Allis Chalmers CA, 1957, fantastic original condition, rare tractor in the UK, V5 present, recent new battery, service and tune up, full electrics and snap coupler hydraulics, runs and drives excellently, good tyres, ideal for shows. Tel: 07557 095519. Chester. [LAW6]

CASE



Case 956XL, in fair condition, please call for more information. Tel: 01723 361704. Scarborough. [LAW48]



Case Magnum 7120, 1993, 9,500 hrs, PUH, air con, tidy for age. Tel: 07973 117993. Beds. [JKW38R]



Case Model S, restored and used a few times with RSLD plough, wheels set for 10" work on 12.4 x 28 rear tyres, original 14" wheels included, petrol/paraffin with electric start, beautiful example of this model rarely found in the UK. Tel: 07722 366 613. West Norfolk. [JKW37R]

CATERPILLAR



Caterpillar D4E crawler, 1980, 7,418 hours, in good condition, owned for over 10 years and well looked after. In original condition and still have original manuals. Delivery can be arranged. Located 2 mins off junction thirty-eight of M62. £16,000. Tel: 07714 898377. Brough, East Yorkshire. [LAW35]

COUNTY



County 6600-4, starts, runs and drives as should, complete with serial plate and V5. £9,250. Tel: 07841 341101. Wetherby. [KLW94R]

DAVID BROWN



David Brown 995, highways model, owned for past 12 years on small farm, good genuine tractor, starts up well, has pick up hitch and piped for third service, showing 3,836 hours but clock stopped a few years ago, age related wear but still in good condition mechanically, delivery can be arranged located 2 mins off junction 38 of M62. Tel: 07714 898377. Brough, East Yorkshire. [LAW38]



David Brown 1190, 1981, 2-furrow Dowdeswell DP8A plough, genuine 1971 hours, good condition, used for ploughing matches for the last 25 years or more, some paint flaking, tin work sound, mechanically good, transport wheel for plough. £5,000 ono. Tel: 07579 761141. Harpenden, Hertfordshire. [KLW78R]



David Brown 1190, nice tractor. £6,350. Tel: 07765 905083. South Lincolnshire. [KLW13R]



David Brown 996, FEL, 1979, runner, anti-freezed, "needs a new home", registered offer over £3,000. Tel: 07801 454726. Essex. [KLW114R]



David Brown 1210, 1979, VQ cab, PUH inc hook, Hydrostatic Steering, c/w wide wing mirrors, 1 spool and free flow return, Aux 12V for wrappers etc, all glass in cab and lights work. Has had new clutch, cylinder head and injector overhaul, front axle overhaul (including steering) in recent years. Tyres 90%. Good old tractor, sad sale due to upgrade. £4,800. Tel: 07875 155409. Nottingham. [KLW59R]



David Brown Case 1394 Commemorative Edition, 1988, 4,162 genuine hours, good condition, lots of work, more details available, viewing welcome. £9,995. Tel: 07768 337436. Sennybridge. [JKW47R]



David Brown 885, 1972, good working order, used for tractor runs and plough matches, £4,450, Ferguson discs, good working order, £450, Lambourne cab to fit MF 135, £600. Tel: 07884 222129. Norfolk. [JKP15R]



David Brown Red 770 Selectamatic, twelve-speed, diff lock, runs well, good tin work. £4,000 no VAT. Tel: 07747 781233. Bucks. [JKW107R]



David Brown 1594 Commemorative Edition, off farm condition, 1988. £POA. Tel: 07519 962239. South East. [JKW64R]

DEUTZ



Deutz DX140, 1979, Powermatic, Optitrac 4WD, 6,460 hours, good tidy condition. £14,750 + VAT. Tel: 07919 104298. Suffolk. [KLW36R]

Deutz Fahr 606 Agro Prima, 1994, 3,500 hours, straight, locally owned from new, very good condition, pictures via Whatsapp. Tel: 07710 432330. Pickering. [KL]

FERGUSON



Little Grey Fergie TE-F 20, diesel, 1954, very original condition, everything is working as it should be, new tyres, new rear mudguards, two furrow plough, in good condition, has won several ploughing matches. £4,200 ono. Tel: 07751 236230. East Yorks. [LAW1]



Ferguson T20, 1952, stunning little tractor, excellent condition, good hydraulics, starts on button, petrol/TVO, new tyres, V5 road registered. £3,000. Tel: 07710 777484 anytime with questions. Gloucester. [LAW99]



Ferguson TE-F20, 1955 diesel, working order, original instruction book, in need of TLC, £1,600 including brushing attachment and complete set of chain harrows. Email only: tim@turney.ch. Baschurch, Shrewsbury. [KLW31R]



Ferguson T20, 1952, T20 four-cylinder engine, good tyres, good working battery, completely rebuilt gearbox with new bearings, has its V5 Also comes with transport box. £3,000. Tel: 07791 215492. Bideford. [KLW83R]

FENDT



Fendt 309 Ci, 2005, 8,500 hrs, turf wheels/tyres, front PTO, extensive overhaul. £28,000 + VAT. Tel: 07793 017181. West Sussex. [JKW60R]

FORD



Ford County 4600 Four, 1977, one owner from new, original engine and tyres, unrestored, logbook. Phone for more details. £10,000. Tel: 01387 810342. Lockerbie. [LAW97]



Ford 8210, II Series, E reg, turbo charged, oversized tyres on it, replacement cab 3 years ago, good runner, V5 logbook. £9,500 no VAT. Tel: 01387 810342. Lockerbie. [LAW98]



Ford 6600, 2WD, 1976, tractor, fully restored to pristine condition, for more details/photos e-mail jean.thomson308@btinternet.com. Tel: 07485 473513. Alford, Aberdeenshire. [LAW31]



Ford 8100, 2WD, stunning original order, 11/1980, no rust whatsoever, 5,540 hrs, seat as new, starts on the button, everything works inc original radio, a chance to acquire truly a one-off County assembled classic, €21,500, WhatsApp for more pics and videos. Tel: 00 353 87 2569167 Killarney, Co Kerry Ireland. [LAW88]



Ford 6610, registered 1984, in good off farm condition with 5,251 hours, on the clock. Tel: 07919 624032. Essex. [LAW101]



Ford 8240 Powerstar SLE, 9,560 hrs, 1993, V5, front tyres at 100% and rear at 70%, serviced 100 hrs ago, mechanically sound, everything works as should with a lovely clean cab, pics available to show warts and all. £16,500 no VAT. Tel: 07506 211847. Somerset. [LAW60]



Ford 2600, 2,897 genuine hours, came off a small estate, Lambourne cab and rare factory fitted power steering nice original condition. £4,250 no VAT. Tel: 01772 861409. Preston, Lancashire. [LAW49]



Ford 5600, with or without Trima loader, duel power, twin spools, reduction box, cab very good for year, V5. £11,750 + VAT. McConnell not for sale. Tel: 07831541937 Herefordshire. [KLW4R]



Ford 4600, 1981, ready for work, new battery, good tyres, hydraulics A1, sound engine, no leaks. brakes good, alternator output 13 amp, registered for road, many spares available if required. £6,000. Tel: 07894 477371. Chippenham. [KLW101R]



Ford 6600, 1977, 3,365 hours, owned since new, engine block needs seeing to. £5,400. Tel: 07977 076792. West Wales. [KLW56R]



Ford 4000, tractor with loader, factory fitted PAS, hours unknown, will go straight to work/play or good restoration project, good starter, link box not included. £5,250. Tel: 07816 149099. Stoke-On-Trent. [KLW76R]



Ford New Holland 7840, 1994, SLE, 10k hours then four hundred hours since 2011, tyres @ 50% good running order, sale due to retirement. £13,000 no VAT. Tel: 07761 338 905. Cumbria. [KLW5R]



Ford 3000, 4,111 hours, new oil, filters, tyres, brakes, lights all working, runs well, logbook. £4,950. Tel: 07957 473355. Lancaster. [HT21W5R]



Ford 3000 Pre Force, great tractor, recent restoration, starts well, drives well! £3,500. Tel: 07875 648240. Bude. [JKW20R]



Ford 5000 Force, 2WD, 1971/72, new power steering kit fitted, PUH, ribbed block engine, 8 speed manual gearbox, rear's 18.4/15-30, front's 750x16, 6,561 hours showing good runner, ideal restoration project, can deliver. £8,500 no VAT. Tel: 07831 810100. Widnes, Cheshire. [JKW112R]



Ford 7910, in the next magazine, 4,350 genuine hours, very tidy tractor. £14,500. Tel: 07712 043840. Warwick. [KLW49R]

FORDSON



Fordson Super Dexta, 1960, this tractor is in very original condition as it has been in the south of France all its life, everything works as it should and nice engine, all the tyres are good. Just fitted a new duel clutch a steering box part. £4,250. Tel: 07787 882204. North East. [LAW23]



Fordson Major, diesel, 1957, fully restored to a high standard too many new parts to list, have list of all parts and receipts, comes with original logbook, registered with DVLA and have V5, would make nice show tractor. Tel: 07518 89921. Exeter. [LAW57]



Fordson Major E1A Diesel, 1952, good original example verified by The Fordson Association, all running working vehicle with period reg attached upon rear. £2,900, any details/information enquiries, contact Mick, call or text. Tel: 07857 554025. Hailsham, East Sussex. [LAW103]



Fordson Major, in good working condition, barn stored, along with 3.5t tipping trailer with new floor and sides. Tel: 07802 637880. Oxfordshire. [KLW35R]



Fordson Power Major, very tidy condition, recent refurbishment, all new tyres, runs well, genuine reason. £5,000 + VAT ono. Tel: 07956 012002. Ludlow. [KLW67R]



Fordson Power Major, 1958, V5, good condition for age, good tin work, repainted, rear wheel weights. £3,950 no VAT. Tel: 07831 519702. Scotland. [KLP6R]

Fordson Major, 1952, good original condition, reliable working tractor, would make a good show tractor, or for road runs. Tel: 07985 594354. Spalding. [KL]

INTERNATIONAL



International Hydro 84, with mid-mounted Turner hedge cutter, only 3,200 hrs, starts, runs, and drives as it should, good condition, barn stored, on this farm for 15 years and next door for 22 years. £6,500, delivery at cost. Tel: 07771 617177. Essex. [LAW9]



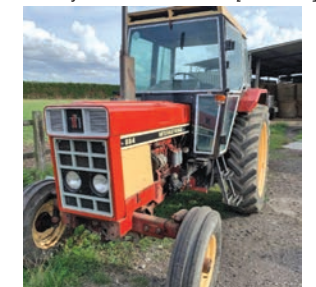
International Hydro 84, starts and drives brilliant, lovely tractor, very original, 3,700 hours. £4,750. Tel: 07841 341101. Wetherby. [LAW20]



International 276, with strong transport box and rollover bar, is in very good condition, good tyres everything works and easy starter. £3,400. Tel: 01588 680605. Shropshire. [KLW204R]



International 434, International 414, 434 barn stored starts and runs okay, reasonable condition but needs a new windscreen. £2,600, 414 was parked up for some time not the best starter first time. £1,650. Tel: 07595 698787. Newbury. [KLW20R]



International 884, very tidy condition, Sekura cab, drives as it should, TA, PTO, PUH, all ok. £4,850 ono, no VAT. Tel: 07971 226090. East Yorkshire. [KLW41R]



International crawler, with loader, owned for the last 50 years, good running order, good running gear, comes with cab and some spare parts, not been worked for many years but always been covered up and run up on occasions. Tel: 01932 563589. Collection only from Surrey. [KLW21R]



International 885XL, with Quicke loader, fork, and spike, 3 spool valves, pick up hitch, used all winter on straw spreader (not included) with no issues, has logbook, now no longer needed, near Exeter. £4,250 + VAT. Tel: 01647 252730. Near Exeter. [JKW86R]

ISEKI



Iseki TU180, 4WD compact tractor and 1.4m rotavator, 841 Hours, 18hp 3-cylinder diesel, £4,995 + VAT. Tel: 07779 986072. Gloucester. [LAW72]

JCB



JCB 320S, 2021, 1,400 hours, 40k, SRS pick up hitch ready, choice of headstock. Tel: 07976 702858. Powys. [LAW86]



JCB 3D II, 1968, low hours, owned 45 years, sound machine, good basics, engine and gearbox operates but ideal for restoration. £2,750. Tel: 07443 117191. Henley-on-Thames. [LAW93]



JCB TM 420S, 2021 (71) reg, 175hp, 50k, 700 hours. Tel: 07976 702858. Powys. [KLW25R]



JCB 3C, engine runs, hydraulics work, steering needs attention. £850 ono + VAT. Tel: 07860 676886 or 01270 624861. Nantwich, Cheshire. [KLW75R]

JOHN DEERE



John Deere 2450, 2WD, MC1 cab 1989, 5,300hrs great running order, full service and filters last year, excellent tyres. £7,350 no VAT. Tel: 07968 326323. East Yorks, nr Hull. [LAW89]



John Deere 3130, very original machine, used regularly, good tyres, recent new batteries and starter. £7,500 ono. Tel: 07592 614051. [LAW90]



John Deere 2650, 2WD, 1991 J reg, c/w JD 245 loader including bucket, pallet tines and spike, tyres 90%, 6,402 hours, recent service and new lower cab lining, all lights and electrics working, logbook. £14,000. Tel: 07773 421115 or jeff.paybody@howkinsandharrison.co.uk. Northamptonshire. [LAW91]



John Deere 4020, original UK tractor, Synchro gearbox, starts runs and drives well used regularly, very good tyres, new battery's and V5C. Tel: 07528 308254. Derbyshire. [LAW16]



John Deere 2850, K reg, 1992, 11,156 hours shown on the digital dash, 30k gearbox, high lift rear arms with hooks, good tyres, lights and gauges all work. Tel: 07799 313017. West Calder. [LAW36]



John Deere 3120, 1970, in excellent condition, 6-cylinder and 12 forward, 6 reverse gears, all new tyres and new hydraulic pump, call between 5pm and 9pm during weekdays or at any time during weekends, no private numbers or text. Tel: 00 353 870 632777. Galway, Ireland. [LAW65]



John Deere 2250, owned by me past 15 years, used for hay making duty, good tyres, all round very dependable, now no longer required. Tel: 07970 487302. South Cumbria. [KLW12R]



John Deere 2650, nice clean and tidy tractor we no longer use. Runs well, linkage on front and rear. Not included are the snowplough and ballast as we need them for the other tractor. £10,500 + VAT. Tel: 07973 957593. Strathaven. [KLW203R]



John Deere 6170R, low 4208 hours, very good condition, owner operated, 55k, auto-quad transmission, front suspension, airbrakes, four spools, heated air seat, air con. Front linkage, Green Star ready. New touch screen fitted. Tel: 07855 302724. Richmond, North Yorks. [JKW106R]



John Deere 4230, 1977, 6,052 hours, tidy condition with original paintwork, new cab cladding. £10,500 no VAT. Tel: 07896 704205. York. [JKW76R]

KUBOTA



Kubota B1410, 4WD rear links and PTO. £4,150. Tel: 07711 508200. South Yorks. [KLW40R]

LEYLAND / MARSHALL



Marshall 804, 1983, very-good condition, starts first time and runs well, £11,000 no VAT. Tel: 07932 317710. Shropshire. [LAP1]

MANITOU



Manitou MLT 626 turbo, joystick control, four-wheel steer. Tel: 07976 702858. Powys. [LAW87]

MASSEY FERGUSON



Massey Ferguson 148, fully refurbished, new tin work, new wheels and tyres, engine rebuild, new crankshaft seals, hydraulic pump refurbished, new water pump. Everything is working as it should be. £10,500 ono. Tel: 07751 236230. East Yorkshire. [LAW2]



Massey Ferguson 135, 1972 with V5 Duncan safety cab, good tyres, ready to go, swing draw bar. £9,750 ono. Tel: 07730 260406. Wisbech. [LAW61]



Massey Ferguson 135 comes with V5, nut and bolt rebuild, new wheels and tyres, new wings, tin work good, too much to list, please call for more details. £8,000. Tel: 01656 750072. Bridgend, Wales. [LAP9]



Massey Ferguson 35, 3-cylinder, c/w V5, fully rebuilt, front to back, engine, new clutch, new wheels and tyres all round, all new tin work, professionally sprayed. £7,500. Tel: 01656 750072. Bridgend, Wales. [LAP8]



Massey Ferguson 135 Vineyard, 1970, rare original UK machine with V5 reg, mechanically excellent, engine rebuilt by ex MF dealer 100 or so hours ago. Pick up hitch hook fitted. Not restored, more preserved. Drives very nicely. Work again or play £6,500. Tel: 07425 486684. Suffolk. [LAW58]



Massey Ferguson 575, A reg, with multipower, original condition, straight panels, good working order, front tyres (probably original) worn, rear tyres 50 %, 6,838 hours, loader ripvator FL 1500, good working order. £6,750. Tel: 07850 848372. Chippenham. [LAW27]



Massey Ferguson 135 Multipower, 1967, road registered, full nut and bolt restoration, multipower strong, lovely example, original flat top wings available plus ally grab handles, blasted and in primer, under-priced at £9,500. Tel: 07740 876235. Sussex. [LAW59]



Massey Ferguson and Fordson Major, with spare engine two other tractors all circa 1950 all running with new tyres looking for offers or will sell separately. £POA. Tel: 07812 849916. [LAW74/75]



Massey Ferguson 35X, Multipower, 1963 with all the logbook and road registered, only ever had 3 owners, first was a local nursery then to a hobby collector then myself for 5 years, has lived for 40 years in side when not in use, only had light use and tractor rallies for most of its life and in show condition. £14,950. Tel: 07738 173686. Petersfield. [KLW32R]



Massey Ferguson 390, 1991, 6,900 hours, just had loader fitted but not done any loader work plus VAT. Tel: 07721 775157. Pilling, Preston. [KLW91R]

Massey Ferguson 165, square axle, long PTO, four studs, one owner. Tel: 00353 862 325920. Co Clare, Ireland. [KL]



Massey Ferguson 135, tidy tractor, new tyres, pickup hitch, loader with hydraulic bucket, good condition, £4,950 ono. Tel: 07842 244071. Goole. [KLW11R]



Massey Ferguson 188, Multipower, has power steering, pick up hitch and V5. £9,000. Tel: 07718 897765. Forfar. [KLW28R]



Massey Ferguson 135, G reg, has V5 and pick up hitch. £10,500. Tel: 07718 897765. Forfar. [KLW29R]



Massey Ferguson 2680, 1984, 5.2l Perkins, 6,700 hours, 4WD and overdrive, very little and light use for such a big gal over past 8 years, starts straight off, various repairs carried out including full overhaul carried out 2013 and just moved a few round bales since, serviced regularly, new batteries and various seals etc replaced. £7,000. Tel: 07963 566655. Matlock. [KLW30R]



Massey Ferguson 35, 1961, 3-cylinder with cab (Sekura) running order needs restoration, buyer collects. £4,500. Tel: 01404 822226. Southwest, Devon. [KLW39R]



Massey Ferguson 35, 3-cylinder Perkins, first time starter, road registered, show condition, many new parts, ring for details. £7,600 no VAT. Tel: 07887 884750. Staffs. [JKW54R]



Massey Ferguson 65 Mkl, 1963, Multipower, ex-private collection, is in very-good condition. £8,500 ono. Tel: 07831 360569. North Yorkshire. [JKW13R]

MASSEY HARRIS



Massey Harris 102 Senior, starts and runs well, all new electrics, new filters, and oils. £4,800. Tel: 07969 736230. [LAW3]

McCORMICK

McCormick International 434, with front end loader, kept undercover, sound mechanics, starts and runs well. New tyres, new seat and battery, paintwork requires restoration. Located on the Gower peninsula. £3,000 ono. Tel: 07810 504254. [LA]

NEW HOLLAND



New Holland 8060 combine, 1985, 13ft cut header, 2,500 hours, one owner, full-service history, very good condition. £POA. Tel: 07802 599372. Essex. [KLW37R]

NUFFIELD



Nuffield, fitted with four-cylinder Perkins engine, new wings, instant starter, lots of power and good tin work. Tel: 07397 957201. Powys. [JKP13R]



Nuffield Universal DM4, with the BMC engine, starts and drives well but could do with a bit of TLC has been stood a while, no logbook so would have to apply for it if wanting to run on the road, all round not bad for age, looking for £2,200 ono. Tel: 07486 411655. East Yorkshire. [JKW104R]

YANMAR



Yanmar AC-21 track compact tractor on rubber tracks, and 1.5m rotavator, 21hp, 814 hours, 3-cylinder diesel. £7,595 Plus VAT. Tel: 07779 986072. Gloucester. [KLW112R]



Yanmar FX22 2WD compact tractor, with 1.4m wide rotavator, 22hp, 3-cylinder diesel, only 666 hours, excellent condition. £4,995 + VAT. Tel: 07779 986072. Gloucester. [KLW113R]

ZETOR



Zetor 12045, lovely tractor, all works as should, with V5. £11,750. Tel: 07841 341101. Wetherby. [KLW93R]

OTHER BRANDS



Boton 604, 60hp 4cyl, 4WD, fitted with front loader, complete with 4-in-1 bucket (no other attachments are available for the loader) used 2019 model. Ready to go to work. No front weight, no wheel weights, no drawbar. Rev counter and hour meter does not work. Tractor has done an estimated 40 hours. £14,500 + VAT. Tel: 07989 821290. Preston. [LAW54]



Ursus C-385, 1979, showing 3,030 hours, two owners from new, V5C present, starts, runs, and drives as it should, recent new brakes, ready for work or play. £5,250 + VAT. Tel: 07512 809864. Nr Buxton. [LAW33]



IMT 542 tractor, H reg, 2WD, very good condition, rugged, reliable and simple, fuel frugal, new tyres used on small holding for topping, sale due to arthritis. £4,100 ono, no VAT. Tel: 01248 440306. Anglesey. [KLP2R]



Track Marshall 70, full set of front weights, rear hydraulics, good running gear, works starts well and steers okay. £POA. Tel: 07860 346682. Kent. [KLW6R1]

TRACTORS WANTED



Tafe 45 DT, or similar small 4WD tractor wanted good price paid for good low use tractor, cosmetics not so important, please call. Tel: 01548 521278. Totnes, Devon. [JW72]



Telehandler 6m reach, JCB 526 or Matbro 270 or Manitou 628 etc, must be mechanically sound, decent price paid, i can do the cosmetics but low hours and good mechanicals essential. Tel: 01548 521278. Totnes. [EFW62]

Marshall wanted, Q-cab, 602 702 802, 604 704 804, please call if you can help. Tel: 07989 322710. [AB]
Deutz DX 4.5, wanted, please call if you can help. Tel: 07557 470006. Worcester. [KL]



Case MX110 Deluxe, it belonged to a late family member so would be great to find it again, reg: PK 51 HZR, serial number: 11001284. Tel: 07469 875357. Penrith, Cumbria. [DEW21]



John Deere 00, 10, 20 and 30 Series tractors, Norfolk farmer requires email your machine to Info@jamesmurrell.co.uk, or call 07770 692891. Norwich. [BCW89]



Fendt tractors, Norfolk farmer wants all models of Fendt, email details to farm@murrell1.plus.com, Tel: 07770 692891. Norfolk. [BCW90]

New Holland TG 285, TG 310, T8050 wanted, any condition spare or repair private buyer cash waiting. Tel: 07921 188931. Penrith. [KL]

JCB 3CX, grey cab (may consider black cab) must be in working condition and within 30 miles to Whitchurch Hants area. Tel: 07595 698787. Whitchurch, Hants. [KL]

Fordson Dexta and Fordson Super Dexta, call if you can help. Tel: 07885 146905. [KL]

Nuffield U3, on 10/42, a distressed unit will do. Tel: 01245 361887. Felstead. [KL]

Ford 4000's, does anybody know the whereabouts of these tractors? Registration, UAW 834J, TUX 552J, WUX 127K, BNT 963L, DNT 178L. Tel: 07789 904156. Shropshire. [JK]

Ferguson TE20 Continental, only interested in 1946. Tel: 07771 571339. Somerset. [LJ]

Ford New Holland 8970, 8970A, any condition spare or repair, gearbox or engine fault, private buyer cash waiting will travel. Tel: 07921 188931. Penrith. [LJ]

David Brown 990 or 995, with low profile cab, restored, or in particularly good condition. Tel: 00353 86 2521214. Co Cork. [LJ]

JCB Fastrac 2135, private buyer cash waiting. Tel: 07921 188931. Penrith. [LJ]

Fordson N Industrial would like the RAF model or similar running or not. Tel: 07970 355589. Crewe. [HJ]

Fordson Super Major Performance, preferably in good, restored condition, and complete with current registration document. Tel: 07836 284420. [HJ]

JCB Fastrac, 3185, 3220, 3230, wanted, any condition spare or repair, gearbox or engine fault, private buyer, cash waiting. Tel: 07921 188931. Penrith. [HJ]

Massey Harris, 1930's, general purpose, 4x4, starting a collection. Tel: 01566 783271. Okehampton. [GH]

Massey Ferguson 35X, Multipower full engine rebuild, new wings, footplates, wheels, tyres, full repaint in 2k paint, rally, or show. Tel: 01484 845652. Huddersfield. [GH]

Ferguson TEF, must be in original condition and complete. Tel: 07854 474001. Aberdeenshire. [FG]

JCB 3230 P-Tronic Fastrac, any condition spare or repair, gearbox or engine fault, private buyer, cash waiting, will travel. Tel: 07921 188931. Penrith. [FG]

Ford 2120, 4WD any condition. Tel: 07866 879760. Derbyshire. [FG]

Timber tractor Bedford QL, 1944, registration 5561 VW, was painted bright green Yull timber West Mersea, Essex on doors, was sold in North West 2009, I wish to contact owner if it still exists. Tel: 07749 866756. Manchester. [FG]

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]

Marshall 904XL, sold in 2010 on eBay, it was sold with a black "Kellie" loader and distinctive stainless exhaust, registration no B230 KHH, anyone with information with its whereabouts please get in touch, cash paid. Tel: 0061 467082772. Australia. [CD]

JWD 494 tractor, any condition, running or not, cash paid and collected. Tel: 0061 467082772. Australia. [CD]

LOST AND FOUND



Looking for one important tractor in my life, can anybody help? Was sold in the 70s 80s to a Mr Bill Mathews at Wrightington by my dad, Would love to know where she is and would like to buy her back. Reg number XTE 748. Please call 07768 051800 if you can help. [KLW117]



Nuffield 10/60, does anyone know the whereabouts of this tractor? I sold it in 2012 as required the money to upgrade it was my dad's before mine and I've many memories of it. Any information greatly received. Tel: 07921 079872. Newark. [FGW68]



Case IH 856XL, which my dad had new in 1986 and sold several years later the registration no is D755 UFL, any help would be much appreciated. Tel: 07708 918439. [CDW1]



Massey Ferguson 185 Multipower, looking for the whereabouts of this model, Registration is LWV 458P as in the picture, I had this tractor from new for 4 years and would like to know if it is still a working tractor, would like to see it again if possible. Tel: 07812 171273. East Sussex. [FGW26]



Looking for the whereabouts of an M-B Trac 800 reg no CFH 748Y. Previously had a distinctive window sticker on top of the windscreen 'wake up with a young farmer'. Sold to Emyr Evans dealership in Denbigh, Wales and then believed to have been sold on to a new owner in Preston. If anyone has any idea of its whereabouts, please get in touch as we'd like to see a picture of how it is now and possibly seeing the old girl again. Please contact George. Tel: 07766 733273 or e-mail georgejones2006@icloud.com [JKW16]

Massey Ferguson 65 Mk 1, reg 191 8PT bought in the Darlington area, I would like to know where it is now just for sentimental reason or possibly sale if interested? Tel: 07903 393861. Darlington area. [GH]

Ford 6600, registration no 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 logbook was issued on 8 March 2016. I would be to love it. Tel: 07540 635435. [AB]

QUAD BIKES AND ATVs



Ausa UTV, 2008, 1000cc diesel engine, tipping back, road reg. £4,000. Tel: 07966 444219. Rugby. [KLW86R]



Honda TRX450 quad, 4 x 4, 2002, petrol, good working order, good tyres, electric shift, ready for work. £1,500. Tel: 07870 559146. Ludlow. [LAW63]



Yamaha Rhino 660, 2004, selectable 4x4, diff lock, tipping bed, road legal, with number plates and V5 registration document present original, unmodified starts right up, everything works as it should. £4,200 + VAT. Tel: 07835 062965. Kirkby Stephen. [KLW115R]

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. East Somerset area, will collect reasonable distances. Tel: 07474 128407. sprudence1900@googlemail.com [LAW24R]

OTHER VEHICLES FOR SALE



Isuzu pick-up truck, low mileage, good condition, four new tyres, full service history MOT March 2023. £5,500 no VAT. Tel: 07885 413068. Shrewsbury. [KLW11R]



BMW 535d M Sport Touring, 2006, very good example, powerful car, 108,700 miles, twelve months MOT. £6,950 ono. Tel: 07557 387922. Devon. [KLW24R]



Class Dominator 1963 combine, with Perkins engine, barn stored, running, last used harvest 2019. £1,650. Tel: 07973 500560. Bishops Stortford. [KLW54R]



Mercedes SL 60 AMG, 1998, 24,800 miles, very rare, right hand drive, 2nd owner, complete history Tel: 0049 173 9514613. Waldkirchen, Germany. [KLW106R]



Matbro TR250, 1996, turbo pin/cone headstock good condition. Tel: 07976 702858. Powys. [KLW116R]

Nissan Navara Outlaw, 56 reg, double cab pick-up, five-seater, 122,000 miles, full service history, MOT Feb 2023, black, air con. £3,295 ono. Tel: 07436 987030. Camberley, Surrey. [LA]

OTHER VEHICLES WANTED



Land Rovers, Series -1-2-3-Defender 90 -110, anything considered, nationwide collection. Tel: 07775 203208. Dereham. [LAW19]



Daimler 250 V8 Jaguar Mk2, in useable order. Tel: 01723 870543. North Yorkshire. [JKW105]

Claas Dominator 85, late reg, with 19ft header, must be in good tidy overall condition, Merc or Perkins engine, for shows and events. Tel: 07773 933008. Herefordshire. [GH]



JCB 520-50 Farm Special loader, 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, decent prices paid and careful removal from your premises. Tel: 01548 521278. Totnes, Devon. [FGW126]



Car, van or motorbike, anything considered in any condition, pre 1990's, private buyer, cash payment. Tel: 07891 500116 or email harley1824@gmail.com. Northumberland. [IJW29]



Jeep in any condition, please get in touch, I will pay good prices and interested in all conditions, please call. Tel: 01548 521278. Totnes, Devon. [IJW21]



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, Info@jamesmurrell.co.uk, or call James Tel: 01493 750999. Norwich. [AB]

IH 35G mini digger, wanted for spares, needs a hydraulic pump, or complete machine for spares. Tel: 07808 001866. Herefordshire. [JK]

Toyota Hilux MR3 pick up, must be very good condition. Tel: 07816 347623. Leicester. [JK]

Old cars, motorbikes, even aeroplanes wanted, pre 1970s, any condition at all. Tel: 07785 391874. skyhighdesigner@yahoo.co.uk [BC]

BALERS AND BALER SPARES



John Deere balers, X2, 1 with all new pick-up tines, other new parts fitted, good condition. £1,400, another for spares or repair. £200, both JD 224 T models. Tel: 01307 467131. [LAP6]



Massey 20 conventional baler, good working order, used commercially with threshing machine for thatching straw waste. Currently using sisal string but easy adjustment to polyprop. A great little baler ready for work. £1,800. Tel: 07506 377532 and leave a message, I will get back to you. Devizes, Wiltshire. [LAW70]



Jones Tiger baler, restoration project, £750. Tel: 07860 317315. Preston. [LAW53]



Bale handler, for round bales, removeable tubes, with spikes, good working order. £450 no VAT. Tel: 07707 524151. Wantage. [KLP56]

CULTIVATORS



Cultivator for compact tractor, has tines, discs and following harrow, working width 1.3m ideal for vegetables. £800 ono. Tel: 07983 078366. North Yorkshire. [LAW37]



Versatiler 30B cultivator, starts and runs, also Suffolk Punch petrol mower, cash on collection only. Tel: 07946 168001. Leighton buzzard. [LAW92]

BUCKETS, LOADERS AND ATTACHMENTS



Tractor front end loader, not sure what tractor used for, 104 long x 46 wide, holes about 1.5 see photos, can get more photos, collection only. Tel: 01444 882599. Bolney. [LAW87]



Massey Ferguson bucket, good condition, £300 ono. Tel: 07563 634657. Cheshire. [KLW47R]



Massey Ferguson bucket, needs welding. £225 ono. Tel: 07563 634657. Cheshire. [KLW84R]



Massey Ferguson loader for MF 188, believe would fit MF 590. £300. Tel: 07973 500560. Hertfordshire. [KLW52R]



JCB loading shovel, good engine, hydraulics not working, spares or repair. £700 ono + VAT. Tel: 07860 676886 or 01270 624861. Nantwich, Cheshire. [KLW74R]



Massey Ferguson 40 loader fit MF 165/168/185 and 188 tractors £250. Tel: 07831 665757. Staffs. [KLW92R]

David Brown power loader, for 885. Tel: 00353 86 2521214. Co Cork. [LA]
Cameron gardener loader, for Ford 4000 tractor, good condition, 5ft bucket, hydraulic tip, good strong loader. £350 ono. Tel: 07842 244071. Goole. [KL]

BUCKETS AND LOADERS WANTED



Mill loader to fit Dexta, or Super Dexta, must be the same as the one in photo, with good rams i.e no pitting, and in good overall condition, bucket and fork not needed. Tel: 01892 750326. East Sussex. [DEW101]

Front linkage, for Fords NH 7740 tractor, any area, please call. Tel: 07946 488797. Lancashire. [LA]

Muck fork, to fit IH B414, C reg tractor, must be serviceable. Tel: 01239 881210. Pems. [GH]

Loader with brackets for MF390, 8 stud axle (preferably Fauchaux / McConnel but others considered) Tel: 01202 822238. Dorset. [FG]

HARVESTERS



Pottinger Mex 6, wide pick reel, 10 blower paddles spout extension, very good knives, in perfect working order. Tel: 07976 702858. Powys. [KLW26R]

MOWERS, FLAILS, TOPPERS, CUTTERS & ROTAVATORS



Bamford four drum Wizler, 1960, in very good condition. £500. Tel: 07765 524708. South Lakes, Cumbria. [LAW84]



LSM 9 foot topper, in tidy order. £880. Tel: 07831 541937. Herefordshire. [LAW102]

Kubota compact rotavator 1400, hardly used, (Kverneland) £480, Ferguson metal yard scraper, grader, 360 degree turn, 6 1/2 wide, £120, retirement is the reason for sale. Tel: 07790 156889. St Helens. [KL]



Perfect 210 flail mower, nice machine. £2,250. Tel: 07765 905083. South Lincolnshire. [KLW14R]



Barford, Grantham power scythe, c/w cutter bar, stood but covered, has Villers engine, MK 12/HS, No 998A/47694, excellent project for enthusiast. £100. Tel: 01995 679384. Preston, Lancashire. [KLP7R]

Webb 12" cut lawn mower, push model, old machine with heavy cast rollers, workable and in fair condition. £50 ono. Tel: 07885 636316. Hertfordshire. [LA]

Bomford hedge cutter, B.48X, good boot flails, 3 new belts, works well, cable controls, three-point linkage. £2,250 no VAT. Tel: 01865 407920. Oxfordshire. [LA]

Qualcast Royal blade mower, suit collector, for spares or restoration, 16 inch cut, needs mag otherwise complete, buyer collects. £35. Tel: 07773 247065. Cambridge. [LA]

PLOUGHS



Dowdeswell DP145, 6 + 1, 2014 model, in excellent condition, will go straight to work, loads of spare wearing metal, 7th furrow not fitted at present, but ready to go on. £10,000 + VAT. Tel: 07764 151082. North Yorkshire. [LAW104]



Gregoire Besson RB47, very good condition, very good metal. £5,750. Tel: 07774 112211. Gloucestershire. [LAW105]



Kverneland LD85, manual vari width, 4 plus 1 furrow. £3,950. Tel: 07774 112211. Gloucestershire. [LAW106]



Two, three and four-furrow Ferguson ploughs, (bits missing) for £350. Tel: 07775 953966. Wilts. [LAP2]



Fisher Humphries 2-furrow plough, good metal, and all complete, discs and skims, suit Dexta or MF 35. £390T. Tel: 07870 559146. Worcestershire. [LAW68]



Dowdeswell two plus one, three furrow plough, complete and in good working condition. £1,200 no VAT. Tel: 07754 486274. Warwickshire. [KL4P4R]



Ferguson 2 furrow plough, all boards and wheels are in good condition, has been stood for a while so requires freeing up, but will make an excellent classic show or competition piece. £280. Tel: 07891 273029. [HT21W7R]



Vintage 2 x furrow ploughs, one has two furrows the other has 3 furrows. £250 each, can provide more photos if interested. Tel: 01444 882599. Bolney, West Sussex. [HT21W1R]

PUMPS



Pump ornamental, suitable for garden pond, rockery etc cash on collection. Downham Market, Norfolk. Tel: 01366 659000. [HT21W3R]

SPRAYERS



Hardi/Everad S/P sprayer, 24m VG boom, 2,000 litres, bout marker, chemical bowl, front hub assist, 5,078 hours, Deutz engine, Land Rover gearbox, 600/55-26.5 and 400/55-17.5 Trelleborg plus set of row crop wheels. £3,900 + VAT. Tel: 07801 199001. [KLW85R]

TRAILERS



Steel trailer, 8-ton twin axle, sprung bogies, 4-wheel hydraulic brakes, grain gate in tail board. £3,250. Tel: 07921 480130 or 01744 895393. Email: gfhalsall@gmail.com. Near Wigan. [LAW14]



Trailer, 7ft by 5ft manufactured by Birtell Engineering, refurbished, new hardwood floor and sides, new tyres, new lights, new jockey wheel, respray, £595 no VAT. Tel: 07885 540223. Nottinghamshire. [LAW100]



Dragon 10t tipping trailer, twin axle, c/w grain chute. £2,450 + VAT ono. Tel: 07976 794383. Shropshire. [LAW85]



Ex-military trailer, 10ft 6ins, good condition, not much rust, 900 x 16 five stud wheels, make good steam engine trailer. Tel: 07946 344324. Lincolnshire. [LAP7]

Marshall 8t tipping trailer, tandem axle, steel body, lights and brakes, £3,250. Two 4t single axle trailers, requires attention, £500. Tel: 07921 480130. Nr Wigan, Lancs. [KL]



3t tipping trailer, two wheels, all metal stripped and re painted, "Kerowyn" hard wood, in very good condition, tyres are okay, with spare. £2,400 ono. Tel: 01377 267626. Drifffield, Malton. [KLP1R]



Bailey 14t root trailer, 500/45R22.5 flotations, 10 stud axles, sprung draw bar, ROS. £7,400 + VAT. Tel: 01603 712222. Norwich, Norfolk. [KLW104R]



Graham Edwards trailer, super little general-purpose trailer, owned from new, full lighting kit and road legal, light use only so it is still in excellent all-round condition. £795 ono. Tel: 07836 541514. Whitstable. [KLW82R]



Farm tipping trailer, 4t new wooden floor good sides refurbished trailer tips well. £1,100 + VAT ono. Tel: 07956 012002. Ludlow. [KLW65R]



3t farm tipping grain trailer, grain tight tips well, good chassis. £1,200 + VAT. Tel: 07956 012002. Ludlow. [KLW66R]



Easterby 6t horse muck trailer, 2009, good condition for the year, needs new brake hose and tidying. £3,000 no VAT, buyer collects. Tel: 01775 821277. Nr Boston. [KLP3R]



Trailer, tandem axle, unbraked, 6ft x 10ft, new bed and headboard, suit quad bike mule small tractor etc. £1,250. Tel: 07712 249900. North Wiltshire. [KLW62R]



Trailer, lockable lid, all wheels braked, 7ft by 3 ft 21 inches deep, good solid clean condition, always been kept inside. £250 ono. Tel: 07871 691483. Newport Pagnell. [KLW205R]

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



Three point linkage scraper blade, used to level off tracks etc. Tel: 01444 882599. Bolney. [LAW40]



Wuffler, barn stored since new, original wheels, one back door, belt and guard missing otherwise all ok. £250 no VAT. Tel: 07814 049343. Co Durham. [LAW71]

Econ Hedgemaster HM 1 and HM 2, with brackets from £1,125 to £1,775, Bomford three-point linker, from £625 to £4,500, gearbox and head pumps to fit Econ HM 1 and HM 2. £POA. Tel: 07876 770545. Northampton. [LA] **Thicknesser**, 12 x 9 depth, fifty" table, cast iron, single phase, very heavy machine, not been a heavy user, perfect condition, can be loaded. £1,250. Tel: 07885 636316. Herts. [LA]



Riberti forage box, ex-hay drying plant, in good condition, little use. £10,600. Tel: 07974 312002. Shropshire. [LAW73]



Simba Double Press 3.8m, end tow, hydraulic, good rings and bearings. £1,500. Tel: 07774 112211. Gloucestershire. [LAW107]



Cambridge roll and two pups (weights seen in photo not included), total width 15'6". £200 ono. Tel: 07762 267093. Cambs. [LAW45]



McConnell PA2060 hedge cutter, electric controls axle mount, good working condition. £3,500 ono. Tel: 07762 267093. Cambs. [LAW46]



Parmiter 15ft folding chain harrows, 1996, few knocks as expected for age, all mats ok, will do the job, sold as seen £750 ono no VAT. Tel: 07983 078366. North Yorkshire. [LAW51]



PZ Greenland 300 haybob, welded up on headstock, new tyres, tines, springs and guard, runs fine sold as seen. £475 ono, no VAT. Tel: 07983 078366. North Yorks. [LAW52]



Vintage single-row seed drill, in good condition. Ideal for display purposes. £40. Tel: 07761 259079. Leicester. [LAW30]



Three speed pillar drill, morse taper/ chuck fitting, c/w safety cage. Tel: 07761 259079. Leicester. [LAW32]



Teagle fertiliser spreader, nice condition. £195. Tel: 07765 905083. South Lincolnshire. [KLW15R]



Massey Ferguson 510 seed drill, 4m Suffolk coulters. £1,000 ono. Tel: 07563 634657. Cheshire. [KLW42R]

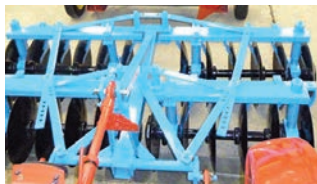


Knocke disc and trailed press 3m, £4,000 ono. Tel: 07563 634657. Cheshire. [KLW41R]



Accord 4m DL pneumatic seed drill, c/w loading platform, 2 shut off valves per side, grey metering system, std wheels. £800. Tel: 07801 199001. [KLW22R]

Monarch corn drill horse, call for more info. Tel: 00 353 86 2521214. Co Cork. [LA]



Nicholson Kwikset disc harrow, recently restored to show condition, this set of discs would complement any collection. £1,500. Tel: 07966 208701. Monmouthshire. [KLW96R]



New Holland hay crimper, restored to show condition would complement any collection. £1,750 ono. Tel: 07966 208701. Monmouthshire. [KLW97R]



Two leg Ransome's subsoiler. £2,500 ono. Tel: 07563 634657. Cheshire. [KLW55R]



Spread a bale, very good condition, ex hay drying plant, very little use, yellow frame, not included JCB brackets. £5,100. Tel: 07974 312002. Shrewsbury. [KLW77R]

Nicholson Kwikset disc harrow, recently restored to show condition, an ideal addition to complement any collection. Tel: 07966 208701. Monmouthshire. [KL]

IMPLEMENTS WANTED



Square baler New Holland 276, 274, etc. would also consider other makes would. Also looking for a New Holland/Taarup Double Chop, location must be in Ireland. Tel: 00 353 87 6454435.Co Cork, Ireland. [DEW125]



Balers wanted, International: 430/440/435/445, Massey Ferguson: 120/124/128/220/224/228, Claas Markant 55/65 any condition, will fetch anywhere in UK. Tel: 07794 154003. Derbyshire. [EFW107]

Ferguson 30 gallon sprayer, in reasonable condition, cash waiting. Tel: 07535 361194. [LA]
Wheat reed comb, call if can help. Tel: 07808 954124. Co Antrim. [LA]
Tractor mounted cultivator frame (10/14 ft wide) with or without legs and tines, details, location and price to bobclark.stoneends@outlook.com. Tel: 017687 79315. Wigton. [JK]

International 435 conventional baler, or similar, must be in good working condition. Tel: 07951 218237. Lancashire. [JK]

Rear discharge manure spreader, I would like to buy a working clean and tidy SKH or similar will give my muck away to a charity garden however they are giving up so I will need to spread it, please contact Mike. Tel: 07966 453 586. Carmarthenshire. [GH]

Grass slitter, at least three metres must be in good condition and heavy duty as it is to be used on clay land. Tel: 07798 872221. Doncaster. [GH]

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]

Gray's tube wrapper, any condition considered, preferably later tube liner model. Tel: 07817 113053. North Yorkshire. [AB]

WHEELS AND TYRES



Case D/Dex, one set of steel wheels, as shown in photo (tractor not for sale, only wheels). £200 ono. Tel: 07961 948279. Somerset. [LAP5]



John Deere front rims to take 750/16 tyre, x2, they have larger hub centre than norm. £70. Tel: 07531 711667. North Wales. [LAW12]



BKT Agrimax RT 855 420/85R34 (16.9R34) agricultural tyres, 90% (approx) tread remaining, excellent pair of tyres. £900. Tel: 07855 356468. Carmarthenshire. [LAW69]

Massey Ferguson 135 etc two 24" wheels and tyres, tyres well worn, 14.9 R24 Goodyear, £120, also front wheel and tyre, £20, MF 135 etc, PTO pulley, good condition. Tel: 015394 88156. Cumbria. [KL]



Trelleborg tyres 710/70/42 & 600/70/30, good side walls no repairs, 10% tread. £800 + VAT. Tel: 07764 151082. Northallerton, N Yorkshire. [LAW25]



BKT Agri Max 520/85R38, x2, 25% tread, 2x 420/85R28, 10% tread. £350. Tel: 01603 712222. Norfolk. [KLW111]



Dual wheels, Bettinson 32" 3 star, 32" x 12.4 tyres. £125. Tel: 07765 905083. South Lincolnshire. [KLW27]



Rowcrop wheels, Standen 44" with MF centres tyres 8.3 x 44" £100. Tel: 07765 905083. South Lincs. [KLW3R]



Wheels will fit 634/614, good condition. £250. Tel: 07946 500955. Derbyshire. [KLW79R]



Wooden wagon wheels, pair, call for more items. £400 ono. Tel: 07563 634657. Cheshire. [KLW45R]



Three wheels, ten stud fittings with 295 x 80 x 22.5 tyres, two Bridgestone and one recut Michelin all undamaged. £60 for the three, buyer to collect. Tel: 01588 680605. Lydbury North, Shropshire. [KLW17R]



Tyres, pair of 11.2 x 28 tyres 95%, new refurbished rims, new bolts to fit T20 or similar, also a pair of 600 x 16 new tyres and tubes refurbished rims. £500 the set. Tel: 07860 509588. Chepstow. [KLW10R]



Wheels, two wide 10 stud front rims, 22.5, to take super singles, ex MB Actros. £60, buyer to collect. Tel: 01588 680605. Lydbury North, Shropshire. [KLW16R]



Iron wheels, ex thrashing box, two 4ft diameter and two 3ft. Offers. Tel: 07790 676482. Derbyshire. [KLW57R]



Galway 22.5LL-16.1 rears and 12Lx16 front turf wheels and tyres, came of New Holland T4030 tractor £350. Tel: 07766 216100. Norfolk. [KLW108R]

WHEELS AND TYRES WANTED



Voltyre 16.9 R 34 tyre, or similar, to fit my John Deere 2140. Tel: 01270 820327. [HIW41]



Marshall 804 Mk2, six stud front wheels. Tel: 07976 686843. York. [LAW64]

Stock dual wheels, Massey Ferguson 135 sizes are 12.4 x 11.28, in any condition, if rims are okay. Tel: 01765 10225. North Uist, Western Isles, Scotland. [FG]



Massey Ferguson 175/178 front rim, 4.5 x 19 reasonable condition. Tel: 01257 480305. Lancashire. [LJW70]



Wheel rim to match (A) 14 x 30 Whitlock, Wheel B 14 x 30 JCB 4D, loading shovel wheel Goodyear tyre. Inflated but not the best. £Offers. Tel: 07961 451348. [LJW72]

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]

Two 11.2 x 24 rear tractor tyres, in good order and usable tread wanted for a Leyland 154. Tel: 01530 416003. Leicestershire. [H]

Grass tyres/wheels to fit David Brown 990, current tyres size is 12.4 32. Tel: 07799 348222. Cambridgeshire. [H]

Rear tyres, pair wanted, 12.4/11x28 or 13.6x28 some wear ok but no cracks, need Fergie TEA/D rear top cover and lift cylinder, cash/collect preferably. Tel: 07821 826210. North East. [BC]

Rear wheels, pair to fit Ford 5000, 12 x 38. Tel: 07866 246292. Northants. [LA]

WOODCHIPPERS, SAW BENCHES & LOG SPLITTERS



Wicksteed powered hacksaw, beautiful very heavy 3 phase powered saw, with coolant pump, hydraulic control for rate of drop and auto lift post cut, unused for years but was working, needs TLC. £375 ono. Tel: 07850 848372. Chippenham. [LAW29]

CABS, CAB PARTS, PANELS & GLASS



Sekura safety cab frame, complete good condition, fastenings included, suitable for IH 'B' series tractors, delivery up to 70 miles. £150. Tel: 01485 512521. Hunstanton. [LAW62]



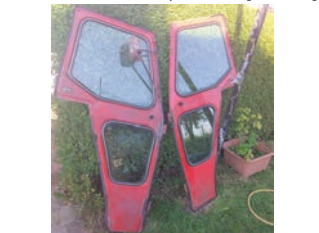
Fiat 450 cab doors, one lower window cracked, has some rust, door handles both work and good mirror arms. £150, buyer to collect. Tel: 07811 507267. Stafford. [LAW94]



Massey Ferguson 35X, doors for a Lambourne cab, plastic roof, doors in sound condition, but signs of age, roof has odd tear down sides, but still turns water ok, doors £50 each. £30. Tel: 01539 730225. Kendal. [KLW34R]



Massey Ferguson bonnet and front, 1965, average condition. Incl fuel tank lid and hinge battery cover. £150. Tel: 07860 409588. Chepstow. [KLW8R]



Sekura cab doors, S/67 ex MF but fitted to others, 1960s-70s, glass, latches, mirror arm present, nearside door OK, offside needs rust repair to edge, pattern still there. £120. Tel: 01253 836653. Preston. [KLW99R]



Massey Ferguson 135 mudguards, excellent condition, no rust, all lights working when removed from tractor. Wiring still in place. £175. Tel: 07860 409588. Chepstow. [KLW7R]



Massey Ferguson bonnet, 1965, refurbished, painted, small repair on near side front corner, hinged battery box cover and fuel tank lid. £180. Tel: 07860 409588. Chepstow. [KLW9R]

ENGINES AND GENERATORS

Detroit diesel engine, 6V71, 270hp, 2,385 hours, fitted in a farmhand, F600 turbo, very rare SP forage harvester. Tel: 01524 701284. Carnforth. [LA]

VARIOUS OTHER PARTS FOR SALE



Ferguson T20 tractor complete Howard reduction gearbox, ready to fit, gears in excellent condition, bearings all good, all bolts and shims present ready to fit, comes with copy of fitting instructions, postage available. £825 ono. Tel: 07873 698573. Carmarthen. [LAW82]



Two Lake and Elliot 10t jacks with handles. £25. Tel: 07711 906304. Staffordshire. [LAW80]



Two hundred injectors, mostly Ford, Massey, Gardner, etc. some reconditioned, call for more info. £300. Tel: 01289 305457. Berwick upon Tweed. [LAP4]



Fordson Major, E1A extra bolt on spool valve, genuine ford part, ready to fit, in good working order, ideal for log splitter, or loader, c/w bolts, and pipe, can post. £250. Tel: 07870 559146. Ludlow. [LAW66]



Fordson Major E1A, position control kit, genuine ford part, hard to find, all complete ready to fit, can post. £250. Tel: 07870 559146. Ludlow. [LAW64]



Nuffield mudguards, to fit universal or 460 tractors £175 ono. Tel: 07885 396927. Leicestershire. [LAW4]



Quicke loader subframes and spool valve, suitable For John Deere 6100, 6200, 6300, 6400, 6110, 6210, 6310 Or 6410 2WD/4WD tractors, commercial hydraulics (cable-controlled) spool valve, Quicke joystick, hoses and fixing bolts Included. £1,000. Tel: 07855 356468. Carmarthenshire. [LAW67]



Ford TW/30 Series, front mudguard brackets c/w base plates with original studs. £900 + VAT. Tel: 07764 151082. Northallerton, North Yorks. [LAW21]



Massey Ferguson 188 outer front wheel weights, good condition. £300. Tel: 07973 406825. Oxon. [LAW79]



Massey Ferguson tractor category two link arm, £15. Tel: 07934 747707. Perth, Scotland. [LAW18]



Chin weights x6, believed to be David Brown. £120. Tel: 07762 267093. Cambridgeshire. [LAW44]



Ford TW outer wheel weights, 39kg each x4. £200. Tel: 07764 151082. Northallerton, North Yorks. [LAW22]



Massey Ferguson straight axle beams, LH and RH suit 135/148 or 230/240 tractors, old stock. £80 buyer to collect. Tel: 07811 507267. Stafford. [LAW95]

Ferguson trailer discs, in good condition, £320. Tel: 01768 896631. Cumbria. [LA]



John Deere front idler weights, 45kg each x8. £480 + VAT. Tel: 07764 151082. Northallerton, North Yorkshire. [LAW24]



Ford TW20/25 drawbar, in good condition. £175. Tel: 07814 899053. Lincolnshire. [LAW11]



Various Dowdeswell UCN wearing parts, phone for more details. Tel: 07764 151082. Northallerton, North Yorkshire. [LAW13]



FoMoCo front wheel weights, x2, genuine, plus fixings, good condition. £220 no VAT. Tel: 07773 480324. [JKW94R]



John Deere wafer weights with pin and bolts, 18x 50kg, 900kg total weight, good condition. £1,000. Tel: 01603 712222. Norfolk. [KLW110]



JCB weight block, 12 x 45kg wafer weights. £750 ono. Tel: 07563 634657. Cheshire. [KLW44R]

Power pack, to run bale wrapper etc. £475, Small Panther fun bike, for 16-year-old, petrol engine, needs TLC, £545, Bamford 4 furrow plough, with discs and skims, £485. Tel: 07876 770545. Northamptonshire. [LA]

Nuffield 4/65 complete hydraulic unit, with lift arms and control valve handles old repair to casting working ok when removed. £175 ono. Tel: 07885 396927. Leicestershire. [LA]

PARTS WANTED



Allis Chalmers Gleaner combine sieves, wanted Sieves to fit Model C or Super C Gleaner combine. Tel: 01295 711380. Banbury. [HIW106]

David Brown Cropmaster starter motor wanted petrol TVO model can collect or I will pay for postage. Tel: 07922 953439. Stoke-on-Trent. [KL]

David Brown Cropmaster parts, 1947, TVO, engine, block manifold, fuel tank, anything considered. Tel: 07976 282524. Haywards Heath, West Sussex. [KL]

Nuffield 4/65, 1957, complete engine, in useable condition, or head parts. Tel: 0191 373 2636. Co Durham. [KL]

MISCELLANEOUS

T1 PRH

V1 PRH

W1 PRH

Number plates, T1 PRH, V1 PRH, W1 PRH, plates all on retention, would rather sell as a set £7,500 ono. Tel: 07704 644252. Milton Keynes. [LAW78]



Belle petrol mixer, from 1973, original, strong-made early style with metal engine shroud, Briggs 3hp engine, looked after machine, needs carb priming from cold otherwise good running condition, with a stand. £90 collection only. Tel: 01253 836653. Preston. [LAW50]



Hartridge nozzle test master, in working order, with workshop manual, test oil and gilter. £600. Tel: 01289 305457. Berwick upon Tweed. [LAP2]



Three bladed windmill, can generate direct power or compressed air via PTO shaft running down mast, has run on test stand, Interesting/ profitable project to complete, blades 8ft long adjustable angles, one extra mast section. £360 ono. Tel: 01789 740688 or 07949 328057. Warwick. [LAW43]



Weight Master crane weigher, £100, Howe Richardson automatic mag weigher H17, £100, 2 x Salter hanging scales, £25. Tel: 07850 848372. Nr Malmesbury. [LAW83]



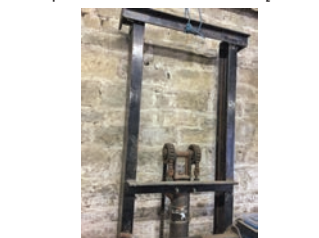
Wrought iron gates, with posts, black with gold trim 6ft wide each gate total 12ft, 3ft 10 inches height, excellent condition buyer collects. Tel: 01366 659000. Norfolk. [LAW26]



Vintage Coopers of Wisbech Demon orchard sprayer, with Ruston Hornsby engine, engine runs. located near Gravesend. Tel: 07969 899635. Gravesend. [KLW18R]



Facade adjustable heavy duty hydraulic ram C-spanner used once; retail £260, £100 + carriage. Tel: 07853 653986. New Milton, Hampshire. [LAW5]



Hydraulic run, rear mounted forklift for a tractor. Tel: 01963 240859. Somerset. [LAW17]



JCB storage box, to TM 310/320S. Tel: 07976 702858. Powys. [LAW96]

MISCELLANEOUS WANTED



Belt or hand drive root cutter must be in good working order, sensible money. Tel: 07767 424197. [KLW38]

MODELS, COLLECTABLES, LITERATURE AND DVDs

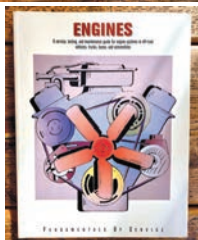


Wilmott and Breeden calormeter, £120. Tel: 01994 232893. Carmarthen. [LAP13]



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John Deere 'Fundamentals of Service', very rare, complete set of 18 manuals, A4, paperbound, perfect bound, good condition, awarded on graduation to previous John Deere apprentice. Produced in old school quality. Great reference point for engineers/technicians or collectors. Pictures don't do these manuals justice! £POA. Call/text: 07976 073999. West Kent. [LAW200/201]



The Scottish County Tractor Club 2023 Calendar is available to order from the Club secretary, Frances Ritchie, on 01975 562112, or 07740 683798, or e-mail address scotcounty@btinternet.com. A message can also be sent via our Facebook page. Price is £14 which includes the postage. Overseas orders might incur higher postage charges, please enquire. [LAW42]



Manuals and handbooks, Leyland road runner, w/shop manual, Volvo 760 Haynes, Briggs Stratton manual, Lister HR 2 - HR3, MF 265 298, Handbook Mountfield and Suffolk punch, Vauxhall Corsa handbook and more! £POA. Tel: 07850 848372. Chippenham. [LAW28]



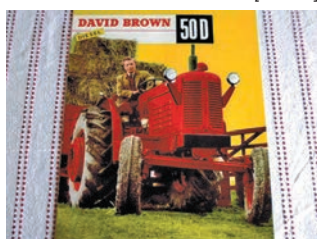
Massey Ferguson 780 combine large dealer poster, call for more items. £110. Tel: 01994 232893. Carmarthen. [LAP10]



Massey Ferguson 65 brochure, very good condition. £45. Tel: 01994 232893. Carmarthen. [LAP11]



Ferguson collector's cards, X 12, call for more items etc. £40. Tel: 01994 232893. Carmarthen. [LAP12]



David Brown 50D brochure, mint condition, call for more items etc. Tel: 01994 232893. Carmarthen. [LAP14]



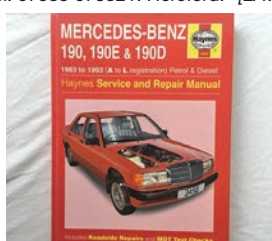
Claas Dominator 68S brochure, twenty pages. £12. Tel: 01423 733487. West Yorkshire. [LAW47]



JD Tankard, rare collectible, 'John Deere Werke Zweibrücken' factory trip special edition, 0.25l capacity with handle, more pictures available on request. £50. Tel: 07976 073999. West Kent. [LAW56]



Massey Ferguson Activa and Beta combine brochures, good condition, A4 size £10 plus postage can split. Tel: 07583 673321. Hereford. [LAW7]



MB 190 Haynes workshop manual, 1983 to 1993, petrol and diesel models, un-wrapped, unused, unmarked, superb new condition. £18.75. Tel: 07399 359072. Canterbury. [KLW23R]



John Deere collectible slate coaster, as-new condition. £10. Tel: 07976 073999. West Kent. [LAW55]



David Brown 1190 brochure, six pages. £13. Tel: 01423 733487 or 07962 981469. West Yorks. [LAW39]



Claas Jaguar 71, 75, 75E brochure, twelve pages. £10. Tel: 07962891469. West Yorkshire. [LAW41]



John Deere combines brochures, T S and W series very good condition, A4 size £20 plus postage can split. Tel: 07583 673321. Hereford. [LAW8]



History of combines, hardback book A4, size lot of photos quality paper 212 pages £23 including postage. Tel: 07583 673321. Hereford. [LAW10]



Massey Ferguson combines brochures, Activa S and Beta, good condition, A4 size. £15 ono plus second-class postage. Tel: 07583 673321. Hereford. [KLW72R]



Dowdeswell front press linkage leaflet, £6. Tel: 07962 891469. West Yorkshire. [LAW76]



Parmiter 1978/79 farm machinery booklet, 20 pages £10. Tel: 07962 891469. West Yorkshire. [LAW77]



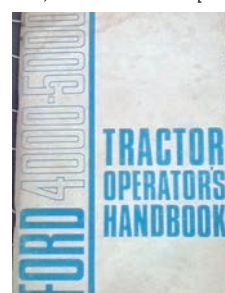
Fendt 'Dieselross' collector's beer glass, rare, as new, tall 500ml pint glass. £20. Tel: 079760 73999. West Kent. [LAW15]



Ford 3-cyl tractor parts catalogue, good condition. £12 plus postage. 07395 049675. Axminster. [KLW89R]



Book History of combines in UK, well-illustrated, 212, pages A4 hardback. £20 plus postage, second class. Tel: 07583 673321. Dorstone, Hereford. [KLW70R]



Ford 4000 manual, good condition. £15 plus postage. Tel: 07395 049675. Axminster. [KLW90R]



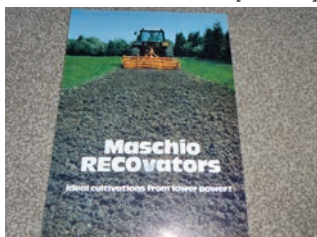
Dinky Fodens, two 1947/55, both collectable one chain lorry and a tail board model both previously owned from a collection. £75 each, ono. Tel: 07903 904199. [KLW33R]



IMT 577 leaflet, £6. Tel: 07962 891469. West Yorkshire. [KLW63R]



International 56 Series brochure, 8 pages, £12. Tel: 07962 891469. West Yorkshire. [KLW64R]



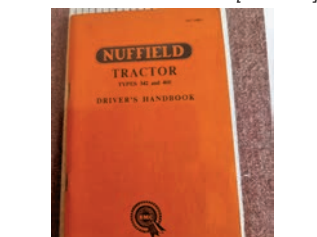
Maschio Recovator's brochure, four pages. £5. Tel: 01423 733487. West Yorkshire. [KLW60R]



Lister Elevator brochure, four pages. £10. Tel: 07962 891469. West Yorkshire. [KLW58R]



Ford 3000 leaflet, £15. Tel: 01423 734487. West Yorkshire. [KLW68R]



Nuffield 342/460 handbook, call for more info. Tel: 01994 232893. Carmarthen. [HT21P2R]



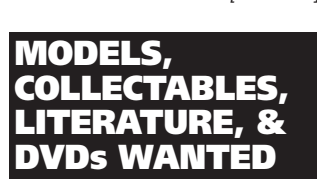
Ferguson brochure poster, £30. Tel: 01994 232893. Wales. [HT21P3R]



John Deere 1120 brochure, call for more items. £25. Tel: 01994 232893. Carmarthen. [HT21P14R]

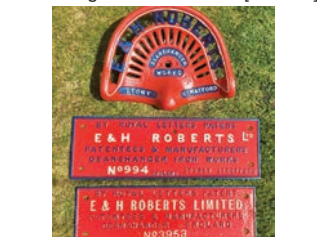


Massey Ferguson brochure. Tel: 01994 232893. Wales. [HT21P5R]



MODELS, COLLECTABLES, LITERATURE, & DVDs WANTED

Britain's Farm / Autoway models, private collector would like to purchase a collection of Britain's models, 70, s 80, s 90, s preferred. Original good, boxed condition. Interested in Collections or single items. Tel: 078794 75484. Woodbridge. [GHW96]



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 / Auto way models, private collector would like to purchase a collection of, or individual, boxed originals preferred. Tel: 07879 475484. Woodbridge. [DEW24]



Wanted, anything E H Roberts, Deans hanger, nameplates, cast iron seats, spanners, catalogues, etc, top money paid. Tel: 07958 381278. Buckingham. [HIW54]

Logbook, reg VSM 52 for Ferguson 3S wanted, if you have it, please ring. Tel: 01768 896631. Cumbria. [LA]

Model toy tractors, and implements, tin plastic or metal. Tel: 01858 880036. Leicestershire. [FG]

Drivers' handbooks, for Zetor 5011 tractors, from 1982, please call if you can help. Tel: 01913 732636. Durham. [FG]

Operators' manual and workshop manual, for Renault 95 12. Tel: 07939 139024. Boston. [DE]

Old classic cars and bikes, any condition however wrecked even planes too, please call Jonathan. Tel: 07753 931874. Leeds. [CD]

Universal Hobbies 1/32 scale Claas Matador combine and Claas Super trailed combine models, preferably mint and boxed. Tel: 01458 241343. South Somerset. [JK]

Toy model tractors, decent prices paid, David Brown Crop master, Orange Nuffield 1950s, please call if you can help. Tel: 01327 261038. West Farndon. [FG]

Workshop manual for John Deere 3050, 3350, 3650, Contact Ian. Tel: 07960 866025. Wolvey, Hinckley. [JK]

EVENTS

Moir Model Show takes place on 28-29 October at the Jim Baker Stadium, Ballysavage Road, Parkgate, Northern Ireland, BT39 0DX. To enquire about booking please send a message to the Facebook page or contact 07782 184909. [HT]

Sedgemoor Vintage Sort Out, Sunday Dec 4th 2022 the R.O.F. club Woolavington, Bridgwater TA7 8AD. Tel: 07785 765826. Woolavington, Somerset. [KL]

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Heavy duty 1.5m tractor transport box, built by Arc One Engineering, durable paint coating. Reinforced steel frame comes with Cat 1 and Cat 2 multi pins, custom build to order, any size, any colour. Tel: 07484 876889. Axminster. [BCW149]



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Burgess dealer decals, exact reproduction, as fitted to many classic tractors/machinery sold by this company's branches, 2x decals for £7.00 including postage. Email: carl.kaz@live.co.uk, call/text (eves only) 07493716090. Derbys. [CDW53]

Vehicle licensing DVLA, DVLA Problems? National Vintage Tractor and Engine Club have been solving these for many years, so it is likely we have come across your problem before. No logbook, no registration number, no serial number, send brief details and we will see what can be done. Email: Problems@weylode.com [GH]

Low loader transport, all area's covered tractor's implement's truck's 4x4's van's car's plant machinery single items to full loads we take care of them all winch on no 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]

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Tractor and light machinery transport available, 7.5t beaver tail lorry, good for loads around four ton. located south England, any UK destination considered. Tel: 07857 147746. Portsmouth. [JK]

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]

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MIG Welder, required for Storth the experts in slurry management. Based in our team at our Head Office in Burton in Kendal, Near Carnforth Lancashire. The Successful candidate will be able to work with both technical drawings or verbal instructions provided by our in house design team. Must be able to fabricate and work to engineering drawings. Previous welding experience essential. Good Attention to detail and be able to work on own initiative. Capable and proficient in the use of grinders & gas cutting equipment. Experience in the use of overhead Crane & Slinging an advantage (training will be given). Competitive salary dependant on experience. To apply, please contact marketing@storthmachinery.co.uk or to view a full list of current vacancies at www.storthmachinery.co.uk/careers

Magazine Editor Wanted. Sundial Magazines the specialist publisher of off-road machinery publications is seeking an editor for its market leading monthly *Farm Machinery Journal*. Applicants will have a background in agricultural machinery journalism or associated fields. Consideration will be given to those in similar related roles who are looking to develop their careers. The position is fast paced requiring organizational skills in both a practical and management sense with the ability to plan and direct freelance writers and designers. The successful applicant will be capable of producing original copy. The role will be home based with office visits as required. There will be the opportunity to incorporate an element of overseas travel. To apply contact Paul Cosgrove, Publishing Director at paul@sundialmagazines.co.uk



Job opportunity in Australia. JCB Gippsland is part of the largest JCB dealer group in Australia, we currently have vacancies in parts and service. Free air return air travel, accommodation and visa sponsorship available for the right candidates. For more information contact Jon. jon@michaelagroup.net.au +61 (0) 499957007 Phone 0499957007 Advert Town VIC Australia.

Agricultural Sales. Agricultural Sales roles available with leading dealer Scot Agri. We provide machinery sales, service, and parts from JCB, Massey Ferguson, HORSCH, KTWO, Berthoud and more across our nine agricultural depots. We are currently looking for Driven Sales Representatives to join our teams in Huntly, Glenrothes and Forfar. We would welcome applications from those with a background in or passion for agriculture, sales experience, or engineers who want to move in to sales. In return we offer a competitive salary and overtime rates, private healthcare, generous annual leave entitlements, and a company car. For more information and to apply visit www.scotagri.com/careers or send your cv to hr@scot-jcb.co.uk

Installation engineer required for Storth the experts in slurry management. Based in Lancashire, the candidate will have a number of responsibilities, including installation of automatic slurry scrapers and erecting of slurry stores. Experience in basic hand tools and electrics is required, and experience in concrete is preferable. The candidate must be willing to work away from home if necessary and work individually or as part of a team. Wages will be based on experience, immediate start. Hard working and self-motivated. To apply, please contact marketing@storthmachinery.co.uk or to view a full list of current vacancies at www.storthmachinery.co.uk/careers

Parts advisor. We are a leading five star AGCO machinery dealer, and we currently have a vacancy for a full-time Parts Advisor at our Southam dealership in Warwickshire. The successful candidate will be involved in the sale, stock control and computer input of parts and goods for a wide range of premium brand agricultural and horticultural machinery. Applicants will preferably have previous experience in a parts department and strong communication skills. For further information please refer to our website www.chandlers.co.uk/careers, or forward your CV to hr@chandlers.co.uk or call 07970 121095 for an informal discussion. All enquiries are treated in strictest confidence.

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Agricultural engineer, looking for experienced Agricultural engineer to work on all Claas, Massey Ferguson, Fendt, Manitou, Kioti and more. Must have a minimum of 5 years' experience on above brands and be prepared to relocate to beautiful North Queensland - Australia. Contact me for more information with a CV and cover letter. 0061 407 417546. Cairns. [LAW202]



Service technician. Russells is one of the leading agricultural machinery dealers in the UK. Due to continued growth, we are seeking an experienced service technician to join the team at our Boroughbridge and Rothwell branches. Russells holds franchises for New Holland, Manitou, Vaderstad, Kubota, Pottinger, Mchale and McConnell. Responsibilities required: provide an excellent level of customer care, deal with fault diagnosis both on site and in the workshop, carry out repairs to a high standard in both a timely and professional manner, have an excellent knowledge of modern agricultural practices, be able to follow manufactures warranty procedures, hold a full UK driving licence, and other licences such as PA1/PA2 and telehandler/forklift are preferred but not essential. Benefits include: competitive remuneration package, enrolment into the NEST pension scheme, modern company van, company mobile phone/laptop, company overalls, uniform and PPE is provided, regular manufacturer led training, structured programme of development. If you would be interested and would like to find out more then please contact: careers@russells.uk.com - russells.uk.com

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Lloyd Baker had worked hard to buy this JCB Fastrac 3185 and it was his pride and joy. Understandably, he was left devastated after an electrical fault, that nemesis of all older JCB Fastracs, caused this catastrophic fire.

1 Dai Williams from Lampeter in Ceredigion was using his MF 135 to collect driftwood from the River Teifi when it got stuck on a sandbank. Unless he was wearing waders at the time, that water would definitely have gone over his welly tops.

2 Back in August, Worcester Fire Station were called out to a tractor fire at Wichenford. They arrived to find what they described as a tractor (MF 6400 Series?) 'well alight'. No kidding! Photo: Worcester Fire Station.

3 This photo, sent in by Tony Parks, serves as a reminder to periodically check tractor pick-up hitches and trailer towing eyes for wear. If one or both are worn, the eye can escape the hitch, as happened here during a dump trailer tip.

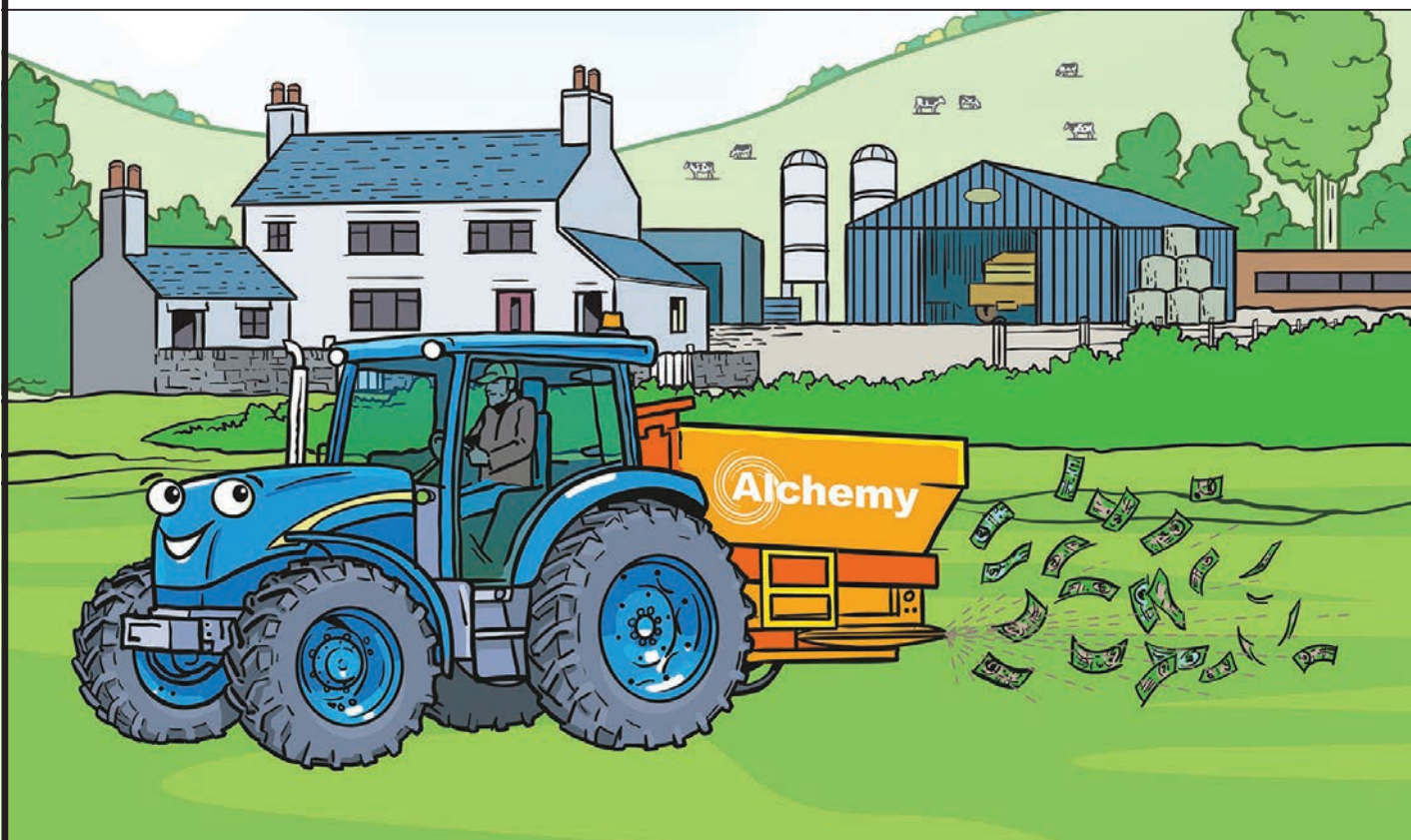
4 This MF 398 was already a bit soiled before it got into trouble in this veg field. Its operator and his colleague, seen giving it a big thumbs-up in other photos of this muddy moment, could clearly see the funny side. Photo: Johnny.



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