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Welcome

NEWARK SHOW-STOPPERS

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“What I would really like to see made compulsory at events is an informative log sheet for every exhibit.”



GETTING OUT AND MEETING PEOPLE is good for the soul, which is one of the reasons why I always enjoy attending Newark Vintage Tractor & Heritage Show. This end-of-season event is one of my favourites, not only because of the hardware on display, but also because of the friends, readers and people you meet from across the UK and Ireland.

I will never get tired of attending these events, but what I would like to see made compulsory is an informative log sheet for every exhibit, or just something that tells me the tractor's history and what work has been done to it by its owner. Without it, an exhibit is often just a bare piece of hardware, with no back story to encourage visitor engagement. As a result, far too many exhibits are only getting a cursory glance from passers-by, which is a great shame as a lot of time, effort and expense goes into getting them there in the first place.

The remainder of this Welcome has a sombre tone, as I am sad to have to report the passing of a clutch of farm machinery industry people. Arthur Battelle, whose remarkable 60-year career in agriculture was chronicled in the August-November 2021 issues of **CLASSIC TRACTOR**, died in late October at the age of 97. There wasn't much Arthur didn't do during his career; he worked as a tractor driver, contractor and mechanic, before becoming a demonstrator for Fordson and Ford, and then a service expert and salesman for Roadless Traction. He ran a Fordson tractor club, supplied parts for vintage tractors, and entered the world of publishing, producing magazines and authoring several books. The list goes on. What a remarkable man and career.

Bruce Keech, a former colleague of Arthur's at Ford and then Roadless in the 1960s, also sadly died at the same time. Bruce, whose career story was published in our June and July 2021 issues, later went on to work for Ransomes and Dowdeswell, before retiring in 2003.

CLASSIC TRACTOR is also mourning the loss of its Leyland technical guru, John Paterson, who passed away in late October. For many years John was our anonymous Leyland expert on the 'Ask the Experts' panel. His knowledge of Nuffields and Leylands was encyclopedic, to say the least, and he not only used it to help readers of **CLASSIC TRACTOR**, but also members of the Nuffield & Leyland Tractor Club. We are grateful for the time he spent ensuring that his knowledge was passed on for the benefit of others.

The wider machinery world has also lost one of the pioneers of mechanical materials handling, Amilcare Merlo – the undisputed Mr Merlo – who passed away in November at the age of 88. It was Amilcare who was the founder of the Merlo Group and the driving force behind its success, notably in the field of telescopic handlers.



Rory Day

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Main picture: This 2003 MF 5455, owned by the Bowyer family from Monmouthshire, looks and drives like new again following its ultimate refurb at the MF factory at Beauvais in France. Photo: Rory Day.

Front cover: A John Deere 7710, Fendt Favorit 818 and Valtra 8950, all models that now have a cult following, in dealer Douglas Willis Machinery's yard at Usk in Monmouthshire. Photo: Mansel Davies.

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CULT FOLLOWING



It is rare to find a Valtra 8950, John Deere 7710 and Fendt Favorit 818, all models that have attained a cult status among fans of the respective brands, in the same dealer's yard. Thanks to Douglas Willis Machinery of Usk in Monmouthshire, which recently had examples of all three in stock, Rory Day was able to find out why these models are so revered and commanding ever-higher prices on the second-hand market; pictures by Mansel Davies.

ACCORDING to the dictionary, a cult is a person or object that is popular or fashionable among a particular group or section of society. There can be no denying that all three of the modern classics that greeted **CLASSIC TRACTOR** at Douglas Willis Machinery, near Usk, Monmouthshire, namely a John Deere 7710, a Fendt Favorit 818 and a Valtra 8950, have now attained cult status among various sections of the farming community.

For the John Deere 7710, that section of farming society is quite large, reflecting the sales and popularity of this model back in the late 1990s and early 2000s. The number of people who have either operated or encountered a model from the John Deere 7010 Series in the UK and Ireland runs into the thousands, and it is that relatability that is one of the reasons why they still enjoy such a popular following. They are, of course, still highly capable workhorses with a reputation for comfort and reliability.

In contrast, the number of people who can say they have driven a Valtra 8950 or Fendt Favorit 818 is considerably fewer, practically miniscule in fact compared to the John Deere 7710, on account of the scarcity of these models, not only when they were new in the late 1990s and early 2000s, but also today.

So what we've got here, or rather what dealer Douglas Willis Machinery recently had in stock in its yard in October, was one well-known modern classic (John Deere 7710) and two much less familiar models (Valtra 8950 and Fendt Favorit 818).

Greg Willis, the proprietor of the business, is no stranger to having a desirable modern classic or two in his yard. Back in the spring of 2021 he had no fewer than three Fendt Favorit 800 Series models in stock at the same time (**CLASSIC TRACTOR** May 2021). Supplying desirable machines like these has become a natural development of a farm diversification business that has its roots back in 2011.



Greg is a working livestock and arable farmer, but he has also been buying and selling used farm equipment for around 10 years. The majority of the machines he sells, with the exception of some tractors, fall into the modern category and are usually less than 20 years old. He is also an agent for Agrihire (spreaders) and Herde (stone pickers).

"I'm not looking to be the same as every other dealer," explains Greg, "and for this reason I don't want a yard full of John Deere 6155Rs."

His success with second-hand tractors has come from sourcing sought-after modern classic models that have a cult following.

"I have had five John Deere 7810s and a 7710 in recent years," he says. "These models started to go up in price a few years ago, but then the market became a bit saturated, while at the same time more people started looking for them. That was when I started looking for something else, which led to me importing a number of Fendt Favorit 800 Series models from mainland Europe."

So who exactly is buying these cult modern classics from the late 1990s and early 2000s that Greg keeps finding?

"They are mostly bought by people who put them back to work," he explains. "One of the Fendt Favorit 800 Series models I had went to a one-man-band contractor from Derby and another was

bought by a dairy farm contractor from Brecon. I had a Favorit 816 that went to a plant dealer from West Wales who used to be a Fendt dealer, who wanted to use it as a yard tractor.

"The people who are buying these tractors know what they are and why they are priced a certain way," adds Greg. "It is usually the younger generation who realise what they are."

Having established the background to Greg's machinery business and the type of modern classic tractors he specialises in, it was time to saddle up and sample his John Deere 7710, Fendt Favorit 818 and Valtra 8950.

Right: Greg Willis of Douglas Willis Machinery has been buying and selling farm machinery for around 10 years. He is earning reputation as a dealer who can find good examples of cult modern classics from the 1990s and early 2000s.



Acknowledgements

THANKS to Greg Willis and his father David for showing us around their modern classics. Douglas Willis Machinery of Usk in Monmouthshire can be contacted on 07800 638277 or visit: www.douglaswillismachinery.co.uk

Below: Douglas Willis Machinery, a dealer from near Usk in Monmouthshire, specialises in sourcing sought-after modern classics. Its stock recently included, from left, a 1999 John Deere 7710, a 2003 Valtra 8950 and a 2001 Fendt Favorit 818.





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John Deere 7710

OUT OF THE THREE tractors here, the John Deere 7710 is easily the most recognisable and familiar, simply because many hundreds of these US-built models were sold in the UK and Ireland between late 1996 and 2003.

Power comes from a 155hp John Deere 8.1-litre PowerTech six-cylinder turbo. Initially, the 7710 was available with either the tried and tested PowrQuad or the less common PowerShift. As production progressed, alternative gearboxes became available, namely the AutoQuad II, with a single main gear lever with push-button control of the ranges, manual or automatic gear selection modes and speed matching functions, and then AutoPowr, a hydrostatic-mechanical stepless CVT transmission.

The operator highlight is, of course, the TechCenter cab, with its excellent visibility, low noise levels, tilting dashboard-cum-steering column and Personal Posture armchair seat.

Greg Willis of Douglas Willis Machinery has owned this 1999 John Deere 7710 for about a year. He is no stranger to the 7010 Series and has had six of these highly-regarded models through his hands in

the past four years. All the tractors he has owned have had TLS front axle suspension and most have been fitted with the PowrQuad transmission. As part of his policy of getting to know the tractors he sells, Greg has been using this 7710 on his own farm for the past year, mainly on a big square baler and for cultivation work.

"The side console is more cluttered than the Fendt, but it's a good operator station and everything falls easily to hand," he notes. "The hydraulic quadrant is also very good to use."

This tractor's past history is unclear, but what is known is that it has done 7800 hours and is in very nice condition. During its time with Greg, it has received a full service and some new cladding in the cab, and its fuel pump has been reconditioned.

This tractor's chunky tyre equipment consists of 600/65R28s on the front and 710/70R38s on the rear. Three of the four tyres have 25% tread or less.

One thing that strikes you about the John Deere 7710 is its high driving position and relatively short bonnet, especially when compared to the Fendt and Valtra company it has been keeping in Douglas Willis Machinery's yard. The other thing that is noticeable is that there's a bit of play in the well-used control levers, but no more than you would expect for the hours.

The 7710 and 7810 were never particularly rated for their performance of the road, but this machine bobs along very nicely on the black top. It feels the handiest of the three tractors here and responds well to being shunted around in tight gateways, while negotiating narrow lanes with ease.

The John Deere 7710 fits between the Fendt Favorit 818 and Valtra 8950 in terms of its overall offering and standing in the market. It lacks the refinement of the Fendt, but its control placement

is better than the Valtra, which makes it a nicer operator's machine.

If you were to liken the John Deere 7710 to a popular car, which is how each of these profiles are being concluded, what model would it be? It sits just above the middle ground, so a Ford Focus doesn't really do it justice, but equally it's not in the Merc league. How about the Audi A4? Comfortable, reliable, well-screwed together and with a decent bit of quality and prestige – that just about sums up the John Deere 7710.

Left: This John Deere 7710 has the best seat, well-positioned controls and the tried and tested 20/20 PowrQuad transmission, albeit without the desirable left-hand shuttle.

Below: This 1999 John Deere 7710, a tidy unit with TLS front suspension and a right-hand reverser, has done 7800 hours. It will be on the market soon, price TBC.



What users say

ALEX WILKINSON: "We still run six John Deere 7810s and a 7710 and use them all for mainline work. They do 300-700 hours a year on our 4000 acres of arable farming and contracting. They are mega-reliable, have loads of power and can do anything from pulling a seven-furrow reversible plough to carting with 16t trailers."

JOHN FITZGERALD: "I worked in a John Deere dealership in the late 1990s, so have experience of the 7710 and 7810 models. Yes, they were fantastic tractors, but not without their issues. The exhausts were prone to cracking (repeatedly) and the front hub seals were prone to leaking, but the biggest headache was the wear in the rock shaft housing. I still maintain that the Waterloo-built tractors were better built than the Mannheim models, but in reality the rear linkage wasn't strong enough for heavy European ploughs and the wear in the rock shaft housing proved that."

JOHN MCCLEAN: "The TLS front suspension is essential if you are doing regular roadwork and the air-conditioning might struggle in very hot regions, but otherwise the 7710 is a pleasure to operate. I would recommend the AutoQuad single-stick gearbox so the high gear is closer to hand, and the left-hand shuttle lever if you've got the choice."

Factsheet

Tractor	John Deere 7710
Year	1999
Engine	JD 8.1-litre, 6-cyl turbo
Power	155hp
Hours	7800



Fendt Favorit 818

THE FENDT FAVORIT 818 was one of four Favorit 800 Series models introduced by the German manufacturer in late 1993. All four tractors shared the same engine, a 6.9-litre MAN D0826 six-cylinder, which in the case of the turbocharged and intercooled Favorit 818 produced 190hp.

The Favorit 818 remained in production at the Marktoberdorf factory until 2002, by which time 1528 units had been produced, making it the second most popular Favorit 800 Series model behind the 824 (2094 units).

It is quite astonishing to think that many of the features that drivers of modern tractors now take for granted, such as a 50kph transmission, front axle and cab suspension, and a front linkage, were all standard equipment on the Favorit 800 Series almost 30 years ago. It's even more amazing to think that the initial product planning and feasibility work on the Favorit 800 Series concept would have commenced several years earlier, back in the 1980s. Talk about forward thinking.

Greg Willis of Douglas Willis Machinery has owned this 2001 Fendt Favorit 818 for the past 16 months, during which time he has put about 600 hours on the clock, bringing its current tally to a modest 5600.



He has used it on his own farm for cultivation work, baling and a few other jobs.

"I'm a Fendt man and my Dad is John Deere, but he likes the Favorit 818," he says. "This is the fifth Favorit 800 Series tractor I've had and all of them have been sourced from abroad. I think this 818 may have had a little paint touch-up here and there in the past, but it is otherwise still just as it arrived here."

This Favorit 818 has the cab-mounted side exhaust pipe that was a feature of the updated Series II versions of the Favorit 800 Series, introduced in 1996. It also has the heavier-duty Dana 060F front axle that was fitted from serial number 4001 and the frameless cab doors that were introduced in May 2000.

These Favorit 800 Series models are the rising stars of the modern classic scene. It's not just their profile that has shot through the roof – their residual values have skyrocketed too. There's not much available now for less than £50,000 and the best examples with low hours are commanding as much as £75,000 on the continent.

So how does this Fendt Favorit 818 drive? The answer is: like an absolute dream. This tractor just owns the road – literally. Thanks to its front mudguards, which cover not only the width of the tyres but a bit more besides, it fills every inch of the narrow lanes in this part of Monmouthshire, verge to verge.

The big Favorit feels more like a commercial vehicle than a tractor, such is its smooth road ride and the precision of its steering and controls. Yes, it's bit bulky for its horsepower by today's standards, remembering that Fendt packed another 40hp into the same frame of the Favorit 824, but it doesn't lack manoeuvrability.

If you were going to liken this tractor to a car, it would have to be a Mercedes-Benz S-Class luxury executive saloon. Like the S-Class, it is a big barge, but it is also packed with sophisticated features and just exudes quality. This is not a tractor that you can chuck around in the same way as a John Deere 7710 – it demands more respect – but it is definitely the pick of this modern classic bunch.

Left: There is a quality feel about the materials used in the cab of the Fendt Favorit 800 Series and all the controls on this one feel very tight, which is no mean feat after 5600 hours.

Below: This absolute treasure of a Generation 2 Fendt Favorit 818 from 2001 has done just 5600 hours and is in exceptional condition. It's fair to say it drives like a new one.

What users say

MATTHEW BARNETT: "I drove a T-registered Fendt Favorit 818 and then a Y-reg on a large farm that grew 1200 acres of spuds in Herefordshire. It had tremendous grip in the field and would turn back tyres on the rims when using a five-leg Flatlift. I always felt it could have done with more power on the road, but we were towing heavy loads. Everything fell to hand, it had a very smooth ride and incredible build quality and reliability. It was the best tractor money could buy back then and built to do mega hours."

TAIG NORMAN: "I have owned and run a 1994 Fendt Favorit 822 since 2015. It has clocked just under 13,000 hours, of which 2000 have been done during its time with me, mainly carrying out drilling, but also a fair bit of haulage work. To say this range was ahead of its time would be an understatement. Twenty-eight years after it was built it is still matching the performance of some new tractors of its size. You can spend 12-14 hours on it and still feel fresh afterwards. It's actually more comfortable than some of the brand new 200hp tractors that I drive! It doesn't use any more fuel than most of the younger 200hp tractors that it has worked alongside, and it doesn't have an AdBlue addiction either!"

Factsheet

Tractor	Fendt Favorit 818
Year	1999
Engine	MAN 6.9-litre, 6-cyl turbo
Power	190hp
Hours	5600





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Fendt Favorit 818

THE VALTRA 8950 joined the company's Mega 50 Series over half-way through its production life, which goes a long way to explaining why used examples are now so seldom seen in the UK market. The Mega 50 Series, initially containing five models spanning 110hp to 160/190hp, was introduced at Agritechnica '95 at Hannover in Germany.

The range-topper at the time, the 8750, was equipped with what was known as Sigma Power, a new power boost feature that allowed the long-stroke 7.4-litre Sisu 634 DS six-cylinder turbo engine to produce up to 190 max hp (172 PTO hp) when under heavy PTO load. The 8750 was not a heavy tractor – it weighed just over 5t – but Sigma Power helped to give it a high power-to-weight ratio.

In 1998, the Mega 50 Series evolved into the updated HiTech, which was followed in 2001 by the HiTech II. Improvements at this time included the introduction of Aires front axle air suspension (1998), which is fitted to this 8950, a right-hand pillar information screen and automatic and programmable Delta Powershift, with clutch buttons on the gear sticks.



It was during 1998 that the Valtra Valmet name started to appear on the flanks of the Finnish machines. The following year, 1999, was notable for the introduction of a new top-of-the-range model, the 8950, the Sisu engine of which produced 160hp during normal operations and up to 197hp when the Sigma Power boost was activated during PTO work.

This particular Valtra 8950 is a late model and was built at the Suolahti factory in Finland in 2003. It spent most of its working life in France, before

making its way over to the UK in recent times. Greg Willis bought it several months ago and has now sold it to a customer from Ireland.

It is not difficult to understand why the new owner of this Valtra paid top dollar for the right to put his name on the log book. This is a real minter, with low hours (3600), very smart original

paintwork and a near-faultless cab interior. Finding another one as good would be difficult, if not impossible.

Spec-wise, this machine has a 50kph transmission, which apparently wasn't common, air brakes, front linkage (but no PTO), four-spools and a 1000 rpm PTO. It is shod on high quality Michelin Multibib tyres, new on the front and 15% worn on the rear.

"It is a different tractor to a John Deere or Fendt, but I like it," says Greg, who has used this Valtra 8950 for a few jobs on his own farm, as part of his policy of getting to know the tractors he sells. "It is robust, but not as user-friendly in the cab as some."

"These big Valtras are very scarce and are becoming more sought-after now," he continues. "I had a lot of interest from Ireland and also abroad in this one."

As to be expected for its low hours, all the controls on this 19-year old Valtra 8950 feel tight and it drives extremely well. It isn't as refined in the cab as the John Deere 7710 or Fendt Favorit 818, but that is to be expected, given that Valtra tractors were designed to withstand working in some harsh forestry conditions. This much is clear when you look at the underside of this tractor, which is notable for its smooth belly and remarkably generous ground clearance.

The Valtra 8950 can be likened to a classic Land-Rover Defender. Both are tough, reliable and functional workhorses that will go just about anywhere. The control layout, while not bad, is certainly not the best. But befitting of the 'cult' tag? Most definitely!

Left: The cab on the Valtra 8950 is quiet and functional, but it lacks the finesse of the Fendt and John Deere cabs and some of its controls are not as conveniently placed.

Below: Greg Willis bought this 2003 Valtra 8950 in the UK, but it previously worked in France. This 50 Series flagship model is in great shape and has only done 3600 hours.

What users say

MIKA METSO: "I have owned my Valtra 8950 for 22 years. It has done 18,000 hours and produces 281hp at the PTO. It still has its original gearbox and engine. It ran a wood chipper for 10,000 hours and has done 8000 hours of mixed contracting work. Nowadays I use it for slightly lighter jobs. It has been very reliable and has never failed! It is also powerful and very fast (60kph+)."

JOHN MACKINTOSH: "We had two Valtra 8950s, both in white. One was reverse-drive and spent most of its time on a forestry mulcher; the other one was on wide tyres and mostly did seeding work. The field tractor pulled a set of Simba discs and a press and carried out reclaim work and seeding with a 3m Kuhn one-pass. They were basic, but comfortable. The engines were bombproof, but quite smokey on a cold morning, until they warmed up. The Sigma Power boost made a huge difference when it kicked in. The basic electrics made the Sigma Power very easy to override (both of ours had a switch). Sometimes the Sigma Power had a mind of its own and power dropped out. Unfortunately, it was the Hi-Tech transmission that proved the downfall."

Factsheet

Tractor	Valtra 8950
Year	2003
Engine	SisuDiesel 7.4-litre, 6-cyl turbo
Power	160/190hp
Hours	3600



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FACTORY FRESH

South Wales farmer Rob Bowyer had forgotten he had entered AGCO Parts' VIN to Win Ultimate Refurb competition, which he had seen in **CLASSIC TRACTOR**, until he received a telephone call to tell him he was the winner. This meant his family's 18,000-hour Massey Ferguson 5455 was going to be returning to the Beauvais factory in France for a complete rebuild. Here, he tells story of the tractor and how it really did receive an ultimate rebuild. Photos by Terry Richardson, Rory Day and AGCO.



WHEN I RECEIVED a telephone call from a withheld number one evening while I was blowing out the radiators on our MF 5455, I nearly didn't answer it, but when I did, the person on the other end told me he was from Massey Ferguson. This was completely unexpected, and I didn't entirely comprehend what he was saying – particularly at 8:00pm.

He told me that I had won the main prize in AGCO Parts' Ultimate Refurb competition, for which I had entered our 2003 MF 5455. It seemed too good to be true, so we didn't get too excited until something actually happened. I went out and bought a lottery ticket the day after the call, but it seemed my luck didn't extend that far!

Left: Nigel Bowyer and his son Rob were amazed and delighted by the as-new condition of their refurbished 2003 MF 5455 when it returned from the factory at Beauvais in mid-2022.

Below: Since its return from MF's factory in France, where it was subject to an Ultimate Refurb, the Bowyer family's 2003 MF 5455 has been used very sparingly on their 200-acre farm near Usk in Monmouthshire, in order to maintain its as-new appearance.

I had seen an advert for the AGCO Parts' Ultimate Refurb competition some months earlier in **CLASSIC TRACTOR**. I entered and logged into the website every month for six months to enter mini raffles for smaller prizes and, ultimately, the final draw. I had my eye on a MF-branded large chest of tools, but it wasn't to be. By the time I received the phone call, I had forgotten about the competition.

The competition win couldn't have come at a better time for our MF 5455, which after 18 years as our frontline tractor, during which time it clocked 18,000 hours, was becoming a bit tired.

Our 200-acre farm, located just outside Usk in Monmouthshire, South Wales, has been in my family since 1937, the year it was bought by my grandfather and his brother. We rear 75 beef cattle, run a flock of 250 breeding ewes and grow barley, wheat and maize to feed and bed the livestock.

Farm tractors

Back in the 2000s, when I was growing up and starting to drive tractors on the farm, we were running an MF 135, MF 565 and MF 390T with a Trima loader. The 390T, equipped with a 12/12 gearbox, was a great loader tractor and the only thing I didn't like about it was trying to hitch up the power harrow, as our tractor didn't have hook-end arms.

In comparison, the MF 565 wasn't such a great tractor. The clock read 8000 hours but had not worked for as long as I could remember. The best bit about the MF 565 was the single step and wide door to get out of the cab. The rest of the tractor was perfectly functional, but was not the most pleasant place to spend a working day.





Above: The Bowyers' 18,000-hour MF 5455 arriving at the Beauvais factory in France. Apart from the fading paintwork on its loader it was in generally good cosmetic condition.

Nevertheless, I put hundreds, if not thousands, of hours on that tractor, using it for topping, rolling, turning hay and running alongside a potato harvester. The MF 565 did all of the fertiliser spreading with a Vicon wagtail, an operation that required you to hang out of the back window to operate the manual on-off mechanism, while trying to keep the increasingly-vague steering in a straight line.

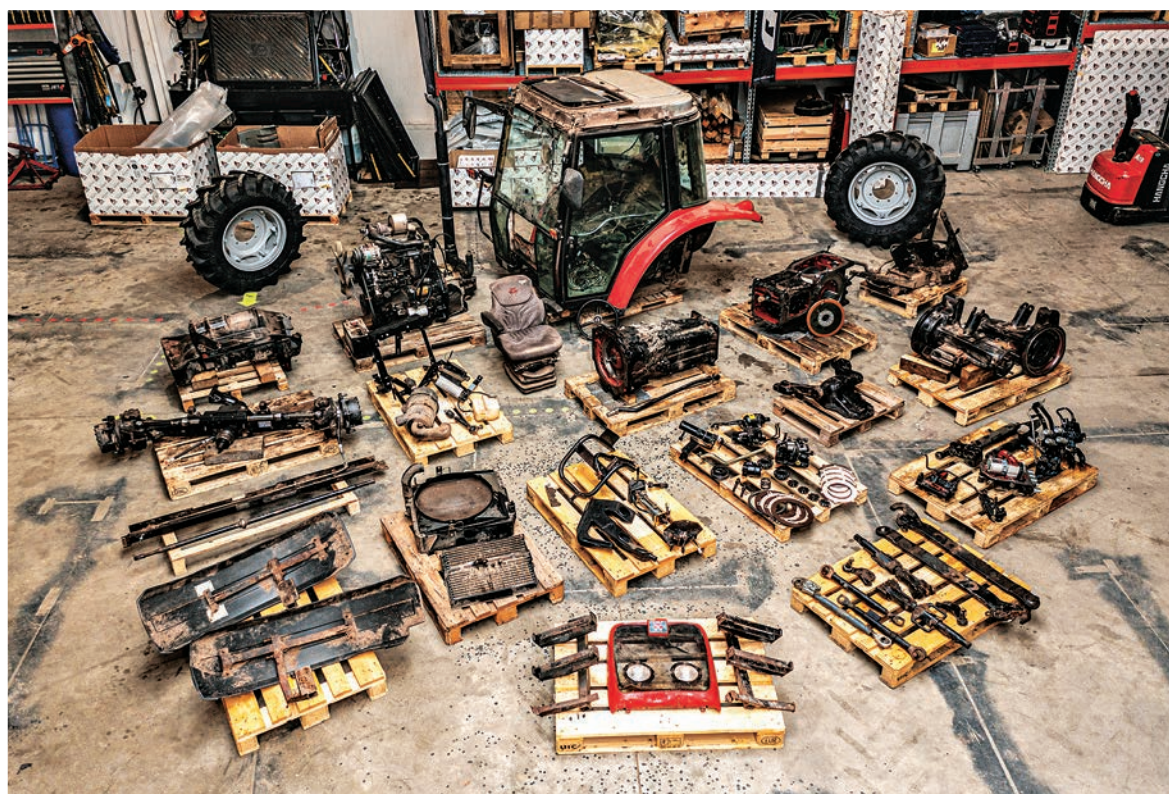
We had a four-wheel drive MF 5455 on demonstration for a couple of days in late 2003, and in January 2004 a deal was done with the local dealer at the time, Ted Hopkins. The 390T was part-exchanged for the 5455, which had an MF 894 loader.

The step up in everything, including the extra step to get in the cab, which was a major talking point at the time, was a revelation. Our new MF 5455 came with a power shuttle, splitter (it has the Speedshift gearbox), electronic linkage, air conditioning, a back window you could readily close, hook-end link arms and a telescopic hitch, while the loader came with the SoftDrive suspension. The MF

5455 allowed us to upgrade from a three- to a four-furrow plough and also to move from a 2.5m to a 3m power harrow.

The MF 5455 took over from the MF 390T as the go-to tractor for ploughing, power harrowing, mowing, hay turning, rowing-up, bed forming, spud lifting and a lot of loader work. The loader is used for feeding the cattle and sheep, getting the maize out

Below: Before the Ultimate Refurb could begin, an ultimate strip down was firstly required to assess the condition of all parts of the tractor and prepare a list of replacements.



Round-up of the refurbishment



CAB

Above: Following an assessment of the original cab, it was replaced by a completely new one sourced by Massey Ferguson from its parts centre at Ennery in France.

BODYWORK The bodywork was in pretty good condition. During the refurb, the nose cone was replaced as the perforated mesh grille had suffered damage from loader work (the outer grille surround was actually in good order). The original main bonnet panels were resprayed as they were in good shape too. The rear mudguards had some minor chips in them, so were replaced, along with the switches for the external linkage controls.

CAB The entire cab was replaced as the bracket where the steps bolt up to the cab had cracked years ago and been welded. This bracket is welded to the cab frame itself, so is considered part of the ROPS structure, and welding of ROPS frames is not permitted. The complete cab frame was replaced, including all the glazing, roof panels and mirrors.

The left-hand door lock had been opened and shut many thousands of times. It had been repaired with springs in the mechanism and dabs of weld on the receiver, but was getting to the point where a new lock was required, so this also came with the new cab frame. The cab steps were also replaced as these had corroded over the years and had some previous weld repairs.

The trim around the gear stick had been damaged leading to it no longer retaining the gaiter, and the plastic trim panels were generally stained and dirty, so all the trim was replaced. The seat was also replaced as it was quite worn, both in the mechanism and the seat cushion fabric.

At about 16,000 hours, the steering wheel adjustment lever had failed where it is welded to the steering column. Rob Bowyer had been unable to get enough heat in with the MIG to repair it, as he was afraid of damaging the universal joint in the steering column, so a whole new column was fitted.

The dash and all switches were replaced, including replacement of the original round PTO switch with a more modern toggle switch.

ENGINE With 18,000 trouble-free hours under its belt, the 4.4-litre 95hp Perkins four-cylinder turbo engine was given an overhaul. A new short block was fitted, the original head was overhauled and a new fuel system was fitted. The alternator and starter motor were both replaced.

FRONT AXLE The Bowyers had previously replaced the entire front axle, so on this occasion the pivot bushes, king pin bearings and track rods were replaced. Rob Bowyer had replaced most of the original front fender box-section brackets over the years, largely with solid steel sections. This arrangement was replaced by new brackets, as were the original plastic fenders, which had worn bolt holes.

GEARBOX The team at Beauvais went through the entire gearbox, replacing anything that appeared to be worn, including the clutch packs and bearings. The PTO clutch pack was found to have some damage, which hadn't been apparent in operation, so this was overhauled. The original brakes were still serviceable, but they were also replaced.

The hydraulic pump had never caused any problems, but it was still replaced as a precaution. The solenoids and valving were inspected and replaced, as required.

REAR-END The Bowyers don't use large or heavy linkage-mounted equipment, but there was still some wear in the linkage. All the linkage parts were replaced, from the cross shaft to the hook ends, including the stabilisers.

The pick-up hitch was

also worn, both in the slider for the extending mechanism and in the main pivot. This wear wasn't excessive, but in keeping with the 'Ultimate Refurb' theme, the entire hitch was replaced with a brand new Dromone unit.

ELECTRICS A few minor repairs to the electrical system had been required over the years, so all wiring harnesses were replaced, along with all the sensors, switches and lights.

COOLING The entire cooling pack, consisting of the radiator, oil cooler and air conditioning cooler, was replaced, along with the entire air-conditioning system.

LOADER Massey Ferguson sent the front loader from the Bowyers MF 5455 off to the Quicke factory for its refurb. It was in generally good condition, considering its life on a busy livestock



ENGINE



LOADER

Above: The MF 894 loader was refurbished at the Quicke factory. Many parts were replaced and it was also upgraded and strengthened in several areas.

farm, although there was some wear, particularly where the pins pass through the various housings. The Bowyers had replaced the bushes some years earlier, but these were replaced again. The housings were either replaced or repaired to eliminate excessive pin movement.

During its time with Quicke, the main pivot pins, up by the cab, were cut off and replaced with new cast pivots welded to the boom. The tractor brackets have also been strengthened, although the Bowyers report that they had no previous problems with these and were not aware of any cracking. The loader headstock looks new, but is in fact the original assembly. Past contact with hard objects left a few small indentations or 'dings' in the headstock's top bar, but you've got to look hard to see them.

The Bowyers had fitted a few accumulators over the years and these were replaced once more by the team at Beauvais. "We had only replaced a few hydraulic hoses in the past, but they were all replaced by MF, and the third service valve block was also overhauled," notes Rob.

To complete the refurb of the MF 894 loader, the joystick and cables were replaced.

WHEELS AND TYRES The original wheel rims and dishes were shot-blasted, repainted and fitted with new high quality Michelin AgriBib 2 tyres.

Left: Despite its 18,000 hours, the 4.4-litre Perkins four-cylinder turbo engine had never been touched. It received a new short block and had its original cylinder head reconditioned as part of a full rebuild.



Above: The Bowyers' currently own three loader tractors: their refurbished 2003 MF 5455, left another younger example of the same model, but with a high-vis bonnet, and a 5712SL, right, that initially arrived as a dealer loan tractor while their oldest 5455 was receiving its 'Ultimate Refurb' in France.

of the clamp and bales from the stack, mucking the sheds out, moving straw bales, moving grain and, until we stopped growing them in 2009, loading spuds into the grader and then moving them on pallets once they had been bagged. The only job it never got the opportunity to do was fertiliser spreading, which was left to the MF 565, which was later replaced by another 390T, this time with an 18/6 gearbox. It has to be said that, while the 300 Series were not the most capable tractors, they were very versatile and had a very smooth gearbox.

Service record

During its time with us, our MF 5455 has done 18,000 largely trouble-free hours. The clutch pack did fail at 500 hours, leaving it stuck in reverse. I was power harrowing at the time and I was very relieved it wasn't stuck going forwards, as I had just driven up to a ditch as part of a headland turn. It has had



Above: A new short block was part of the overhaul of the 95hp Perkins four-cylinder turbo engine, along with a new fuel system, alternator and starter motor.

two damper plates on the flywheel, which we think is good going for the hours, a few alternator brackets, which were not the best design, and a front axle.

I realise that replacing the entire front axle

sounds a bit extreme, but the bush on the diff pivot was worn and picked up the diff pivot itself. We managed to source a brand new front axle for only slightly more than the cost of a new diff, and going



Above: The rear linkage is brand new. It received, among many parts, a new cross shaft, drop arms, stabilisers, hook ends and a complete Dromone pick-up hitch.

down this route meant we didn't need to spend more money rebuilding the original axle. We had another clutch pack failure at about 17,500 hours.

We were pleased with the performance of our MF 5455, but as it gradually approached 17,000 hours we were starting to get a little apprehensive about a breakdown, so we started looking for a second 5455 to replace our 390T. This time, we wanted another loader tractor as a back-up. A 2007 MF 5455 with a high-vis bonnet, 4500 hours on the clock, and an MF 945 loader was acquired from MF dealer, Chandlers.

After we won the Ultimate Rebuild competition, Massey Ferguson's field technical manager came out with our local MF dealer, Ross Farm Machinery, to look over the tractor prior to it being taken away. This was so the team at the Beauvais factory in France would have a head start on gathering the



Above left: The interior of the cab is practically all-new. The plastic panels, trim and control switches were all replaced by the 'Ultimate Refurb' team at Beauvais.

Above right: The dashboard can be difficult to refurbish on DIY projects, but MF overcame this by equipping this MF 5455 with an entirely new unit, as well as a new steering column.





Above: Apart from a few hours of rowing-up and harrowing, the Bowyers' MF 5455 has done little work since its return to South Wales. Rob Bowyer says that it really should be in a collection now, rather than slogging in the mud and muck. Photo: Rob Bowyer.

Above right: As part of its refurb and upgrade by OEM firm Quicke, new cast pivots were welded to the boom of the MF-branded loader.

parts together for the work. Given the high hours it had done, they were both pleasantly surprised at the general condition of our tractor.

The day finally came for the tractor to pack its bags, dig out its passport and head off to the factory where it was born 18 years ago. A team of people from MF, AGCO Parts and Ross Farm Machinery came out to the farm and were filmed for the videos that were to be used to publicise the refurb on YouTube. They brought with them a brand new MF 55.135 as a loan tractor while our tractor was away. Having used it for some time, I think we would both agree it is quite some tractor.

Watch the videos

FOOTAGE of some of the work involved in this refurb can be viewed on the AGCO Parts YouTube channel at: <https://www.youtube.com/AGCOpartsEAME>

Our MF 5455 has received a new lease of life and to all intents and purposes it is a brand new tractor. Unlike the older classics, it is not generally feasible or economical for the more technologically-advanced tractors like the MF 5455 to be overhauled to this level. It has, quite literally, been a complete nut-and-bolt rebuild and we are extremely grateful to everyone involved at AGCO Parts, MF, Quicke and Michelin for the outstanding job they have done. To quote my Dad: "It is like having an old friend back, who has had a facelift."

Since its arrival back in 2004, this MF 5455 has been a key machine on the farm, and it's great that it has been given a new lease of life. It is now very difficult to value this tractor as there is really nothing comparable, nor ever likely to be. Because it is now surplus to requirements, we would be open to sensible offers. Serious enquiries should be directed through the editor at: editor@classictractormagazine.co.uk

Finished result

The amount of work that went into this Ultimate Refurb is quite astounding. We were expecting our MF 5455 to be returned in good condition and looking presentable for the photos, but what we got is much more than that.

Our as-new Massey Ferguson 5455 should now be fit for another 18,000 hours, but we are not sure if we can bring ourselves to use it. Following its refurb it is completely unique and it feels like it should be in a museum rather than slogging about in the mud and muck.

So far, we have used it for rowing-up silage and to harrow some grass, but only for a few hours. We recognise that it still needs using to maintain the battery and keep everything lubricated.

Part way through the refurb, the MF 55.135 loan tractor was sold by Ross Farm Machinery and was replaced by a 5712SL. We found this was a pleasant tractor to operate and only ever so slightly behind the 55 in terms of what it offered. Because of its comfier cab and Dyna-4 gearbox, we decided to purchase this tractor, which means we now have the 5712SL and the two MF 5455s, plus our old MF 135. Our refurbished MF 5455 doesn't need to be worked hard now. In the space of a year we have gone from having one loader tractor capable of all jobs on the farm, to three of them.



Above: The Quicke-made MF 894 loader received all new bushes and pins as part of the 'Ultimate Refurb' of the MF 5455 host tractor by Massey Ferguson.

Below: A set of premium Michelin AgriBib 2 tyres were fitted to the original wheels, which had been shot-blasted and repainted.

Left inset: When the fully refurbished MF 5455 returned the Bowyers' farm in South Wales it was like 2003 all over again, even down to the 'new' smell in the cab. The MF team at Beauvais used more than 1100 genuine parts during the refurb.

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McCormick X60-30, 2012, 4,971 hours .. £27,500



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Ford 4630, 1995, 1,612 hours £20,700



MF 6150, 1996, Est 6,000 hours £15,950



MF 3085, 1992, 11,166 hours £11,500



MF 3065, 1993, 9,986 hours £12,450



MF 4707, 2018, 2,872 hours £34,750



MF 5430, 2011, 6,000 hours £31,750



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ELECTRONIC IMPRESSIONS

Our series looking back at the 'Hands-On Tests' carried out by Crops Weekly during the mid-1980s continues as the newspaper's former farm machinery editor, Terry Richardson, reacquaints himself with a Massey Ferguson 2725 Electronic and finds out how the model has fared over the decades.

DURING THE EARLY-TO-MID 1980s, Massey Ferguson's offering in what was then still regarded as the high-horsepower sector of the European market took the form of the French-built 2000 and later 2005 Series, spanning 95hp to 147hp. At the time, these tractors had mixed customer reviews and a few reliability issues.

Depending on who you speak to now, some drivers loved the 2000 Series and some disliked them, but generally speaking the tractors did not have the best reputation for reliability. Massey Ferguson responded by carrying out an extensive customer research programme in 1982/83. Thousands of MF 2000 Series customers took part in a survey that was aimed at establishing what they

thought to their tractors and what changes they would make to improve them. MF took heed of the responses and consequently introduced more than 30 significant changes to the specifications, 18 of which came directly from comments made by operators. MF said at the time that the improvements helped them to become more efficient in manufacturing and they also resulted in a much higher level of machine reliability in the field.

The upgrades and specification changes were introduced on the MF 2005 Series in late 1984. Externally, the tractors looked very similar to the 2000 Series models they were replacing, but it was inside that the differences became apparent.

There were three models in the 2005 Series

range, all of which were available in two-wheel-drive or four-wheel-drive configuration. All three models were powered by a 5.8-litre Perkins 6.354.4 six-cylinder engine: the naturally aspirated version used in the MF 2645 Electronic produced 110 DIN hp (81kW); the turbo variant in the MF 2685 Electronic delivered 130 DIN hp (96kW); while the turbocharged and intercooled model in the range-topping MF 2725 Electronic pushed out 147hp DIN (108kW).

Back in 1985, while working as the farm machinery editor for *Crops Weekly*, I was interested to find what the differences were between the MF 2000 and the 2005 Series. I duly arranged to take one of the new units, a 147hp four-wheel drive MF 2725, into the field, for one of the publications 'Hands-On

Below: This Massey Ferguson publicity photograph from 1985 shows a 147hp MF 2725 Electronic hard at work. Terry Richardson, who tested a new one for *Crops Weekly*, rated it as a solid fieldwork performer, and he also liked the new electronic linkage controls, which enabled fine-tuning of draft control for improved traction performance. Photo: AGCO.



Tests'. It was the spring of 1985 and this was to be our first test/driving impression report for the magazine's new 'Hands-On' series. While a field test is one thing, what really matters, of course, are the reliability and performance results following a long period in the field. Revisiting this model almost 40 years later and talking with owners, operators and Massey Ferguson dealer technicians, I've gathered feedback as to how the new models performed in the years that followed my original 'Hands-On Test' some 37 years ago.

I don't think anyone can disagree that the tried-and-trusted 5.8-litre Perkins 6.354.4 engine fitted in the MF 2000 and 2005 Series was indeed a torque-blessed and reliable power unit that had a very good record for performance, reliability and long-life. That solid performance was apparent when I took an MF 2725 out into the field, as I will cover later, and it sounded good under load and never complained when the going got tough while we used it to plough some heavy land. Matched to a 16 forward and 12 reverse synchro gearbox with a manual reverse shuttle (non-synchro), it was indeed quite the performer. In fact, one user told me that his MF 2725 was "beautiful to drive".

Electronic linkage

The significant difference between the 2005 Series and its predecessor was the 'Electronic' designation. Massey Ferguson was the first major tractor manufacturer to use electronic controls to operate prime functions, with the Massey Ferguson 2725 Electronic offering advanced field performance in terms of output and operator comfort/convenience. This was an option, rather than standard, although the majority of 2005 Series tractors were supplied with the electronic control system.

Gone were all the usual mechanical linkage lift levers and quadrant stops and in their place was a 'Driver Command Post' sited to the right of the operator's seat consisting of just a rocker switch and four control knobs. I recall mentioning at the time that these were space-age technologies reaching agriculture, and I was very impressed with the

Right: The Massey Ferguson 2725 Electronic was the first of the then newly-introduced tractors that *Crops Weekly's* machinery editor Terry Richardson drove for the paper's new 'Hands-On Test' series in 1985. His report appeared in the 6 March 1985 issue.



Above: MF 2000 Series enthusiast Pete Marquis from Preston, Lancs, inset, purchased his C-plate Massey Ferguson 2725 in 2018. It has only done 2781 hours and is in very good, original condition.

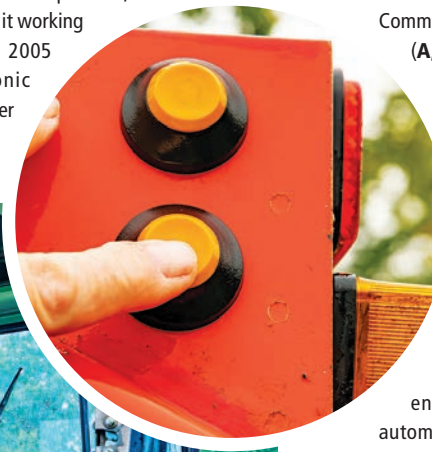
simplicity of operation. However, early electronics working around water and livestock slurry were, at times, something of a challenge, and the electronic systems had more than their fair share of intermittent problems.

The feedback was that they worked fine, until they got wet. Then, just as today, they were systems that were not easy to repair or fix on-farm. Enter the era of dealer technicians being, in the main, the only ones who could find the problem, sort it out and get it working again. The MF 2005 Series Electronic machines did suffer from malfunctions because of routing

of cables and components, and exposure to water ingress. So it was fingers crossed when washing the tractor down and keeping it clean, but when the system worked, it worked fine.

So, how did this new 'electronic' configuration work and what were the driver reports from extensive fieldwork? These early electronic control systems were ground-breaking designs that greatly improved in-field performance. The hydraulic system is based on an open-centre design. The 'Driver Command Post' has a central rocker switch (A, on accompanying photo) with three positions – Raise, Neutral and Lower.

The operator controls the height or depth of an implement by selecting the Raise or Lower function and then stops the movement by pushing the rocker to neutral. There is a built-in safety control for lowering an implement, which only allows this to happen when the engine is running, providing a fail-safe against accidental engagement. The drop rate is automatically programmed internally, to avoid dropping a heavy implement too quickly and



Above: One of the innovations on the MF 2005 Electronic Series was the mudguard-mounted control buttons to assist with implement hitch-up. They were activated and de-activated from the main linkage control console in the cab.

Left: Thirty-seven years after he drove a Massey Ferguson 2725 for a test that was published in *Crops Weekly*, the publication's former machinery editor Terry Richardson recently reacquainted himself with one of the 147hp models at Preston in Lancashire.



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fully serviced, very tidy tractor.



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2010, 4wd, 40k, power shuttle, P.U.H,
one owner from new, immaculate.



CASE IH 4230,
LP, 2wd, genuine 4529 hrs, one owner
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CASE IH 685,
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NEW CARTER CT16-9B,
1.7 ton mini digger, Yanmar engine,
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NEW CARTER CT18-9B,
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tracks, 2 spd tracking, 3 buckets.



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USED CARTER CT60,
6.2 ton, 34 genuine hrs, Geith dbl
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TAKEUCHI TB216
2019, 1117 hrs, expanding tracks,
QH, 3 buckets, mint condition.



BARFORD SX5000,
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FORD TW10,
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Left: Former *Crops Weekly* farm machinery editor Terry Richardson didn't like the very large and heavy cab door on the MF 2725 when he tested it back in 1985 and his opinion hasn't changed since then, particularly as the doors have since suffered from worn and failing hinges.

causing potential damage. When starting the engine, if the rocker switch is in the 'Lower' position, it has to be returned to 'Neutral' and then back to 'Lower' before the implement will drop.

The second main component on the Driver Command Post is the large Depth Control knob (B), which is used to set the implement depth or the height from the ground. It can be adjusted on the go and is very easy to control.

Next comes the Function Selector (C), which



Above: During his 1985 test drive, Terry found the foot throttle, positioned only just right of centre beneath the steering wheel, wasn't the most comfortable or natural to use. However, longer-term users say it is something you get used to.

Right: A close-up of the Driver Command Post on the MF 2725, sited by the operator's right armrest. The controls are: A linkage lift and lower rocker switch; B Depth Control; C Function Selector; D Sensitivity Control; and E Linkage Height Stop.

enables the operator to choose between six different selectable functions, including Draft control (draft sensing), Position Control 3 (a mixture of 69% draft and 31% position control), Position Control 2 (a mixture of 38% draft and 62% position control), Position (pure position control only), Transport (essentially locking the implement for transport duties), and External (activates the twin buttons on either side of the rear mudguards,

allowing the operator to attach implements and change the position of the arms remotely from the rear of the tractor).

Sensitivity Control (D) only works when Draft control is selected and controls the speed of response to draft forces from the implement. Finally, there is a control knob to set the implement height (E), which is particularly useful when mounted PTO-driven implements are attached. It sets a predetermined lift height in both draft and position control functions, partly to avoid potential damage to the PTO shaft. At the time of launch, all these electronic functions were very advanced compared with what else was on the market.

Diff lock & 4WD

The electronic functions also extended to the diff lock – and not before time. Many tractors from this era suffered from poorly-placed diff-lock pedals which

meant the system was often difficult to engage when it was needed. On the MF 2005 Series, the diff-lock is operated by a simple push switch, situated above the hydraulic control panel. Engaging it illuminates a light on the dash. A simple dab of the brake pedals automatically disengages the diff lock.

Likewise, four-wheel-drive engagement and disengagement is via a dash-mounted rocker switch, which provides engagement on-the-go through an electro-magnetic clutch, instead of a manual gear lever.

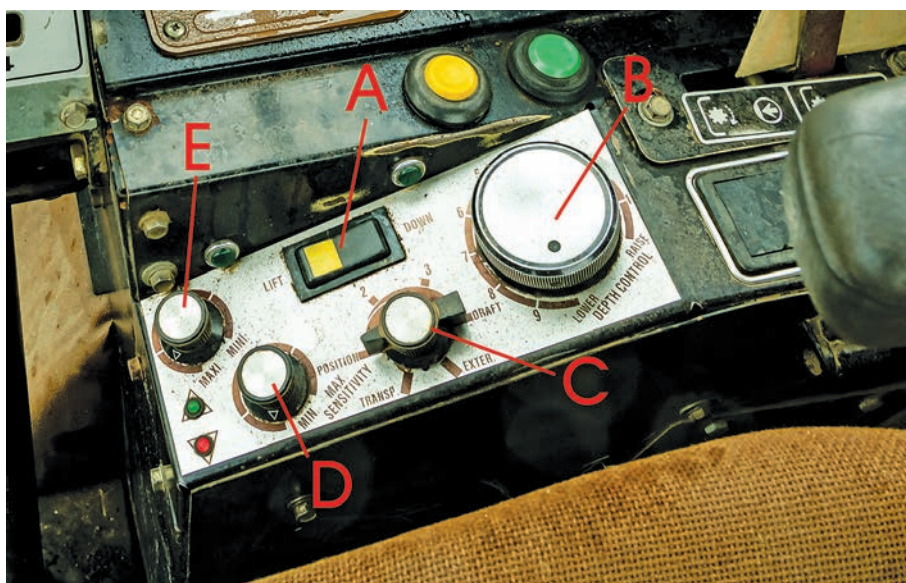
There was one other electronic feature that was offered as an optional extra – the Tractormeter. This measured work done as a spot rate, hectares per hour, wheel slip, true ground speed, etc. I clearly remember stating at the time that one day all tractors would have this facility, because it was very advantageous from an operator perspective to know how the tractor was performing.

Electronics rating

My opinion at the time of the initial 'Hands-On Test' report in 1985 was that the MF 2725's electronic system was highly advanced, and I felt sure it would certainly aid operator comfort and implement control, enabling better work output. I was impressed, very impressed, and gave it a top score rating of 'A'. It was the forerunner to what we know today and a great step-forward, with the only downside being that early electronics were not bullet-proof or waterproof, and that was certainly a lesson learned when the second generation of electronic tractors were being developed. Today, this type of electronic system is based on sealed units and is far more durable.

Operator unit

I gave the flat-floor cab on the MF 2725 a score of 'B' in my 1985 'Hands-On Test' report. One of the reasons why I didn't give it an 'A' was because of its





Above and right: This C-plate MF 2725 Electronic was previously owned by Paul Holmes from Yorkshire, inset, who ran it for 20 years before selling it to Pete Marquis in 2018. He says: "It was a solid tractor and beautiful to drive. We never had any problems and it was a good workhorse for us."

heavy but wide-opening main door, which seemed difficult to close and took a lot of effort. The cab did have plenty of room for size 12 boots and the seat was comfortably positioned. It was a two-door cab with a sun-roof – at the request of customers.

According to users of these machines, the heavy weight of the door would often cause the door hinges to fail.

Inside the cab, I gave the gear change a score of 'C'. The reason for this was simple: there was all this electronic technology available to the operator, yet the gear and range change levers on the MF 2005 Series were quite clunky and, I felt, in a strange, almost awkward position. I accept that an operator gets used

to these quirks, which eventually become the norm to them, but from my own personal experience, I didn't rate the gear change on the MF 2725.

Another negative for me was that the foot throttle was in a most unusual place, virtually dead-centre under the steering wheel, as opposed to being offset to the right, with the result that it seemed uncomfortable to use when driving. Again, users tells me that it was just something you got used to!

An uprated air-conditioning system gave around 30 per cent more air flow and temperature control compared with the previous MF 2000 Series models. This was greatly needed and on the list of modifications and improvement that were built into the new updated models following the earlier customer satisfaction survey.

When new, the cab interior looked very well-



designed and comfortable. However, the cladding on the MF 2005 Series cab ultimately proved to be lacking in durability. The MF 2725 I visited for this feature had previously worked on an arable farm, doing just 2780

hours. Despite this light usage, its seat was badly worn and some of the side cladding was also showing signs of wear. Having said all this, it is heading towards 40 years old and some deterioration is to be expected. Some brands of the same era have fared better, though.

Transmission

Some of the other features introduced on the MF 2005 Series included an improved PTO shaft change-over (with the main shaft now fixed using a circlip, instead of a nut) and better work lights.

Users of the earlier MF 2000 Series had frequent issues with clutches requiring replacement, oil leaks, slave cylinder issues and a range of minor gripes. All of these were dealt with by Massey Ferguson when it launched the 2005 Series. For example, the dry plate clutch on the MF 2720 was uprated from a six-paddle unit to an eight-paddle one on the MF 2725, which also had a much heavier-duty 14in clutch. Likewise, there were



Left: Power in the MF 2725 comes from a 5.8-litre Perkins 6.354.4 six-cylinder turbo and intercooled engine with a rating of 147hp. The engine's impressive torque and clean burning impressed Terry Richardson when he tested an MF 2725 in 1985.



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well finished tractor. **£31,500**



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Hi Vis roof. **£23,000**



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59 reg, rare 2 wheel drive,
PUH. **£14,200**



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



Zetor Crystal 160
66 reg, full suspension,
650 tyres. **£48,000**



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



Zetor Proxima CL110
40k, built to perform!
£41,000



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



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



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



Zetor HS120
66 reg, Sima4 power loader.
£42,000



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



Zetor Proxima Power 110,
66 reg.
£34,800



Zetor Prox 95
09 reg, power loader, only
1,280 hours from new. **£27,000**



Hurlimann XB 105
63 reg, power shuttle, air con,
power back hitch. **£POA**



Hurlimann XB105 T5
Now in stock, well built
specked tractor. **£POA**



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



Class Ares 657ATZ
06 reg, cab susp, full power shift,
recent new front tyres. **£27,500**



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



Hurlimann XB 904
17 reg, Sigma 4 loader,
superb outfit! **£POA**



XT 110 GS 61 reg
A/c, Sigma 4 loader, ex Yorkshire
Farm, seen on TV! **£34,000**



Hurlimann Prestige 488T
03 reg, 40k, 3 spools,
very clean. **£POA**



Steyr 4110
15 reg, 16 speed, power shuttle,
loader ready. **£POA**



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



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



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



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



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



Same Leopard 85
X reg, power loader, a good
working classic. **£8,800**



Deutz 5120 G
18 reg, a/con, power hand
brake, one owner. **£39,800**



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



IH 885 XL
A reg, H duty front wheels, p/
loader, good condition. **£7,800**

Zetor

H **Hurlimann**

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

Right: The new MF 2005 Series featured on the cover of first issue of Massey Ferguson's UK customer magazine, *Modern Farming*, in the spring of 1985. The publicity focussed on the fact that the tractors incorporated improvements that had been requested by MF 2000 Series owners in the UK and France.



Above: Although the appearance of the MF 2005 Series now looks quite basic compared to today's models, it does exude a certain ruggedness and 'no messing' power. Massey Ferguson emphasised this in its 1985 photoshoot by using a range-topping 147hp MF 2725 Electronic to plough some stiff soil on steep ground. Photo: AGCO.

changes to the transmission, which was beefed-up and slightly modified, indicating that MF wanted to build more reliability into the entire tractor. However, speaking with past owners and operators, the transmission performance on the earlier MF 2720 appeared to be better than the MF 2725, but that could have been just a fluke difference between one tractor and another.

How it scored in 1985

This is how Terry Richardson scored the Massey Ferguson 2725 Electronic in his *Crops Weekly* 'Hands-On Test' back in March 1985.

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

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

Summary

The MF 2725 was only produced from 1985 to 1987, before the range that it was part of was replaced by the more advanced MF 3600 Series. The new MF 3600 Series models had upgraded electronic systems, either Autotronic or Datatronic.

So how did the MF 2725 perform in the field back in 1985? Manoeuvrability was great, with the power steering being extremely light and very sensitive, even with front weights fitted. The standard tyres were 16.9R28 fronts and 20.9R38 rears, and during our 'Hands-On Test' we used the tractor with a five-furrow reversible plough on some typically heavy Warwickshire clay.

We were working at 250mm (10in) deep, in fifth gear and the tractor was pulling soundly. There were no issues with traction and no labouring of the engine, and I thought at the time it could probably have taken two more furrows. However, I wanted to test the torque characteristics of the engine and dropped the revs down to around 1000rpm while on a plough run, and it just hung on. When opening the throttle back up to 2000rpm, there was no hint of difficulty in rev recovery and no black smoke – it was an impressive pull and sounded awesome.

I rated this tractor quite highly; it felt good to drive and had plenty of performance and history shows was only really let-down by the cab and early electronic technologies which were perhaps on a learning and development curve. I think my ratings in 1985 reflected the specification and construction at that time. Of course, compared with today's models, it is like chalk and cheese, but at the time, the MF 2725 was definitely a good workhorse.

Finally, my thanks go to Pete Marquis, the



Top: In 1985, Terry found some of the controls on the MF 2725 better than others. He rated the electronic linkage controls as excellent, but only scored the gear change as fair. He liked the push-buttons switch for the diff lock, four-wheel drive and Speedshift gear splitter, but disliked the odd position of the foot throttle. He gave the controls an overall score of 'B'.

Below: Terry points out the twin assister rams on Pete Marquis's C-registration MF 2725 Electronic. The rams were increased in diameter from 79mm to 89mm on the MF 2685 and 2725, which boosted the lift capacity on the 147hp model by 12 per cent to an impressive 7221kg.

owner of this very fine example of an MF 2725, for allowing me to reacquaint myself with this model, 37 years after I first drove one during the *Crops Weekly* 'Hands-On Test'.





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5/2010, 98,642 MLS, 2.4 DIESEL,
6 SPEED MANUAL, HEATED
HALF LEATHER SEATS, A/C,
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HEATED SCREEN, MET GREY.

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CASE PUMA CVX 175
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VARIO 50K, CAB+
FRONT SUSPENSION,
FRONT LINKAGE,
4 ELECTRIC SPOOLS,
AIR BRAKES, LED
WORK LIGHTS,
LARGE HEATED
ELECTRIC MIRRORS.



CASE PUMA CVX 175
5/2019, 3,445 HRS,
VARIO 50K, CAB +
FRONT SUSP, FL+
PTO, 3 REAR + 1
FRONT SPOOL, AIR
BRAKES, EXHAUST
BRAKE, LED WORK
LIGHTS, ACCUGUIDE
READY, MICHELINS.



**CASE MAGNUM
CVX 380 ROWTRAC**
9/2019, 3,500 HRS,
VARIO, 40K, FRONT
LINKAGE, 6 REAR+1
FRONT SPOOL, HYD
TOP LINK, A/BRAKES,
LEATHER AIR SEAT,
ACCUGUIDE READY
WITH 372 RECEIVER.



JOHN DEERE 6120M
2/2012, 8,557 HRS,
24X24 AUTO QUAD,
ECO-SHIFT, 40K,
CAB+FRONT SUSP,
3 SPOOLS, 114 LT
HYDRAULIC PUMP,
HI-LIFT,
540/540E/1000 PTO,
18.4/38 TYRES.



JOHN DEERE 6930
5/2010, 5,490 HRS,
AUTO POWER, 40K,
FR SUSP, 3 SPOOLS,
FARM OFFICE, HIGH
LEVEL DRIVING
LIGHTS, TRIMA +5.0P
LOADER VOLVO OR
EURO CARRIAGE
AVAILABLE.



JOHN DEERE 6330
4/2008, 6,848 HRS,
AUTO QUAD, 40K, 3
SPOOLS, FL+PTO,
AIR CON, AIR SEAT,
QUICKE Q4M LOADER
WITH SOFT DRIVE,
MULTI DOCKING AND
EURO CARRIAGE,
540/65/38 TYRES.



JOHN DEERE 7930
2/2010, 8,557 HRS,
AUTO POWER, 40K,
TLS, ACTIVE SEAT,
FRONT LINKAGE,
4 ELECTRIC SPOOLS,
CLIMATE CONTROL,
ELECTRIC MIRRORS,
710/70/38 TYRES.



JOHN DEERE 6130R
4/2021, 1,151 HRS,
AUTO QUAD, 50K,
CAB+FRONT SUSP,
3 ELECTRIC SPOOLS,
AIR CON / SEAT/
BRAKES, AUTO
TRACK READY WITH
ACTIVATION,
MICHELIN TYRES.



JD 6155R ULTIMATE
7/2022, 556 HOURS,
AUTO POWER, 50K,
CAB+FRONT SUSP,
PREMIUM FRONT
LINKAGE, 4 REAR +
1 FRONT SPOOL
WITH JOYSTICK,
COMMAND PRO, ABS
SOCKET, AIR BRAKES.



JCB 4220 FASTRAC
4/2017, 5,473 HRS,
VARIO, 60K, FRONT +
REAR SUSPENSION,
FRONT LINK + PTO,
4 REAR+1 FRONT
SPOOL, FIELD PRO
PACK, 4WS, LEATHER
AIR SEAT, CLIMATE
CONTROL, A/BRAKES.



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, 4WS, LEATHER
AIR SEAT.



JCB 403
2/2019, 1,359 HRS,
2 SPEED 30K
TRANSMISSION,
KUBOTA 36HP
ENGINE, EURO
CARRIAGE WITH
HYDRAULIC LOCKING,
THIRD SERVICE,
31X15.5X15 TYRES.



**JCB 531-70
AGRI SUPER**
2019, 1,815 HOURS,
POWERSHIFT 40K,
BOOM SUSP, 145HP,
A/CON, A/SEAT, PUH
WITH HYD TRAILER
BRAKES, BOOM
LIGHTS, VERY CLEAN
FARM TELEHANDLER.



**MASSEY
FERGUSON 6480**
9/2005, 4,464 HRS,
DYNA-6, 40K,
CAB+FRONT SUSP,
AIR CON, AIR SEAT,
3 SPOOLS,
20.8/38+16.9/28
MICHELIN TYRES.



**MASSEY FERGUSON
5712S ESSENTIAL**
12/2020, 2,024 HRS,
DYNA-4, 40K, FRONT
SUSP, 2 SPOOLS,
AIR CON, AIR SEAT,
AIR BRAKES, TWIN
BEACONS, NEW
16.9/38 TYRES.
£45,500



**URSUS LIGHTFORCE
DELUXE 4515**
8/1995, 1,111 HRS,
8 SPEED, 30K,
2 SPOOLS, ASSISTER
RAM, TWIN BEACONS,
16.9/34 TYRES, VERY
CLEAN AND ORIGINAL
TRACTOR.



**DEUTZ
AGROTRON M600**
2010, 4,605 HOURS,
POWERSHIFT, 50K,
CREEP SPEED,
CAB+FRONT SUSP,
4 SPOOLS, POWER
BEYOND, FRONT
WEIGHTS, GLASS
ROOF, IMMACULATE.



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AND HYD BRAKES,
MUDGUARDS AND
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.....£18,500



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Flail£4,200



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.....£11,900



2014 Bomford Turbo Mower 280
.....£2,900



Lely Lotus Stabilo 770 AWS
.....£5,300



N/H T6080, 50kmph P/C..£27,900



2019 MF 1532 Hydrostatic, 4x4,
187hrs.....£14,000



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



McConnell SR15, Refurbished
.....£7,800



2014 Maschio Alitalia 400
Air Disc combi£12,500



McCormick MC130, F/Links,
4615hrs.....£26,000



New Full Spec JPM 16DT Dump
.....£14,300



Benford Terex PT6000 ...£6,000



MF 1533, 1466hrs, V5 ...£9,000



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



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



XPOM 4.8 Meter Hyd Fold Tera
Disc£4,500



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



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



New JPM 24 foot 19TLL
.....£14,400



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



New JPM 16T Multi Purpose,
Ramps.....£15,500



2018 JPM 24 Foot 19TLL, VGC
.....£10,500



MF3095 datatronic, 869 loader
.....£12,800





STANDEN DISPLAY STAGED

Farm machinery made and supplied by F. A. Standen & Sons Ltd was to the fore at this year's Haddenham Steam Rally in Cambridgeshire on 10-11 September, reports Darren Tebbitt.

From the First World War until its absorption into the Thurlow Nunn group in 1985, F. A. Standen & Sons was a major supplier of tractors and farm equipment in Cambridgeshire. It held a number of different tractor agencies in the 1930s and 40s including Case, John Deere, Fordson and Marshall, before its appointment as one of the very first Ferguson dealers in 1946. F. A. Standen & Sons went on to sell hundreds of little grey Fergies and later Massey Fergusons every year through its four retail outlets. Production of sugar beet harvesting equipment, which began at Ely in 1949, would become another very successful side of the Standen business.

Although most of the exhibits in the Standen special feature at Haddenham Steam Rally dated from the vintage era, there were a number of classics on display. Gary Houghton was exhibiting the immaculate 1971 MF 165 that he restored with his late father Maurice, as well as a tidy original 1975 MF 135 with a Standen sugar beet lifter. Bruce Smith was displaying the very late 1982 MF 565 and Standen sugar beet hoe that has been in his family from new, while local MF collector Billy Young brought along his recently-acquired 'red cab' 1981 MF 590.

It was also good to see two Standen self-propelled sugar beet harvesters in the line-up, these being the Golding family's 1983 Standen Cyclone Mk4 self-propelled beet harvester with IH 474 skid unit and Roger and Louise Flint's 1987 Standen Tornado with a DB 1490 power unit.

UNUSUAL LANDINI HAS NEW OWNER

A rare Landini Powerlift telehandler/tractor, one of only two sold new in the UK, has changed hands and entered a working collection at Cheadle in Staffordshire, reports Rory Day.

Production of the Landini Powerlift, the Italian firm's answer to the Merlo Multifarmer, commenced at the Laverda factory at Bregazze in Italy, then in ARGO Group ownership, in 2007, following the introduction of a McCormick version the year before.

The Powerlift was powered by a 150hp Sisu four-cylinder turbo engine and could lift 3.5t to 8.6m. Its category II rear three-point linkage had a lift capacity of 4.5t.

The man who has just acquired this rare Landini, Simon Fletcher, a service technician and member of **CLASSIC TRACTOR'S** Ask the Experts team, says he had always harboured an ambition to own one of these unusual hybrid machines, having previously become something of a specialist on the UK imports.

"Only two blue and two red ones came to the UK back

in 2007 and they were only made for a few years after that," explains Simon. "My then employer, Alkmontrons Tractors, sold one of the new McCormick versions and I had a crash course on looking after it. This led to me carrying out a few mods to the other machines.

"Ever since then I have always fancied owning one, just because of their rareness," he adds. "The machine I now own had previously lived on a farm near Lincoln and I went out to it occasionally to do some repairs and servicing. I told the owner that if he ever wanted to sell it, to let me know, and this summer that's what he did.

"It's a pity its blue, rather than red, but the colour could change one day," smiles Simon. "The other blue one lives somewhere near York, I think. I don't know for sure what happened to the two McCormicks, but one was supposedly stolen several years ago and never recovered.

"My machine has only done 2900 hours and is in good condition," he notes. "It just needs a little bit of tidying-up and a few oil leaks sorting out."



News briefs...

Photo: Kevin Murdoch.



Duncan factory sign

■ A sign that was visible on the frontage of Alexander Duncan's Inchbroom factory near Aberdeen for many years has just come to light during the demolition of part of the site, reports Rory Day. Alexander Duncan was once one of the UK's leading manufacturers of tractor cabs. Following its decision to cease manufacturing in 1999, the main factory buildings at its Inchbroom site were rented out by the Duncan family to an engineering company. One of the buildings that faced the A956 main road had been re-clad many years ago, and when that cladding was recently removed during work to demolish the building, it revealed the original sign of the previous occupant, Alexander Duncan (Abdn) Limited – Tractor Cab Manufacturer, albeit missing a few letters, but still mostly intact. It is important to note that Alexander Duncan's parts operation is still operating from another part of the Inchbroom site and can be contacted on 01224 892278.



Salop is a star seller

■ It isn't often that a humble single-axle tipping trailer is one of the stars of a farm machinery dispersal sale, but that turned out to be the case at Bagshaws' auction for Mrs V. Ingram and her family at Shaw Lane Farm, Marston Montgomery, near Ashbourne, Derbyshire, on 29 September. Most of the machinery on the farm dated from the classic era and had been well-maintained. The farm's 5t Salop single-axle trailer, circa late 1970s, was sold by auctioneer Mark Elliot of Bagshaws for a phenomenal £3050. The trailer had always been dry-stored, which ensured that its floor, drop-down timber grain sides and paintwork were all in excellent condition. The Salop trailer came with five-stud wheels, 11.5/80R15 tyres, a ring hitch and silage kit. The sale price was thought to be a new record for a Salop model of this age and size.

News briefs...

Ultimate power book

Fans of the 'Ultimate Tractor Power' books, first published 22 years ago and regarded by many as the definitive works on high-hp tractors, will be delighted to know that author Peter D. Simpson has just completed a third volume in the series. In 'Ultimate Tractor Power' Volume 3, Peter brings the story up to date with a look at all the main developments of the past 20 years, a period that has witnessed a rise in the popularity of rubber-tracked machines from Versatile, Case-IH and Challenger, among others. Volume 3 of this trilogy contains 200 pages of informative text and many high quality colour photographs. Gibbard Tractors of Lincolnshire, which is the sole supplier of the new publication, can be contacted on 01406 380740 or via its website www.gibbardtractors.co.uk. The book, which has a small print run, costs £34.95

plus £4 postage.



RETRO HARVESTING EVENT

Belgium is not renowned for its working events featuring classic farm equipment, but that was what took place at Aalter, between the towns of Bruges and Ghent, on 25 September, reports Sascha Jussen.

The Retro Oogsttag (Retro Harvest Day) was the second such event to be organised by the Landbouwenmachines VZW (Farm Machinery Association). A total area of 9ha of maize and fodder beet was harvested by traditional equipment, and then cultivated afterwards. There were 50 combines or harvesters and tractors with trailers or implements in attendance, making it by far the largest classic working day yet held in Belgium.

The event provided visitors with a rare opportunity to see a range of different self-propelled forage harvesters at work. Examples from the 1970s and 80s included a Menage SF3000, a Claas 80SF with a bunker, a Hesston 7420 and a Belgian-built New Holland 1880. The most unusual self-propelled harvester to be put through its paces was a 1970s Rivierre-Casalis ABM 480 maize combine with a four-row header.

The next Retro Harvest Day is set to take place in September 2024. The site is only about an hour's drive from Calais and might be of interest to British-based forage harvesting enthusiasts. For more information, visit: www.landbouwenmachines.be

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SMART FORDS CREATE A SCENE

In a scene reminiscent of the early 1990s and the Ford tractor brochures of the time, two classic blue oval enthusiasts from Cumbria recently used their immaculate Series 40 models to plough and prepare an 85-acre block of land for a new grass ley, reports David Winthrop.

John Marston, a classic Ford enthusiast and New Holland dealer salesman from Carlisle, was giving his 1992 Ford 8240 SLE Turbo some exercise with a recently-acquired Kverneland Mod E four-furrow reversible plough. John, who usually operates his immaculate 14,000-hour Ford 8240 Turbo with a classic New Holland 719 trailed forage harvester, wanted to see how it performed on draft work. The answer to that question was 'very well'. Working alongside a New Holland T6.180 with a similar-sized Kverneland plough, the classic Ford easily kept pace with the more modern outfit.

John's Ford 8240 SLE Turbo was being followed up the field by host farmer James Tinning's equally smart Ford 6640. James, of Mossband House Farm, Gretna, had earlier shared the ploughing duties, before switching over to his four-wheel drive 1992 Ford 6640 SL Dual Power, which he then used to work down the ploughed land with a 3m Amazone power harrow. James bought his 5000-hour Ford 6640 from his local New Holland dealer, Lloyd Limited, three years ago. The deal was done by John, who is part of the sales team at the firm's Carlisle depot.

Fitted with 34in Stocks dual rear wheels on the day, the 6640 proved to be the ideal tractor for power harrowing, and then rolling with a set of 6m Cambridge rolls. Passing motorists and classic tractor fans travelling on the adjacent southbound carriageway of the M6 motorway could have been forgiven for thinking it was 1992 all over again. If only!



News briefs...

Ford proves popular

■ A very tidy and original 1989 Ford TW-15 Force II sold extremely well at H. J. Pugh & Co's sale for Robert Aubrey at Lower Brook Farm, Kingsland, Hereford on 12 October, reports Sandy Cox. The G-registration TW-15, helped by its VAT-free status, made £27,600. The Super-Q cab appeared better than most and the bodywork was also very good. The big Ford was equipped with a dozen front weights and internal and external weights on the PAVT rear wheels. A partially-restored four-wheel drive 1979 David Brown 996 project tractor needing completion sold for £6200. Although catalogued as having a rare Kramer front axle is appeared to be equipped with the David Brown axle made at the Leigh factory in Lancashire. The tractor's engine, front axle, hydraulics and clutch had been overhauled, and it came with a stillage of cab panels and glass.



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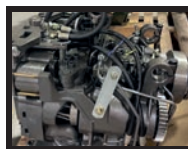
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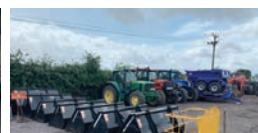
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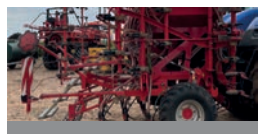
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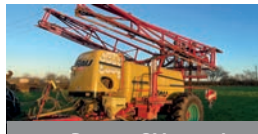
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LETTERS

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



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Victor needs chronicling

THANK YOU for the great magazine you produce every month. I especially enjoyed finding out how one of the original photo shoots for the County 1454 was recently recreated on a farm in Hampshire (October 2022 issue). My interest in that particular article was partly because Countys always fascinated me when I was a student in the 1970s. When I started work as a farm manager in Wales in 1980, the farm where I was employed ran a County 4600-Four.

However, what also interested me about your article was the mention of Victor Cabs of Broseley. Having moved to Shropshire in 2015, my wife and I often visit Ironbridge, near Telford, which is considered to be the birthplace of the industrial revolution and is a World Heritage Site, lying in the Ironbridge gorge alongside the River Severn. Broseley lies on the other side of the river and is linked to Ironbridge by the first iron bridge built in 1779.

Having done a bit of research on Broseley I can find very little mention of Victor cabs. Was it a part of, or evolved from, the Victoria Metal Company, which had its base in Broseley?

Perhaps your readers could shed some light on this, particularly as Victor were involved in the production of cabs for one of Britain's iconic tractor manufacturers, County Commercial Cars.

■ **Rod Titley**, Ellesmere, Shropshire.

*Editor – Victor is one of the few remaining cab manufacturers whose history has not yet been chronicled in **CLASSIC TRACTOR** or anywhere else, it seems. The company's origins date back to 1921, when the Victoria Sheet Metal Company was established in premises at Victoria Street, Wellington, Shropshire. It later moved to the Crown Works in the town and began producing tractor cabs under the Victor trade name in 1940.*

By the early 1960s, the company had grown to become one of the UK's largest manufacturers, and was offering its Stormguard metal weather cab for a wide range of tractors, including Fordson, County, Roadless, MF, IH, DB and Nuffield tractors. In 1972, following a take-over of rival Sta-Dri, the business moved to larger premises in Broseley. During the 1970s, Victor was the main supplier of tractor cabs to IH at Doncaster and Leyland at Bathgate. The company went into liquidation in 1979 and was then acquired by Airflow Streamlines. Production was later transferred to Northampton. Airflow Streamlines latterly part of the Widney group, became a major supplier of cabs to New Holland and Caterpillar, but its dependence on the latter customer, which was said in 2003 to provide 85 per cent of its £40mn annual turnover, was also to prove its downfall. Caterpillar's decision to transfer production to France in 2003 was a huge blow to Airflow Streamlines. Unable to secure sufficient new contracts to ensure its future viability, it appointed liquidators in 2004 and ceasing trading the following year.

*There are many more questions than answers when it comes to the history of what was once one of the UK's leading manufacturers of cabs for agricultural vehicles. If you can help to fill in the sizable gaps in the history of Victor Cabs and Airflow Streamlines, please contact us at **CLASSIC TRACTOR**.*

Cat D2 experiences

I READ WITH INTEREST your article on Jonathan Tunmore's wartime-era Caterpillar D2 5J crawler in the Suffolk Bunch section of the October 2022 issue of **CLASSIC TRACTOR**.

I drove a Caterpillar D2 5U for the late S. W. Farrow of Bellwater Farm, Eastville, near Boston, Lincs, from early 1965 until late 1969. The D2 was used for all of the farm's deep winter ploughing, around 12in deep, using a Ransomes Duo-trac two-furrow plough fitted with a subsoiler on the second furrow. In the heavier parts of some fields this was a bottom gear job, but third gear was the norm for most of the farm.

Another job I did with the D2 was dragging ploughed pea land in August. The D2 was fitted with a mechanical lift with a toolbar with duckfoot-type tines. The toolbar had side frames that were mounted on the track frames, similar to bulldozer mounting brackets.

I spent around 5000 hours driving this Cat D2 and during that time it had very few problems. The cab was made of wood and tin, but it kept out the weather and after a couple of hours of hard work it would become warm in the cab.

We had a couple of sets of tracks for the crawler, but most of the time it was on the wider ones. It was a very easy machine to drive once you got used to it.

■ **Barry Burrell**, Boston, Lincolnshire.

Long life of engine

THE JUNE 2022 EDITION of **CLASSIC TRACTOR** contained a wonderful article about John Deere's Waterloo factory in Iowa, USA. As always, the author Peter Leech's vast knowledge of John Deere's many different tractor models and manufacturing locations made it a great read.

Early in his article Peter mentioned the remarkably long life of the John Deere two-cylinder engine, which was produced at the Waterloo factory from 1918 through to until 1960. One would think that after 42 years the design was well due for retirement, but Deere & Co did not quite see it like that. In 1958 it started to build a new tractor manufacturing factory at Rosario in Argentina. One of the first models to be produced at Rosario was the 'old' John Deere 730, complete with a two-cylinder engine, available as either a petrol or diesel. All the tooling was shipped out from the Waterloo factory to Rosario. Production of the 730 started at the Argentinean plant in 1961 and continued until 1970, with the final two-cylinder tractors being sold in 1971. Due to trademark issues, the leaping Deere logo was not used on the bonnet, which had a 'JD' emblem on the front. Standard, row-crop and high clearance configurations were available and in total over 20,000 units were built at Rosario. What this all meant was that the John Deere two-cylinder engine had a life span of more than 50 years, which I'm sure you will agree was quite an achievement.

■ **Tudor Williams**, Gwynedd, Wales.

Marshall personnel

IN YOUR RECENT ARTICLE on the career of Frank Theakston (**CLASSIC TRACTOR** October 2022), one of the three brothers who owned Marshall Tractors and Bental Simplex in the late 1980s, one of the photos you published, circa 1986, showed Frank in conversation with three members of the production staff on the shop floor at the Marshall factory at Gainsborough. I thought you might be interested to know that the people in the photo were Eric Hopkins, Sid (?) and John Coull. Both Eric and John made the move down to Gainsborough from Bathgate. Eric is almost certainly the only person to have worked in all four production centres: he started at the Nuffield factory at Ward End in Birmingham as some sort of production foreman, moved to Bathgate in a similar but more senior position, then to Gainsborough where, I think, his title was production manager, and finally to Scunthorpe. John Coull was ex-Bathgate and also moved to Gainsborough and then Scunthorpe.

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

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CULTIVATION CAMPAIGN



Challenger rubber-track crawlers were to the fore in late September and October as several members of the Suffolk Bunch, our group of modern classic machinery enthusiasts from East Anglia, got stuck into autumn cultivations and then drilling using proven prime movers with some age under their belts. Group member Chris Lockwood, a constant presence with the camera during the autumn campaign, provides a round-up of all the recent action.

Despite the hard and dry conditions, the Dowdeswell 160 Series plough penetrated the ground really well. Apart from the tramlines, which had been loosened with a subsoiler, but were still hard, the soil was surprisingly crumbly in texture.



Above: Jonathan Tunmore, left, and Rory Poacher take a break from ploughing and pressing at Rosery Farm back in September.

Below: In a large-scale arable farming scene straight out of the early 2000s, Jonathan Tunmore and Rory Poacher put the former's Claas Challenger 55 and Caterpillar Challenger 75C crawlers to work, ploughing and pressing wheat stubble.

AUTUMN CULTIVATIONS continued at Rosery Farm in Suffolk throughout September and October. When the dry weather finally started to break, the primary and secondary cultivations had all been completed, and host farmer Angus Hamilton was able to start drilling in good conditions during the second half of October.

As per previous seasons, Angus's cultivations policy this year centred around ploughing ahead of second wheats. Attempts in early September to turn under stubble with a large semi-mounted Dowdeswell DP2 had been successful on fields that had been ploughed last year, but were frustrated when working on hard land that had been cultivated instead. After observing that the fully-mounted Dowdeswell DP7 that Angus was using on his New Holland 8870 for the headlands was managing to penetrate well, Angus and Jonathan Tunmore decided that the latter's W-registered Claas Challenger 55 and a 1996 Dowdeswell DP160S seven-furrow fully-mounted plough might fare

better, which it did. Suffolk Bunch helper Rory Poacher spent a few days in the hot seat with pleasing results, as the outfit proved to be an extremely well-matched set-up.

"It feels as though the Dowdeswell 160 Series ploughs were designed for those tractors, and maybe they were," says Jonathan. "It certainly picked it up very nicely. I thought we might have to drop it down to a six-furrow, but it worked it fine as a seven.

"Although I know that my Challenger 55 is probably weighted-up far more than most would be, I wasn't aware that track-frame weights existed for those tractors until recently, and I was able to buy some from Ian Houlgrave," he adds. "Ian only had the weights and the carrier was missing, so Ryan Cole of Colea Engineering made some for me, doing a fantastic job using some 106mm seamless tube that had taken some finding.

"This enabled us to add four 56kg weights on each track frame which, with an additional six front idler weights of 57kg each as well, gives us almost





Press puts in good performance



Above: Jonathan's Claas Challenger 55 was found to be an ideal match for this Dowdeswell DP160S seven-furrow plough. The pair made a well-balanced outfit.

Below: There haven't been many chances for Jonathan's John Deere 2140 to stretch its legs this year, but it proved to be a handy runabout on the diesel bowser.



800kg in addition to 540kg of front weights," explains Jonathan. "Being able to add this sort of extra ballast just goes to show how versatile a Challenger 55 is, although it's not just a case of adding weight to the front – balance is key too. In its most basic light-weight form, it is perhaps a little too powerful for its weight, especially for primary cultivations when the ground can be either hard or wet, and you need the extra weight to stick the tracks to the floor.

"The Challenger 55 worked the 160 Series plough really well," he continues. "The plough had been standing for some time before we used it, but we were lucky and it wasn't particularly seized-up or tight. I know those ploughs were sold as manual adjustment variable width, but how often were they actually changed? This one is set at a furrow width of 12in, but I think it would be better at 14in. Rory was running at about 3.8mph, which was fine. I think that anything over 4mph should be illegal unless it's going to be ridged for potatoes!"



Above: Jonathan using his Caterpillar Challenger 75C and a rare 4.6m Dowdeswell Rolla-Tilla cultivator to knock ploughed furrows into shape.

JONATHAN was pressing just a couple of hours behind Rory, taking advantage of what little moisture the plough was turning up before it departed. There was another Challenger and Dowdeswell theme about this job, as his 1995 Caterpillar Challenger 75C was towing a rare 4.6m Dowdeswell Rolla-Tilla cultivator-press. This rare implement is believed to be one of just three made. Angus recently bought his example from a local farm where it had been delivered new in 2001.

Dowdeswell first unveiled the Rolla-Tilla at the Cereals 2000 event as part of an expansion of its tillage machinery range, with 4m and 6m models initially being offered. Its introduction saw Dowdeswell join the already popular cultivator-press market, which was gathering momentum at a rapid pace at a time when farm incomes were tight and businesses were looking for faster less labour-intensive methods. But in 2001 Dowdeswell ceased production of most of its cultivation equipment to concentrate on ploughs. A successful legal case against Dowdeswell for patent infringement of the Simba Cultipress levelling board arrangement can't have helped matters and may have contributed to the Rolla-Tilla's premature demise.

As well as the familiar two rows of tines, sprung in this case, followed by levelling paddles and a double row of cast shouldered press rings, an additional optional module could be fitted at the front of the implement, with solid tines for deeper work directly into stubble. Despite its very short lifespan, the Rolla-Tilla had some useful features, including the ability to alter the working depth of the tines hydraulically. It has proven to be a well-liked implement at Rosery Farm this autumn.

"The press went really well," declares Jonathan. "With the land being so hard and dry, I was sceptical about the Vibroflex-type front tines to begin with, especially after having used the Knight with its solid tines, but they were fine. I would even say that with their vibrating action, they did a better job.

"The whole press had been overhauled recently and new rings had been fitted, and together with the levelling paddles it all worked really well," he continues. "Having so much power on the front, I was slightly worried about destroying the press, so I kept my forward speed under 9kph, although the Challenger 75C didn't really know it was there. I had taken the front weights off as the press doesn't pull hard enough to make the tractor sit backwards, so it was nose heavy. This crawler has good tracks, which were new last year, and it went remarkably well without leaving much of a mark."

Below: This Dowdeswell Rolla-Tilla is believed to be one of just three 4.6m versions made by the Warwickshire company. It follows the familiar tine, levelling paddle and press ring layout, with the working depth of the front tines being independently adjustable.



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Characteristics of big Cats compared



ANGUS PLOUGHS HIS LAND that is going into second wheat, whereas the stubbles that are left by spring linseed or spring bean break crops are normally cultivated. Usually this means using a Simba Solo or Cousins Patriot one-pass combination cultivator, with the tines working at a depth of around 8-10in, but this year a true minimal-tillage approach was taken.

"Due to the drought and excessive cracks in the ground, I thought we would try to save a little money if possible and just press the bean and linseed stubble," explains Angus. "We would usually press after pulling up the land with the Simba Solo, so as well as saving metal and diesel by working shallower, this method has removed a cultivation pass altogether. By moving the soil with the press, rather than drilling straight into the stubble, it creates some tilth for the drill to work with, and also encourages the land to green up with volunteers and, hopefully, any blackgrass so that it can be sprayed off before drilling at a later date."

As mentioned in last month's Suffolk Bunch, Angus's Knight cultivator-press had proven very effective when working directly into spring bean

stubble, so his spring linseed stubble received the same treatment. With two presses now residing on the farm, and numerous Challengers available, Jonathan's 1995 Caterpillar Challenger 75C and 1996 Challenger 85D were hooked onto the 4.6m Knight Triple-Press and Dowdeswell Rolla-Tilla respectively.

"I thought it would take a while to get over the linseed stubble, but once we started, it didn't take very long," comments Jonathan. "The main difference between the two presses was with the leading tines. The Knight has solid tines with narrower points, which naturally did a bit less compared to the Dowdeswell's sprung tines, which mixed everything a bit more and left a slightly better finish.

"Considering the hard, dry conditions, it was going nicely, although to start with it was a bit of

a balancing act as to how deep you can get the tines in without smashing shear bolts," he says. "We were getting some nice disturbance and mixing from the tines, and the rings were smashing the clods and lumps. It will be good to see what it drills like."

Above: Jonathan is full of praise for the gutsy 370hp 12-litre Cat 3196 engine in his Cat Challenger 85D. The 85D is, he says, his best crawler for mole draining.

Opportunities to compare 325hp (75C) and 370hp (85D) crawlers such as these working together in the same field are now rare. Admittedly, neither unit was working particularly hard, so this comparison mostly focused on their general operating characteristics and previous performance. The use of GPS-controlled steering systems allowed the two Challengers to work closely together, with one going ahead and the other filling in the gap to avoid wasting time on the headlands.

"Neither press was a heavy load for either crawler," notes Jonathan. "They would be better suited to my Challenger 55, and we arguably needed wider versions for the big crawlers.

"In the cab of the Cat 75C it states that the main working gears are second through to sixth, and

Left: Jonathan Tunmore's mid-1990s Caterpillar Challenger 75C and 85D pulling up spring linseed stubble. Running them together presented an ideal opportunity to compare the features and characteristics of these modern classic prime movers.

Below: Working directly into the stubble, the Knight and Dowdeswell cultivator presses were able to create a seedbed in just one pass. Following the earlier dry conditions, which caused large cracks in the soil, there was no need to work the land any deeper.

continued on page 42





Nathan, who was driving it for the day, was running in sixth gear at about 1650rpm," he explains. "In the 85D it says second gear through to seventh, so I was working in seventh at 1400rpm. Externally, if you took off the 85D's big wing mirror arms, there wouldn't be too much difference between them at first glance. There are some notable styling differences: the 85D has a row of five lights in the top of the front grille, for example, and they do make a difference in the dark.

"In the same way that you can't beat weight for traction, there is no replacement for engine displacement," adds Jonathan. "The 85D's bigger 12-litre engine never lets you down. It is noticeably gutsier than the 10.2-litre motor in the 75C. Inside the cab the controls are basically the same, although the 75C's interior is Cat yellow and the 85D's is grey. It is the seat that dates them: the 75C has got a much older, more American-style seat, whereas the

85D has the same seat that is found in the smaller row-crop Challengers and New Holland 70 Series.

"Both of my crawlers are fitted with Balderson linkages, but clearly these tractors were not designed to have linkages stitched on, and they are very much an afterthought," he explains. "The linkage hinders your access to the spool valves, so much so that if you've got bulky pipes with taps, they are difficult to connect. As a result, you end-up routing pipes over the linkage

frame, but beneath the top pivot, whereas obviously there wouldn't be an issue with a bare-back crawler. Interestingly, the valves are paired vertically on the 75C and horizontally on the 85D, and the 85D's also have pressure relief levers, which are useful. On the E-Series, the valves are piped to a secondary set of connectors, which is a much better system.

"The 85D is the best tractor out of all of them on a mole drainer," states Jonathan. "Annoyingly, you end-up running at 1600rpm in second gear, despite the fact that it would pull a mole at the desired speed in third at far fewer revs, probably at just 1250-1300rpm, although the steering would end up hunting all of the time.

"During the hard, dry season we've had this year, I've tended to go slower than usual to reduce the wear rate and do a good job," he recalls. "Where there has been sufficient moisture at depth, it's actually been a very good year for moleing, with plenty of fissuring above the mole channel as the top 18in or so was so dry. It has been a case of putting the mole in the ground and trying it. We've done quite a bit where new land drainage schemes have been installed, and on the whole it hasn't been as bad as I expected, especially in south-west Suffolk, where they had received some rain."

Above left: Even after a heavy rainfall there were still some substantial cracks in the hard, dry linseed stubble. These can be appreciated in this aerial view of the Cat Challenger 75C rapidly turning the surface into a seedbed.

Below: Although the differences between the two Challengers are mostly cosmetic, the slightly older (1995) 325hp Challenger 75C has a less comfortable seat and it is also fitted with a slightly smaller engine (10.2 litres) than the 85D (12 litres).



continued from page 41

Drilling outfit achieves high output

ANGUS started his autumn drilling campaign in mid-October, having first sprayed-off the stale seedbeds. In recent autumns the weather has turned quickly, meaning that his Weaving tine drill has been the go-to solution. However, this year it was still dry enough for him to use his 8m Väderstad Rapid cultivator-drill behind his 325hp Ford Versatile 946. As well as achieving a high work-rate, the Rapid drill also carries out a final cultivation and levelling pass, and its rear press wheels consolidate the seedbed.

"I'm enjoying using the Versatile 946 on the drill," declares Angus. "The seating position is nice and high, which gives you an excellent view of the drill

working. The tractor pulls the drill easily enough – power isn't a problem – and it grips a lot better now that it's got dual wheels on.

"It doesn't scuff-up the headlands in the same way that a crawler will, so much so that on the odd occasion, in the right conditions, I would happily drill the headlands first without worrying about making a mess," he says.

The first wheats went into very good ground conditions, with some moisture down below and dry on top, and the seedbeds were so fine that I didn't

think they needed rolling. The ploughed and pressed land for second wheats might be cloddier underneath though. It has been nice to have a drier year and autumn for a change and, all-in-all, I'm very pleased with how the season has gone."

Below: Conditions during the second half of October were perfect for drilling with the 8m Väderstad Rapid. There was enough moisture to crumble clods, but the drill still ran very cleanly.





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Cultivating land for spring crops

WITH THIS YEAR'S WHEAT land ready to be drilled, and with host farmer Angus Hamilton keen to make the most of the good weather conditions in late September, the cultivation campaign moved onto preparing fields for next year's spring crops.

For spring beans, this meant ploughing, while the Simba Solo 380ST was chosen as the implement of choice for fields that are destined for spring linseed. The latter implement left a good finish and was used by Suffolk Bunch helper Rory Poacher behind Jonathan's Caterpillar Challenger 75C.

"With dry springs becoming the common trend, often with little or no rain from March onwards, Angus decided he wasn't going to plough next year's linseed land in a bid to retain moisture in the spring," explains Jonathan. "The Solo also leaves the land leveller, while the trash is mixed through the profile, which helps to stop it drying out. It should be a really nice seedbed to drill straight onto with the Väderstad Rapid.

"If you don't need to be roaring along at 14kph, the Challenger 75C works the 3.8m Simba Solo really well," he notes. "Rory was travelling at 8.5kph and it was effortless. There wasn't a wisp of smoke and it didn't need extra ballast. It was actually quite a good match. Again, the guidance makes this job so much easier, particularly as an implement with a 3.8m working width is too tight for just going up and down, and it's quicker and more efficient working in lands."

Angus was pleased with the work that was being done. "It was nice to see the Challengers working well and at a good speed," he says. "They definitely excel on a press, and compared to a wheeled tractor the ride comfort is far superior across ploughed land. Traction is also a factor and the Challenger crawlers don't leave as much of a mark either.

"The 75C is a good tractor, but it ideally needs 6m-wide cultivation equipment so that headland

turns don't need to be quite so tight," notes Angus. "I think on a farm of this size, a Challenger 55 would be plenty big enough really. Jonathan's example went really well on a seven-furrow Dowdeswell 160 Series plough, and Rory later ploughed a field for next year's spring beans with a nine-furrow Dowdeswell DP2. I was surprised how well the 55 pulled it, although that particular field was ploughed last year, which we've found has made a big difference this year."



Below: Cultivations at Rosery Farm continued throughout September in preparation for next year's spring crops. Rory Poacher can be seen using Jonathan's Challenger 75C and Angus's Simba Solo 380ST to pull up wheat stubble ready for spring linseed.

Inset above: Jonathan Tunmore's W-registered Claas Challenger 55 was used with a nine-furrow semi-mounted Dowdeswell DP2 to plough some land for spring beans. The 270hp tracklayer handled the big semi-mounted plough with ease.

Above: Angus Hamilton, left, and Jonathan Tunmore were delighted with how well the autumn cultivation campaign went at Rosery Farm.





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EXHIBITS APLENTY

Many of the 800 tractors that attended the annual end-of-season Newark Vintage Tractor & Heritage Show at Newark Showground in Nottinghamshire on 5-6 November were involved in themed displays held to celebrate major anniversaries of significant British tractors. Rory Day, Ken Topham and David Laley were on hand to capture the classic-era highlights.

THIS YEAR'S Newark Vintage Tractor & Heritage Show brought together more exhibits and themed displays than ever before, with in excess of 1100 vintage and classic tractors, stationary engines, implements and commercial vehicles lining Newark Showground's halls and temporary marquees. The show was once again organised by the Newark & Nottinghamshire Agricultural Society along with dedicated members of the Nottinghamshire branch of the National Vintage Tractor & Engine Club (NVTEC).

Thousands of vintage and classic tractor enthusiasts of all ages from across the UK and Ireland swapped the seasonally dreary weather outside for the sanctuary of the showground's pavilions and halls to view an impressive array of rare and historically important tractors spanning more than 100 years. Tractors, implements, stationary engines and, for the first time, commercial vehicles were entered into an expanded list of 44 classes, with the winners of each class published on the show's website.

The show, however, remained faithful to its successful themed format from previous years. For 2022, it celebrated 75 years of the Field Marshall Series 2. A total of 28 examples, including the fourth example built, were neatly lined-up in the Marshall Club's marquee.

Another historic tractor celebrating its 75th birthday at Newark was David Brown's stylish Cropmaster. A display of around 20 Cropmasters was arranged in the George Stephenson Hall by members of the David Brown Tractor Club (DBTC).

The hall was also the venue for an impressive display of Fordson E1A Majors brought together by the Nottinghamshire branch of the NVTEC to celebrate the 70th anniversary of the launch of the New Major. More than 30 examples were present, including several rare conversions such as James

Hardstaff's 1956 Roadless row-crop version and 1954 County Four-Drive.

The George Stephenson Hall was also the scene on Sunday for the traditional remembrance service which remains an important part of the show.

Outside, classic tractor enthusiasts were treated to the impressive spectacle of no less than 12 MF 1200 tractors on display, together with a single MF 1250.

Massey Ferguson's iconic 1200 was celebrating its 50th anniversary at Newark, with examples ranging from those with a factory-fresh restored appearance to original ex-farm condition. While most of the MF 1200s on display were local to Nottinghamshire and Lincolnshire,

The winning classics

Class	Exhibit	Owner
Best Massey Ferguson 135	1965 MF 135	George McDonald
Best Massey Ferguson	1960 MF 8-21	John Plowright
Best Massey Ferguson 1200	1978 MF 1200	Robert Smith
Best John Deere	1981 John Deere 3140	Ben Webb
Best Nuffield	1961 Nuffield 342	Karl Fox
Best Leyland	1972 Leyland 253	Neil Reid & Sons
Best European Tractor	1982 Unimog U1700	John Sheppard
Concours D'Elegance	1962 Nuffield 460	Neil Reid & Sons



Daniel Dreelan had travelled more than 400 miles to the show from Banchory-Devenick in Aberdeenshire with his 1978 example.

The oldest MF 1200s in attendance were the 1973 examples owned by Peter Tack from Crowland and Matthew Bennett from Retford. Robert Smith's beautifully-restored 1978 example took home the prize for the Best MF 1200 on display.

Produced between 1972 and 1979, the 1200 was the first tractor manufactured at Massey Ferguson's Barton Dock Road site in Manchester, and more significantly it was the first articulated tractor to be built in volume in the UK. The 1200 was powered by a 105hp Perkins A6.354 six-cylinder engine matched a 12F/4R Multi-Power transmission. It tipped the scales at just over 5t and had a wheelbase of 2.56m. It was replaced in 1979 by the updated MF 1250, which remained in production until 1982.

The rest of the showground's halls contained just over 30 clubs, all of which had gone to great lengths to ensure they had a varied and quality array of exhibits on display. Tractors on the Vale of Belvoir Machinery Group's stand included Linda Kemp's immaculate 1978 Ford 3600 orchard tractor, while Carrington Rally's stand was graced by John Sharpe's gorgeous 1965 Massey Ferguson 135, a former prize winner at many past events.

There were also plenty of trade stands, both indoors and out, stocked with everything from spare parts, accessories and tools. They included Westlake Plough Parts, model tractor specialist Udimore Tractor Shop Ltd, book and DVD supplier Classic Tractors and tractor literature sellers Ian Hopper and Stuart Gibbard.



The George Stephenson Hall at Newark Showground housed a fine display of Concours D'Elegance restorations as well as displays of Fordson New Majors and David Brown Cropmasters to mark the 70th and 75th anniversaries of these models.

The show's annual auction, carried out by Brown & Co on the Saturday, proved popular again and was followed by Sunday's successful sort out and autojumble. Tractor pulling made an appearance for the first time at the show on a specially-graded track constructed by the Challenger Tractor Pulling Team, who also supplied their own sledge.

Despite the damp weather, the Newark Vintage Tractor & Heritage Show proved once again why it is the UK's premier end of season show, thanks to its engaging themed format, excellent facilities and the quality of the exhibits on display.

Next year's Newark Vintage Tractor & Heritage Show takes place at Newark Showground on 4-5 November.

Main picture left: The most impressive spectacle at the show was this impressive line-up of 12 Massey Ferguson 1200 tractors and a single MF 1250, surely a record for a UK show. The tractors were brought together to celebrate the 50th anniversary of the MF 1200, the first purpose-made articulated tractor manufactured in the UK.

Top: This trio of John Deere 3130 and 3040 models with OPU cabs were displayed outside the Sir John Eastwood Halls. The 3130, left, and 3040, centre, have just been refurbished by Richard Dale, while the 3130 with HFWD was overhauled by owner Ben Webb several years ago. All three were equipped with period John Deere implements.



Nuffield 4/60

Neil Reid from Arbroath won the coveted Concours D'Elegance at the show with his stunning refurbishment of this 1962 Nuffield 4/60, rebuilt with the help of his son, Fraser. Powered by a 3.8-litre four-cylinder BMC diesel, the 4/60 was produced between 1961 and 1963 at the Morris factory at Cowley in Oxford.



Massey Ferguson 135

After taking home the Ivan Clark Shield for the Best Restored Tractor & Implement at last year's show, the McDonald family from Tarland in Scotland returned this year to win the 'Best Massey Ferguson 135' in show with their fabulous 1965 Massey Ferguson 135 equipped with power-adjustable rear wheels.

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Leyland 253

There was double joy for Neil Reid at this year's show. Following his success in the Concours D'Elegance with his Nuffield 4/60 he also picked up the prize for 'Best Leyland' on display with his 1972 Leyland 253. The Perkins-powered 253 was produced for just one year before being superseded by the 245.



Massey Ferguson 1200

Robert Smith from Stainton-by-Langworth, Lincs, brought along his stunning 1978 Massey Ferguson 1200 to take part in the model's 50th anniversary celebrations. His tractor deservedly won the prize for the 'Best Massey Ferguson 1200' on display at the show. The tractor made its public debut in 2018.



Mercedes Unimog U1700

The prize for the best turned out make and model of tractor from mainland Europe at this year's Newark Show was awarded to John Sheppard for his agricultural-specification Mercedes-Benz Unimog U1700 from 1982. The U1700 is powered by an OM352A six-cylinder turbocharged engine which produces 170hp.



John Deere 3140

Ben Webb brought along several well-restored and original classic era John Deere tractors from his collection to the showground. His beautifully restored 1981 John Deere 3140 attracted plenty of interest throughout the weekend from classic tractor fans, and was judged 'Best John Deere' in show.



Valmet 705

It was refreshing to see a fully-restored Valmet tractor from the mid-1980s at this year's show in the shape of Neil Reid's 1986 Valmet 705. Neil's rare Finnish-built tractor was displayed alongside his equally-pristine Leyland 253 in the George Stephenson Hall. The 705 was produced between 1982 and 1991.



Muir-hill 171

One of the largest and most eye-catching tractors on display at the Newark Showground was Richard Mason's magnificent Muir-Hill 171, which was making its public debut at the show on the Ford & Fordson Association's stand. Richard's 171 is powered by a huge Perkins V8.540 engine developing 177hp.



International B-414

A major highlight for visitors to this year's Newark Vintage Tractor & Heritage Show was the number of beautifully-preserved original early classics on display across the various club stands. They included this lovely 1965 IH B-414 equipped with a period Lambourn canvas weather cab on the IHCGB stand.



Ford 1210

One of the finest-looking horticultural tractors on display at this year's show was Billy Wood's pin-sharp 1987 Ford 1210 that was originally supplied by Ernest Doe & Sons. Billy's Japanese-built Ford 1210 is powered by a 16hp, three-cylinder, 0.9-litre Shibaura engine and has an 18.2-litre fuel tank.



International 634 AWD

Barry Garfoot's 1970 IH 634 All-Wheel Drive in industrial livery was making its debut following a full overhaul. The four-wheel drive conversion was developed by County Commercial Cars. Barry's bright yellow tractor, displayed on the Case IH UK Club stand, certainly stood out in the seasonal weather.



Case-IH 9370 Steiger

Towering over every other tractor on display outside was Jamie Clark's mighty 360hp Case-IH 9370 Steiger, dating from 1996. Jamie, from Crowle in north Lincolnshire, purchased it last year from a local contractor following the sale of his equally-impressive 1983 Ford FW-60 to a collector in Wales.



County FC1174

Nottinghamshire contractor and classic tractor collector, Chris Brothwell, brought along his rare 1978 County FC1174 fitted with a fully-rebuilt McConnell PA44 Power Arm jib and lime spreader body. The FC1174 was one of three identical machines run by Sherwood Spreaders in Nottinghamshire until 2007.



DB 880 Selectamatic

Another lovely original classic on display was Thomas Venni's wonderful 1967 David Brown 880 Selectamatic. The tractor was bought new by Thomas's grandfather, and has been in his family ever since. It is fitted with a period Lambourn MkIV cab, and was shown on the David Brown Tractor Club's stand.



Case-IH 1455XL

Seen on the Case IH Club UK's impressive outdoor stand was Mark Lerigo's fabulous 1986 Case-IH 1455XL. Mark's iconic German-built six-cylinder classic has been a prize-winner throughout 2022, scooping awards on its debut since its restoration at this year's Great Dorset Steam Fair and the Southwell Show.



Ford 3000 S-O-S

One of the highlights of the Ford & Fordson Association and Blue Force marquee display was Richard Halsall's lovely, original 1965 Ford 3000 Select-O-Speed, which has been in his family since brand new. Richard had entered the tractor into Best Unrestored Vintage Tractor category at this year's show.



County 754

Farmer and classic tractor collector Peter Bainbridge brought his superb award-winning 1968 County 754 from his home at Barnard Castle, Co. Durham, to display on the Ford & Fordson Association stand. Peter, who is a huge fan of Ford-based conversions, completed the refurb of his County 754 last year.



IH Farmall 966

Displayed outside the Stanley Sheldon Hall on the International Harvester Heritage Association's extensive outdoor and indoor stand was Adrian Baxter's lovely original UK-specification 1973 IH Farmall 966. The impressive looking IH Farmall 966 is powered by a 6.8-litre 116hp IH D414 diesel engine.



John Deere F845

One of the most eye-catching classic-era implements on display at this year's Newark Vintage Show was Ben Webb's beautifully restored 1966 John Deere F845 three-furrow reversible plough. Ben was exhibiting the US-built plough behind his original six-cylinder John Deere 3120 built at Mannheim in 1972.



MF 168 & MF 18-7

Paul Willis from Colchester in Essex was exhibiting his very clean and original 1973 Massey Ferguson 168 at the show. It has been fitted with a period Flexi-cab since new. Attached to the back of the MF 168 was his matching MF 18-7 trailer. Both machines were used together during this year's harvest.

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County 654 Prototype 1964
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Following on from the success of the Fordson Major based County Super 4 the company naturally took advantage of Ford's latest offering in 1964, the Ford 5000 6X, as their source of power although several redesigns were necessary to accommodate it.

The tractor that this model is based on is thought to be one of the very first prototypes and, as can be seen, it still bears Ford decals and badges as well as County.

At launch it was sold as the Super 4-5000 but soon became simply the County 654, 65 being the horsepower and 4 denoting 4-wheel drive.

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Ford 8630 Powershift

Colin Peart's 1990 Ford 8630 Powershift towered over most of the other exhibits on the Ford & Fordson Association's stand at this year's show. The 8630 Powershift replaced the TW-15 in 1989 and remained in production until 1993. The 132hp tractor is equipped with a Funk 18x9 powershift transmission.



Ford 3910H

Classic-era industrial tractors from the mid-1980s are rarely seen at tractor events in the UK, so it was pleasing to see this Ford 3910H at Newark. Powered by a 50hp Ford engine, this 1986-built tractor belongs to Sharon Coupland from Brigg, north Lincs. It was produced by Ford between 1983 and 1989.



Zetor 5340

The only classic-era tractor from Czech manufacturer Zetor at this year's Newark show was this 1994 Zetor 5340, owned by Charley Fox from Tuxford, Nottinghamshire. This tidy original tractor has only seen light use. Powered by a 60hp four-cylinder engine, the Zetor 5340 was produced between 1995 and 1997.



Ford 4000

Richard Turner from Elkesley, Notts, brought along this ex-farm Ford 4000 equipped with Bettinson dual wheels. This tractor is one of several that Richard has acquired for his collection from the same local farmer, who owned them from new. He was also displaying his equally original 1968 Ford 5000.



MF 390 & MF 698

Duncan McColl travelled all the way down from Perth in Scotland to Newark with his very original 1993 Massey Ferguson 390 and fully restored 1983 MF 698. Both tractors were originally supplied by Stirling Tractors of Muirpark at Bannockburn. His MF 390 worked on a farm in the Callander area until 2021.



Massey Ferguson 595

This tidy original 1977 Massey Ferguson 595, owned by Adam Fox, has worked in the local area for all of its life. It was originally supplied new by Windsor & Stephenson, which was the Newark-based MF dealer at the time. The MF 595, powered by an 88hp Perkins engine, was built between 1974 and 1982.



IH Merchandise

There were more than just full-size tractors on the club displays at this year's show. Andrew Brown of the International Harvester Heritage Association was displaying this wonderful selection of Britains and Ertl models, and period original parts in their original packaging, including filters and fan belts.



JWD Fieldmaster 494

David Cheetham's Marshall-derived JWD 494 Fieldmaster was one of a number of rare classics on the Marshall Club's stand. He bought it new in 2004 and it is believed to be the last 494 ever built. It is still in regular use, carrying out light duties such as sugar beet drilling and fertiliser spreading.



Marshall 904

David Cheetham was also displaying his unusual 1988 Marshall 904. This tractor, the only 904 ever produced with a square bonnet and Leyland engine, was purchased new by David from Lyons of Gainsborough. He traded the tractor in after three years, but managed to buy it back from J. Charnley & Sons in 2006.



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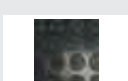
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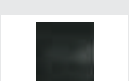
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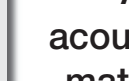
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CHOPPING IT CHEAPLY

Harvesting forage maize usually involves expensive equipment, but that's not the case on Nick Doble's farm in Somerset. He uses a forager and maize header that cost him a mere £250 and a Same Antares II 110 that he's had from new in 1998. Zach Anderson has been to see the cost-effective classic team at work.

Above: The Doble family harvesting maize at Crewkerne in Somerset using their Same Antares II 110 and Explorer 90, both owned from new, and John Deere 3760 harvester. **Below:** Nick Doble bought this John Deere 3760 trailed forage harvester for just £250 at a farm sale 20 years ago. It is one of four working examples on his Somerset farm.



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.

The process of harvesting autumn maize on many smaller dairy farms is something that is generally contracted out to larger outfits that have access to machinery worth several hundreds of thousands of pounds, together with manpower, that is then used to gather the crop with great efficiency, albeit at a price.

Every farming business is different and relying on a contractor, especially one with high-output machinery and a large customer base, is not for everyone. As a rule, when the ground conditions are good, there is a battle for availability, as quite naturally everyone wants to make the most of the favourable weather.

And then there's the cost. Large-scale modern equipment has to cover big acres to pay for itself, and smaller-scale farms can tend to get fitted-in as and when, between the big jobs. These were all concerns for the Doble family, who farm 150 acres near Crewkerne, Somerset, so they have gone in the completely opposite direction by opting to do their own maize harvesting using older and very cheap foragers, and tractors that have proven their worth on their farm over the course of many years.

John Deere 3760

Nick Doble has built up a formidable fleet of four John Deere 3760 trailed forage harvesters in fully working order, which he uses to cover the 105 acres of grass and 45 acres of maize that are grown for the farm's 120-cow milking herd. Nick recalls that at one point he owned seven John Deere 3760 foragers purely because he was able to obtain them at farm sales for very little money. This enabled him to keep a number of them running and have a shed full of parts available, should the need arise.

The John Deere 3760 that was in use at the time of **CLASSIC TRACTOR'S** visit to see how Nick harvests his maize was purchased from a local farm sale more than 20 years ago for just £250. It has since proven to be very reliable. A few years later, while browsing the machinery on offer at another auction, Nick spotted a two-row John Deere maize header complete with a corn cracker to fit one of his 3760 harvesters. Nobody else expressed an interest in the maize header and it was knocked down to Nick for a mere £2. Yes, that's right and not a misprint, just £2!

Same Antares II 110

This low-cost combination is easily capable of chopping 10 acres of maize a day, says Nick, who fits in the harvesting between milking his cows. Power for the forager is provided by a 1998 Same Antares II 110 which has been on the farm from new. It was supplied new by local Same and Lamborghini dealer, Mike Broom of Clapton, and during its 24-year life it has never been more

All the Doble family's forage harvesting, some 300 acres each year, is carried out by their Same tractors and fleet of John Deere 3670 harvesters. This particular harvester, equipped with a two-row maize header, clears 45 acres each season.



than five miles away from where it was purchased. Harvesting grass is one of its main jobs on the farm and each year it covers around 300 acres.

The Same Antares II 110 has clocked up 12,000 hours during its time with the Doble family and has become one of the most reliable tractors they have ever owned. The only real problem they've had to contend with was a twisted drive shaft between the PTO and gearbox, but there has been nothing else even remotely major. To get a little bit extra out of the Antares it has been tweaked and is now producing 130hp at the shaft, with the only downside to this being a slight increase in fuel consumption, although it remains very economical, says Nick. This tractor has been known to melt one or two manifolds after a full day's chopping! The sound made by the 6.0-litre, Same air-cooled six-cylinder engine as it works full chat on the forager can only be described as a deep throaty roar.



11,500 hours and is still used every day. It does all the maize drilling as well as yard tasks during the winter.

During our visit it was carting maize silage a short distance from the field to the clamp in the farmyard. Nick's son Noah says that the Explorer, like the Antares,

has been relatively trouble-free. Its 4.0-litre, four-cylinder turbo engine had a full rebuild at 10,000 hours and the pump has been opened-up to provide 100hp. This pair of Italian tractors have stood the test of time and have acquitted themselves very well over the years.

The John Deere 3760 forager that the Dobles use for harvesting their maize is also in great mechanical condition for its age. So too are the three other examples that are sitting in the shed with grass headers on. They are all barn-stored, to keep them in their prime.

"These harvesters are easy to service, easy to maintain and extremely reliable," says Nick, "and they have never given us any major bother over the 20-plus years they have been in service on the farm."

The maize harvesting set-up employed by the Doble family is a very cost-effective way of gathering the crop, without having a large outlay or having to rely on the availability, or otherwise, of a contractor at a busy time of the year. Plus, it certainly makes for a fantastic sight for passers-by with an interest in classic farm machinery.



Above: Nick Doble has only good things to say about the Same Antares II 110, left, and Explorer 90 that have been on his family's farm from new. Despite their age and hours, 12,000 and 11,500 respectively, they remain very capable and reliable.

Same Explorer 90

The Dobles' Same Antares can often be found working alongside their Same Explorer 90, which like its larger stablemate was also supplied new by dealer Mike Broom. The Explorer 90 was the first four-wheel drive tractor to arrive on the farm, and it has been a permanent fixture ever since. It has clocked-up

Right: The two-row maize header on this John Deere 3670 harvester was a £2 bargain buy at a farm sale over 10 years ago. The 1998 Same Antares II 110 that powers it has been owned from new by the Doble family.



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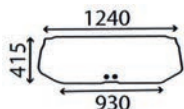
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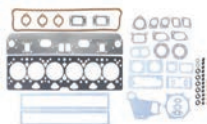
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DEALER DEVELOPMENT

Alun Jones started his career in the agricultural industry as a 15-year old trainee mechanic with a Ford tractor dealer in 1962. In the decades that followed he went on to establish his own repair business, develop a Ford six-cylinder conversion, become a successful main Ford dealer with two depots, buy an arable farm, which he still runs today, and put together a collection of British-made New Holland equipment. Our series on Alun and his 60-year career begins with Rory Day asking him about his dealer days.



IT IS 60 YEARS AGO since Alun Jones, a farmer's son from Stoke Mandeville in Buckinghamshire, left school at the age of 15 and went to work as a trainee mechanic for a local car and commercial vehicle distributor at Aylesbury in Buckinghamshire. Six months later, after realising he didn't enjoy working on cars, he left and joined Ford tractor dealer, Perrys, located 35 miles away at Potters Bar in Hertfordshire.

He spent seven years with the company, qualifying as a fully fledged service technician and becoming an expert on engines and New Holland balers, among the many other machines sold by the dealership. In 1969, having spent a year on the road selling parts for Perrys, he left to set up his own farm machinery repair business.

Working out of the back of a van, and then from part of a former farmyard at Stoke Mandeville that he acquired from his parents, Alun's new enterprise, A. G. Jones Engineers, went from strength to strength in the 1970s.

Left: Alun Jones has spent 60 years in the farming industry. He initially worked for Perrys of Potters Bar, a Ford tractor dealership, between 1962 and 1969, before setting up his own business, A. G. Engineers, based at Stoke Mandeville in Buckinghamshire. He was a main dealer for Ford and New Holland between 1979 and 1996.

Below: These New Holland combines, consisting of three TX Series models, three TF Series machines and an 8040, were lined up outside A. G. Jones Engineers' premises at Maulden, prior to them being handed over to customers, sometime in the late 1980s.

In 1972, he began to convert second-hand Ford 5000s to six-cylinder configuration using a kit he developed in his workshop. A total of 12 Jones 5000-Six tractors, as they were called, were sold to local farmers over a five-year period. The previously unknown story of the Jones 5000-Six conversion will be told in part two of this series in the February 2023 issue of **CLASSIC TRACTOR**.

In 1979 Alun was offered the Ford tractor franchise for the Stoke Mandeville and Aylesbury area. He accepted and seven years later, in 1987, he opened a second depot at Maulden in Bedfordshire. He became a farmer in his own right in 1982, following the purchase of 200 acres of land near Aylesbury. Alun sold his dealership business, but not its premises, to neighbouring dealer P. A. Turney in 1996, and since then he has devoted most of his time to running his farm, as well as putting together a collection of New Holland equipment.

Right: Alun Jones sold this new early Q-cab Ford 6600, sourced from his former employer Perrys, to a local customer in 1976. It would be another three years before his business, A. G. Jones Engineers, took on the Ford agency. Note the former farm buildings that came with the plot of land that Alun bought from his parents at Stoke Mandeville in 1971.



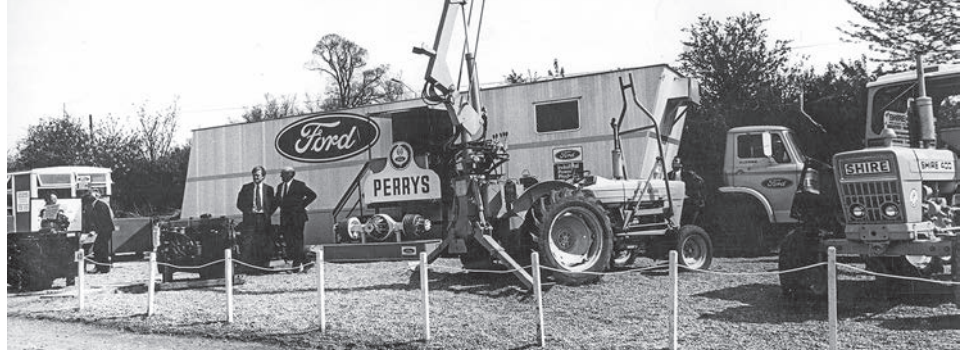
Right: Applying name plates to each of the rear wings of new tractors, as well as the bonnet flanks, was one of A. G. Engineers' trademarks.



CLASSIC TRACTOR (CT): Before we start talking about your involvement with dealerships, tell us how you became interested in farming and machinery.

Alun Jones (AJ): My parents, Hywel and Dilys, ran a small farm at Aberystwyth in west Wales between the wars. They moved to Battersea in London in the mid-1930s, where they had a dairy, a shop and a milk round. I was born at Putney in 1947. Two years later, my parents moved to a small farm they had bought on the outskirts of Stoke Mandeville in Buckinghamshire. They had about 40 acres, including rented land, and had a herd of Guernsey dairy cows. They bottled the milk and delivered it to customers in the local area.

I helped my parents on the farm and also worked for a local farmer when I was 12 and 13. I liked anything mechanical and even had a little engine on my push-bike at the time. Because I liked vehicles, when I left school in 1962 at the age of 15 I got a job with Cogger & Hawkins, the local Austin, Morris and BMC car and commercial vehicle dealer at Aylesbury, as an apprentice mechanic in its workshop. I worked on cars, but didn't particularly



like lying under them when I was working on them, so I left after six months and went to work for Perrys of Potters Bar, which was a very big Ford tractor dealer.

CT: What was your role with Perrys and what was it selling at the time?

AJ: I was a trainee mechanic and I spent a lot of time with one of Perrys' senior mechanics, Ken Munday, learning engineering skills and working on the machines the dealership was selling.

Perrys was a really big Ford dealership in the 1950s and 60s, and it had several depots selling cars and commercial vehicles. Its depot at Potters Bar was dedicated to farm and industrial equipment, including Fordson tractors and red New Holland equipment, some of which was made at Aylesbury, about 35 miles away. It also sold Ransomes combines, but not many.

New Holland was producing the 68 baler at Aylesbury at the time. It was

Above: Perrys of Potters Bar in Hertfordshire, who Alun Jones worked for between 1962 and 1969, was a very large supplier of Ford agricultural and industrial products. Among the industrial products on display on its stand at this show, believed to be in 1968 or 1969, were Ford engines, axles and one of the 4000-based Shire 400 highway/industrial models, far right, developed by Perrys.

a real whipper snapper and knocked out bales like there was no tomorrow. The 68 took out lots of the old Massey-Harris 701 balers in our area and gave New Holland a really good footing in the market.

The Potters Bar depot looked after a large territory, which included the western half of London. To give you some idea of the scale of the business at that time, Perrys was employing six or seven salesmen at Potters Bar alone and the depot's fleet of three Ford D Series lorries with King low loaders were always very busy delivering new and used equipment. The dealership was not only selling farm equipment, but also a lot of industrial machines, engines and skid units into London and the surrounding area. Perrys sold lots of Countys with Boughton winches, which were used for pipeline work, as well as Shawnee Poole dump trailers.





Above: A Ford 8600 or 9600, a Weatherill loading shovel and a Claas Rollant round baler, along with numerous Ford Escort service vans, can be seen in this view of A. G. Jones Engineers' yard at Stoke Mandeville, circa early 1980s. A new workshop was erected on the site in 1984.

Right: Alun Jones, centre, with the workshop team at A. G. Jones Engineers' Stoke Mandeville depot, circa 1981.



CT: Who were the neighbouring Ford dealers to Perrys when you joined the company?

AJ: The Fordson dealers that surrounded Perrys' territory included Ernest Doe to the east, Haynes of Maidstone in the south-east, Gates of Baldock, W. J. Cooper & Sons at Newport Pagnell and Buckingham, P. A. Turney, Curtis & Horn at Oxford and Aylesbury, and John Wilder at Wallingford and Reading.

CT: Were there any machines that stood out from the others during your early years as a trainee mechanic at Perrys?

AJ: The New Holland 268 baler was one, but not for a good reason. The field test engineers at

Aylesbury did a lot of pre-production testing in Perrys' area and they got the machine just right. But then the accountants at New Holland trimmed the quality and reversed some of the improvements that had been made and the result was a total disaster.

Perrys were selling dozens of new balers each year at the time and in 1966 we must have had 100 of the new 268 balers out in the field. We had to do a big campaign change to improve the reliability. The 276 that followed the 268 was based on the earlier 68 and it was a really good machine that got New Holland back on track.

The Ford Thousand Series arrived in late 1964. The previous Fordson Super Majors and Dextas had been very reliable, but almost as soon as the Thousand Series appeared in 1965 we began to hear about 'campaign changes', which we had never been faced with before. The first thing that collapsed was the thrust bearing on the front axle. This was because the axles were assembled upside down on the assembly line at Basildon, and the kingpins had been fitted the wrong way around.

The spigot pilot bearing also used to come out

and damage the input shaft on the gearbox. To cure this, you took two bolts out and put two washers on, to stop the bearing coming out.

CT: How did your career as a service engineer develop during the 1960s?

AJ: Perrys used to recondition lots of Ford engines at Potters Bar and employed four people just to do this work. It didn't permit its staff to drive service vans until they were 21, so, as I was under that age, I spent a lot of my time in the engine workshop. I was being paid about £20/week as a salary, but you got an extra £8 for every four-cylinder engine you reconditioned and £10 for a six-cylinder. You could easily do 4-5 engines a week, and as I was capable of turning them around quickly, it was sometimes possible for me to earn up to £100/week, which was good money in those days.

At the end of 1968, once I had turned 21, Perrys wanted someone to drive one of the vans they were using to sell parts and accessories to their customers. This was fine, but while I was out visiting customers, they also wanted me to collect debts as well, which I didn't enjoy doing. I drove the parts van for less than a year, then in the spring of 1969 I decided to leave. I had got married to Jeanette and we had our first child on the way, so the timing wasn't exactly great!

Left: Alun Jones, front row, right, signing up to become a Ford dealer in 1979. Joining him were Ford Tractors' CEO (UK), Geoff Tiplady, front row, left and, back row, from left: Jack Howard, Peter Hindmarsh, Harry Watson and Bob Tinker, all of Ford Tractors.



CT: After leaving the security of a full-time job at Perrys, what did you do next?

AJ: I had been doing weekend and evening jobs, or 'PJs' (private jobs) as they were known, since the mid-1960s, so I decided to set up on my own as an independent self-employed agricultural engineer. I initially worked out of the back of an ex-Perrys Ford Thames van, registration number FLD 361C, which I bought for a few quid and then brush-painted. I was running a Ford Lotus Cortina car at the time, but I soon sold that and bought myself a new Ford Transit van for my work.

In those days, you could take the front axle off a Ford 5000 and then drop the engine straight into the back of a van without using a crane, and off you went.



Above: Alun, right, with the Ford 6600 that his dealership, A. G. Jones Engineers, loaned to local ploughman Geoff Bramble, centre, for the 1981 British National Ploughing Championships in Hampshire. They are joined here by local farmer Ken Timbury, left, of Aylesbury, Buckinghamshire.

Left: One of the first major tractor launches that Alun attended as a newly-appointed Ford dealer was the Series 10 at Geneva in Switzerland, in 1981. This publicity photo shows a 6610 (82hp) with some of the marketing materials that were sent to Ford dealers at the time of the Series 10 launch.



for us during their year-out from Rycotewood.

We were installing quite a lot of grain handling storage systems in the second half of the 1970s and had been selling a few tractors, including some

Three years later, we took on the agency for Claas, which we held until 1985. During that time we sold several Dominator combines and also the UK's first Claas Rollant 44 net wrap round baler, which was bought by my father-in-law.

CT: What impact did the Ford agency have on your business after 1979?

AJ: When we took on Ford, it practically came with Ransomes as well, as the two companies had been closely associated for many years. We started off selling tractors like the Ford 6600 and 7600 with Q cabs, and then in 1981 along came the Series 10, which was launched in the middle of Geneva city in Switzerland. What I will say is that the expertise of Ford's car side really shone through whenever it held a tractor launch.

Of course, we had to deal with porous engines

Below: A. G. Jones Engineers was a regular exhibitor at the Buckinghamshire County Show. A new Claas Dominator 86 combine and Ford TW-25 can be seen in this view of the stand at the 1983 or 1984 show. The tin 'people' that greeted visitors to the stand were made by the firm's Neil Tuckett using milk churns, oil barrels and pulleys off a Claas combine.

All I had for a workshop at the very start was a small garden shed at my house in Aylesbury, but most of the time I was working out of the back of my van. I traded as A. G. Jones Engineers.

In 1970 or 1971, I bought three quarters of an acre from my parents at Stoke Mandeville. It had been part of their farmyard and came with a few small farm buildings. There was a little shed that I turned into a workshop. It wasn't anything special – just a shed that kept out the rain.

During the three-day week in 1973/74, there was a lot of demand for generators. I did well out of reconditioning old Ford D Series engines, resetting their injection pumps and then fitting them into generators. In 1972, I began to fit six-cylinder Ford industrial engines to second-hand Ford Force 5000s, using a conversion kit I had developed myself. I sold 12 of these tractors to local farmers over the next few years (*Editor – the full story of Alun's Jones 5000-Six conversions will be told in the second part of this series*).

CT: How did the fledgling A. G. Engineers business develop and change during the 1970s?

AJ: I had on one or two employees in the mid-1970s, but they came and went. In 1977 I took on a student from Rycotewood College at Thame and he worked with me for several years. In the years that followed we had a lot of apprentices who worked

new Fords that I sourced from other dealers, and I had also become an agent for a number of implement manufacturers, including Bamlett, Bomford and McConnell. I was doing the selling, as well as repair work, and got myself a little office at our Stoke Mandeville site.

In 1979, Harry Watson, who was the UK sales manager for Ford Tractors, came to the workshop and approached me to see if I would be interested in taking on the Ford retail agency for the area, which I was. My old employer, Perrys, had closed its farm machinery division in 1980/81 and was now concentrating on cars and trucks, while Curtis & Horn, which had been one of Harry's dealers when he was a Ford area sales manager, had pulled out of Aylesbury and Oxford in 1985. There was no other Ford tractor dealer left in the county of Buckinghamshire.

I took on the franchise in 1979 and signed the dealer agreement in the presence of Geoff Tiplady, who was the chairman and chief executive of Ford Tractors in the UK at the time, and other members of the company's management.





Above: A. G. Jones Engineers erected a new workshop at Stoke Mandeville in 1984. Machines under repair or PDI at the time this photo was taken in around 1986, were, from left, a Manitou rough terrain forklift, a Ford 333 highway, IH 85 Series tractor, Ford Series 10 and Series 10 Force II models and what appears to be a Claas Senator combine.

Top right: The 17-acre field that adjoined A. G. Jones Engineers' Maulden depot was often used for demonstrations. One of Alun's salesmen, Les King, came up with the idea of digging a trench to demonstrate the self-levelling feature on this New Holland TX34 combine.

Above right: A. G. Engineers held what would be its last open day, prior to the business being sold to P. A. Turney, on 13 March 1996. The purpose of the open day at its Maulden depot was to introduce customers to the just-launched New Holland 35 and 60 Series tractors, and improved Series 40 models. Also present in this line-up were several 70 Series tractors.

around this time, but this was nothing new. Fordson Super Majors suffered from the same problem and other brands too. Porous engines were actually good business for us as Ford covered the cost and we did well out of the warranty work.

I was the sole salesman up until 1984, when I took on Michael Edwards and then Les King, who both remained with A. G. Jones Engineers until we sold the business in 1996.

During the 1980s we were employing about 12 people in sales and service, including my wife Jeanette, who worked in the office as the company secretary, and also our daughter Tracy, who joined us in 1988.

CT: Eight years after you took on the Ford agency, you opened a second depot at Maulden in Bedfordshire. Tell us how this came about?

AJ: The territory to the north of Stoke Mandeville became available in 1987, after the previous Ford dealer, W. J. Cooper & Sons, which had depots at of Newport Pagnell and Buckingham, closed its farm machinery retail operation. We had to fight hard to get the extra territory, but thanks to Geoff Tiplady and Harry Watson, who were always very helpful, we were successful. We couldn't possibly cover all of this much larger territory from Stoke Mandeville, so I bought a former potato washing store and 17 acres at Maulden and converted the buildings into a workshop, parts department and office. When it was opened, some staff moved across from our Stoke Mandeville depot.

With our two depots, we were now covering the other side of Bedford, the whole of Buckinghamshire,

and parts of Hertfordshire, Bedfordshire and Oxfordshire. We were selling 40-50 new Ford tractors a year across the group and in 1991, which was our best year for New Holland combines, we sold 14 or 15 new machines, mainly the TX models.

CT: You attended some major Ford tractor launches during your time as a dealer. Do any of them stand out as being more memorable than others?

AJ: The Ford Series 10 launch at Geneva in Switzerland was good and so was the Force II launch in 1985. The Force II launch was supposed to have been held at Boreham House in Essex, but because the local council wouldn't grant planning permission for the marquees that Ford wanted to erect, it took place at Castle Ashby near Northampton instead. Over the years, Castle Ashby was used by Ford to launch a number of cars and other vehicles.

On a local level, every Ford dealer was given a date when they could hold their own Force II launch event. We held our event at the Ranch House at Stoke Mandeville. It was attended by at least 100 people and was a great success, with sales taking place on the day and in some cases several years afterwards, all as a result of that event.

The launch of the Ford 30 Series Powershift tractors in 1989 was another good one. That took place at Tower Bridge Hotel in London. The introduction of the Ford Series 40 in 1991 was followed by a major Ford roadshow that visited various venues around the country in 1992. We hired coaches to take customers of our Stoke Mandeville depot to the Ford roadshow at Newbury Showground, while customers from Maulden were taken to the East of England Showground at Peterborough. It was just like a car launch and was again carried out with great expertise and professionalism.

One of the most spectacular Ford launches



I attended was for the Series 70 in January 1994. It was held at Earls Court II exhibition centre in London and was attended by over 5000 New Holland staff and dealers from all over the world. The introduction of the new products was followed by a huge sit-down meal and a cabaret show with Ray Charles and other performers. It was just an amazing event.

The last big launch I attended was the introduction of the Ford New Holland 35 and 60 Series at Orlando in Florida in 1996. That was another spectacular event.

CT: You sold your two farm machinery dealerships in 1996. What prompted this and what did you do next?

AJ: New Holland encouraged us to sell the business, but not in a forceful way, like some manufacturers do today, while at the same time our neighbouring dealer P. A. Turney was looking to expand, so it made sense to sell out to them. I sold the business, but retained the premises at Stoke Mandeville and Maulden, which we still own today. P. A. Turney rented the Stoke Mandeville depot from me until 2004. The buildings are still there, but the site is now a car garage. Turneys remained at Maulden up until 2009 and when they moved out, the local John Deere dealer, Buckles, which is now Tuckwells, moved in and is still there today.

After I sold the business I spent most of my time farming. I did continue to do some dealing and over the next 10 years I bought and sold quite a lot of second-hand Ford 70 Series tractors. In fact, this area became quite a stronghold for these models. 

Below: Alun's 200-acre arable farm just outside Stoke Mandeville was occasionally used to demonstrate equipment sold by his dealership, A. G. Jones Engineers. Here a Ford 7810 Generation III can be seen working with an Opico square plough, while a Ford 7610 Generation III works down the ploughing with a 3m Kuhn Power Harrow.



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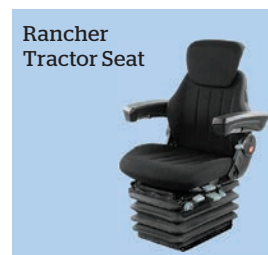
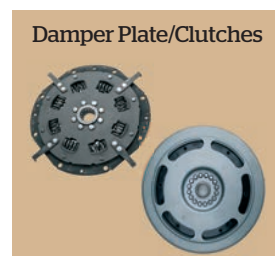
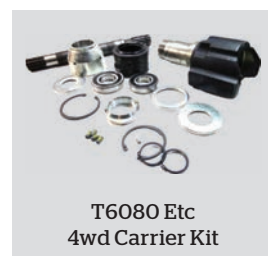
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1969

EARL'S COURT ATTENDANCE

The first week of December was once the highlight of the year in the UK farming calendar for many farm machinery manufacturers, dealers and customers, as they flocked to London for the annual Royal Smithfield Show at the Earl's Court Exhibition Centre. Tony Thomas recalls his attendance there with Nuffield, Leyland and then Marshall tractors from the 1960s to the 1980s.

HOW MANY OF US, I wonder, as we thumb our way through the pages of **CLASSIC TRACTOR**, can say, hand on heart, "I was there as well"? When it comes to the Royal Smithfield Show, I'm sure many of us can, although it still seems a little odd that those annual visits to London and to Earl's Court, in particular, are now no longer part of the tractor and agricultural machinery scene.

If you worked for a British manufacturer or an importer of agricultural machinery, then there was a very good chance that you would be required to be 'on duty' at the Royal Smithfield Show.

My first experience of attending Smithfield came in December 1962, which is exactly 60 years ago now. I had joined the sales department of what was officially known as the Agricultural Division of the mighty British Motor Corporation (BMC) in the January of that year, as part of the Nuffield tractor

sales team. In the October of that same year, I was informed that I was to be part of the Royal Smithfield Show team. I had attended most of the open air shows during the summer, including the Royal that was held at Newcastle, the last before it moved to a permanent site at Stoneleigh, the Royal Highland and the Royal Welsh. I had also been to many of the county shows and perhaps thought that I was pretty well prepared for the last

Above: The 1969 Royal Smithfield Show was the first chance that the public had to inspect the new Leyland range that had been announced in the press in the run-up to the event. The Nuffield name was temporarily retained, albeit now very small, but the two-tone livery and styling was new, along with many other features. The range at the time of the launch consisted of the 154 (25hp), 344 (55hp) and 384 (70hp). Note that safety cabs were not compulsory at the time.



Left: The big news on the Leyland stand at the 1972 Royal Smithfield Show was the introduction of four new six-cylinder models: the 285 and 2100, both in two-wheel drive, and the 485 and 4100, with County four-wheel drive kits. Also introduced at the same event were the 245 (47hp), 255 (55hp) and 270 (70hp). Tony Thomas, on Leyland duty at the time, remembers the stand being swamped by farmers, drivers, dealers and the press, all keen to get a glimpse of the new machines.



Above: Models on display on the Leyland stand at the 1977 Smithfield included a 154, 262, 272, 285, 2100 and 4100. For once, the show was not notable for any new Leyland model launches.

major event of the year, albeit one that unlike the others was under cover and held in very different surroundings in the middle of a capital city.

The five British-based tractor manufacturers of that era always placed great importance on the quality of their exhibits; not just the products they were exhibiting, but also the supporting signage and display material. The Nuffield stand at the 1962 Smithfield had polished wood-block flooring, which looked extremely good, but was not the most practical surface for the sales and service teams to spend a long, arduous week talking to farmers and dealers for up to eight hours a day.

The Nuffield tractor display consisted of two 342s (three-cylinder, 42hp), two 460s (four-cylinder, 60hp), together with a fully-sectioned version of each and, forming the centre-piece of the stand, another 342 mounted on a floodlit turntable. This was also completely sectioned and chromed so that it was possible to see virtually every moving component of the engine, clutch, transmission and hydraulics.

The three sectioned units would have been prepared at the Apprentice Training School at either Ward End, Birmingham, or Cowley, or both. They were an aspect of exhibition material which is rarely, if ever, seen today and one for which Nuffield was justly regarded as the No. 1 around the world.

Anybody who has worked at major shows will know that they are far from being an easy few

days away from the routine of business life in the office. The Royal Highland, the Royal Welsh and the Royal Show were long, hard days, but I have to say that Smithfield was the toughest of the lot. Company discipline was always high; no excuses were accepted for being late on duty in the morning, which meant being on the stand by 8:45am at the latest. With the possible exception of the last day, you were required to be present when the National Anthem was broadcast over the public address system at exactly 6:00pm. Most evenings this was followed by a de-briefing meeting in the upstairs office, admittedly with a glass of your favourite tipple to help clear away the all-pervading dust that was a part of Earl's Court in the 1960s and 70s. It was very often 7:00pm before you could escape into the not-so-fresh air of a London winter's evening.



Right: Most of the news on Leyland's stand at the 1976 Royal Smithfield Show was related to cabs. The Q cabs fitted to all models of 45hp and above had been introduced earlier in the year, but Leyland used the 1976 Smithfield to announce that its baby 154 (25hp), second from right in this view of the stand, was now available with a Q cab made by Cab Craft. Improvements to the Q cabs fitted to the six-cylinder models were also announced. These cabs were now fitted with lockable doors, a heater, 2-speed wipers, an interior lamp and a coat hook as standard.

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Left: The focus on the Leyland stand at the 1978 Royal Smithfield Show was on the Synchro transmission, which had been launched earlier in the year. The tractor encircled by glass panes and with its rear drive wheels raised clear of the floor was being used to demonstrate the features of Synchro.

were among the first British-made tractors to be powered by six-cylinder engines and they also included several other ground breaking items of specification. I well remember the Leyland stand that year being chaotic as it was mobbed by huge numbers of farmers, drivers, dealers and members of the agricultural press, all keen to know more about the new tractors we were exhibiting.

History does, of course, record that these new models did not fulfil the expectations or sales potential that had been planned for them. Their performance in the field was of a very high calibre, but reliability and durability of some of the major components, the 6/98 engine excluded, led to a relatively short production run of what should have been exciting, high performing and, for the company and the Bathgate factory, profitable new products.

The Silver Medal award-winning Leyland Synchro transmission received its first public showing at the Royal Show and the Royal Highland in 1978, and these two shows were also used as the launch base for the first of Leyland's new four-wheel drive tractors, the 462 and 472. At the Royal Smithfield Show of the following year, 1979, this not-inconsiderable package of new products was exhibited. They were joined by a further two new models, the 282 and 482, being two- and four-wheel drive respectively, both powered by an 82hp turbocharged version of the Leyland 4/98 engine. So, the Leyland Smithfield stand of 1979 was bristling with new product and was as busy, if not more so, than many members of the sales team had ever experienced before.

The new turbocharged 282 and 482 models, promoted under the 'Synchro goes Turbo' banner, quickly became important additions to the Leyland range. They achieved better-than-forecasted sales

Below: British Leyland's newly appointed chief executive, Michael Edwardes, right, being shown one of the company's new Synchro tractors at the 1978 Royal Smithfield Show.



This agreement remained in force for many years with the result that Nuffield tractors produced at the Birmingham tractor and transmissions factory at Ward End would, without exception, have been despatched to markets around the world fitted with Dunlop tyres manufactured elsewhere in Birmingham. In later years, Bathgate-built tractors were also exclusively fitted with Dunlop tyres, and this continued until the growing popularity of radial tyres meant that at least one other supplier had to be arranged. Sadly, Dunlop was slow off the mark with its introduction of radials, or did it ever even enter that sector of the tyre market?

Moving forward a few years, although we did not know it at the time, the 1968 Royal Smithfield was to be the last one at which Nuffield tractors would be exhibited. By this time, yet another merger within the massive British car, truck, bus and tractor industry had been completed and what had been the British Motor Corporation was now part of a new conglomerate trading as British Leyland. New senior personnel were brought in from elsewhere in the tractor industry, and new sales, marketing and design ideas were

Below: A 302 (30hp) and 704 (72hp) were among the tractors displayed by Marshall on its stand at the 1982 Royal Smithfield Show. This was the first time the former Leyland tractors had been displayed under the Marshall name at Earl's Court. Leyland had introduced the 302, which was an uprated, Turkish-made version of the 154, in July 1981.



quickly brought into operation. One result was the dropping of the Nuffield brand name in favour of one that reflected the name of the operating company, Leyland.

Leyland years

So it was that at the Royal Smithfield Show of December 1969 the press and the worldwide farming public saw the new range of blue Leyland tractors for the first time. There were three models – the 154 with a 25hp, 1.5 litre, four-cylinder engine; the 344 with a 55hp, 3.4-litre, four-cylinder; and the 384, with its 70hp, 3.8-litre, four-cylinder. I remember that milestone Royal Smithfield as being particularly busy, with the public reaction to the new blue Leyland range being very positive.

From thereon, there was a steady stream of important new product developments coming out of the Bathgate factory. At the 1971 Royal Smithfield, the company introduced the 47hp 253 (2.5-litre, three-cylinder Perkins). Then, 12 months later, Leyland created one of the major surprises in the worldwide tractor industry by announcing the introduction of four higher-horsepower models all fitted with its own long-stroke, six-cylinder, 5.8-litre engine, designated the 6/98.

The Leyland 285 and 2100, together with their four-wheel drive counterparts, the 485 and 4100,



1984

Left: The Marshall 100 Series (100-115hp) stole the show at the 1984 Royal Smithfield. Two- and four-wheel drive versions of the new 100 Series models were joined by one of the company's earliest tractors, a Colonial of 1908.

Below left: A ground level view of the Marshall stand at the 1984 Royal Show, looking towards the information booth that contained literature on the Gainsborough-built tractors.

Bottom: It wasn't just the new Marshall 100 Series models that turned heads at the 1984 Royal Smithfield Show. One of the company's earlier models, a giant 1908 Colonial oil tractor that had been shipped over from Australia and restored for the company's museum, also attracted lots of attention.

equivalent, the 100-4, as well as the top of the range 115-4 with 115hp and four-wheel drive. Today, nearly 40 years later, examples of these models, which were only produced in very small numbers, are much sought after by collectors of classic tractors.

To go back to the beginning of this article, the first Royal Smithfield Show I attended was in 1962 – the same year I joined Nuffield. At that time the UK market for new tractors was around 40,000 units per year. Virtually every one of those would have been built in one of the factories of the five main manufacturers dotted around England, or by several smaller, specialist manufacturers, all of which were UK-based. Many hundreds of thousands of tractors would have been produced in those same factories and sold for export all over the world.

From the records that I have here, the UK exported a remarkable 146,287 new tractors in 1960, more than the combined export business of all foreign manufacturers put together. How things have changed and how we, as a tractor manufacturing nation, have lost out.

While British-designed and built tractors once ploughed most of the world, we now rely mainly on tractors built beyond these shores to plough our own fields. There are, of course, many and complex reasons for this. But I do wonder, sometimes, just how much of this decline is due to the fact that we no longer have a major shop window through which export buyers are able to gaze. For many decades, that shop window, held in our capital city, was the Royal Smithfield Show.



figures, not just in the UK, but also in many export markets, including Ireland, most of Europe, Scandinavia, Australia, New Zealand, Canada and the USA, all of which goes to demonstrate what an important shop window the Royal Smithfield Show was for British manufacturers.

But for Leyland Tractors and the Royal Smithfield there was still more to come!

Firstly, the 1980 show was the launch pad for the substantially new Golden Harvest range. It was not just the yellow colour that was new, but a market-leading new cab, designated the Explorer; oil-immersed brakes; a multi-speed PTO; a fully-live, dual-flow hydraulic system; and a heavier-duty three-point linkage.

Once again, the Leyland stand at the Smithfield Show that December would have taken top prize, had such a prize been on offer, for the level of interest and attention being paid to what was on display. With such a wide-ranging package of new features it was, perhaps, understandable that the design and development people at Bathgate appeared to be taking something of a breather. In terms of new product on display at the 1981 show, the Leyland stand saw little change from the previous year. However, the level of business and the interest being shown by visitors to the stand was still good.

The Marshall years

But, and here comes a very big but, none of us who were working on the Leyland stand at the 1981 Royal Smithfield had any real inkling that this was to be the last Earl's Court show at which Leyland tractors would be exhibited. After the show, rumours began to circulate that British Leyland was entering into a period of rationalisation, reorganisation and some compaction of product ranges. It was soon announced that the tractor division was to be disposed of and that the new owner would be Marshall of Gainsborough. I have

previously written in detail about the transfer of the business in general, and the move from Bathgate to Gainsborough in particular, and the professional way in which it was handled by Marshall personnel. This is borne out, in part, by the fact that Gainsborough-built tractors, admittedly based very much on the Leyland Golden Harvest design and specifications, but promoted under the headline banner of 'The Better British Tractor', were on display at the 1982 Royal Smithfield Show, on the same stand area previously occupied for many years by Nuffield and then Leyland.

The product offering at the following year's show, 1983, was little changed, but 1984 was very different. Marshall really made its mark at the 1984 Royal Smithfield, with most visitors to the event acknowledging that, in terms of new product, the company was very much the star of the show.

The cause of all the excitement was the introduction of three completely new high-horsepower models – the two-wheel drive 100hp Marshall 100-2 and a four-wheel drive



1984



1984

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COVERING SMITHFIELD

The Royal Smithfield Show at Earl's Court in London was an event not to be missed by any agricultural journalist. CLASSIC TRACTOR'S assistant editor Sandy Cox was a regular attendee from the mid-1970s to just a couple of years before the final show in 2004. He recalls the importance of the event in the agricultural year, some highlights of the shows and its unique atmosphere.

TWO UK SHOWS attended by all agricultural journalists were the Royal Show at the National Agricultural Centre at Stoneleigh in Warwickshire and the Royal Smithfield Show at the Earl's Court Exhibition Centre in London. They were, of course, entirely different, and while the Royal was always enjoyable, although less so in a wet summer, arriving at Earl's Court in December somehow had an extra edge of excitement and expectation.

It started with the journey there, involving either a hunt for a parking spot or arrival at the Earl's Court tube station, mercifully uncrowded on the Sunday press day but jam-packed for the rest of the week. Then it was a case of walking up the steps and through the doors of Earl's Court, presenting my press pass to a uniformed commissioner and heading for either the stand of the publication that I was working for or up to the press room.

While Smithfield was the UK's major machinery show, it was, of course, an important livestock show, and that was my focus for the first five years of attendance. After the livestock reports had been typed up, there was usually time to take a look at some of the machinery.

The introduction of quiet tractor cabs was one of the machinery milestones of the 1970s and it must have been 1976 that I went around the tractor stands to look at the new 'luxury' offerings. Climbing into the cabs I discovered that the designers had paid little attention to the ease of access, leaving pedals and gear sticks to trip over, and door handles and levers to catch and rip clothing.

That was the substance of a comment 'Editor's Diary' piece I wrote for the following week's *Farmers Weekly*.

With a move to *Big Farm Weekly*, machinery became part of my remit. An important and, at the time exciting, machine I recall from the 1979 Royal Smithfield Show was the Sanderson Teleporter which ushered in the new era of farm materials handling. The following year it was Leyland's new-look Golden Harvest tractors that stole the limelight, eclipsing the introduction of the mighty 1884 on County's nearby stand.

In 1981 there was the new Ford 10 Series. A former college friend, then working for Ford, was on the stand and he told me that my 'Nice tractors, shame about the gear change' comment in my report from the launch had not gone down well with top management, who demanded change from their designers.

At later shows in the 1980s and 90s, I was there with my public relations hat on, seeing clients like Massey Ferguson, Dowdeswell and Teleshift. But what made Smithfield unique was the indoor mix of machinery and livestock, which gave Earl's Court a distinct aroma. There was a gradual build-up over the week of a haze in the air that gave rise to the ubiquitous 'Smithfield throat' that affected all those attending for more than one day.

It was such a big event crammed into such a small area that it had the feel of a friendly local show but with major machinery launches that would change the way that farming would be done in the future. And I even had the Queen Mother speak to me on one occasion! Times change, of course, and the Royal

Above: A view of the John Deere stand at the 1983 Royal Smithfield Show. The event was used as the UK launch pad for the economy-spec LP and X-E tractors, identified by their yellow topped cabs, and the 1052 and 1055 combines. Other exhibits included a 4850 and a range-topping 8850, the latter seen here in the background.

Below: Massey Ferguson used the 1977 Royal Smithfield Show to announce the availability of a four-wheel drive version of the 575, seen here fitted with an MF 80 loader. Agricultural journalist and future CLASSIC TRACTOR assistant editor attended most Smithfield Shows from 1976 to 2004. Photo: AGCO.



Smithfield Show is no more. Unfortunately, the same can now be said for many of the famous British machinery manufacturers that used to exhibit there. 🚧

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RETRO ROW-CROPS

Many arable farms in Europe, even some of the very large estates, have retained the services of an older and smaller tractor for planting and inter-row work in specialist crops such as potatoes, sugar beet and maize, as well as for working in cereals. Our German correspondent, Sascha Jussen, has been to see several examples of what are known as 'caring tractors' at work in western Germany and nearby areas of Belgium and Holland.

WHEN I WAS A CHILD, my family lived beside a farm in a village near the German town of Mönchengladbach, a few miles away from border with The Netherlands. While the resident farmer used a brand-new Ford 6600 that looked almost exactly like my 1/32-scale Britains toy version, he also had an older Ford 4000 equipped with a front loader, and what I thought were very odd-looking narrow rear wheels.

The narrow wheels allowed the tractor to negotiate the rows of the fodder beet he grew, allowing the Ford 4000 to carry out cultivating, fertilising or spraying in the growing crop. Later, I learned that tractors like that one were known as 'Pflege-Schlepper', which translates into English as 'caring tractor', and that they were in use on almost all arable farms in Germany and neighbouring countries. Their thin row-crop wheels were called 'caring wheels' in Germany.

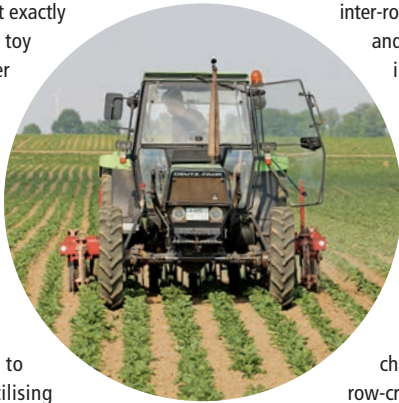
Below: Christian Jumpertz still uses his 1975 Fendt Farmer 103S to hoe sugar every year at Jülich-Broich, near Aachen, in Germany.

On the majority of farms today, the most modern, powerful and fastest tractors are the ones used for heavy work such as ploughing, cultivating and hauling, whereas the oldest and smallest machines are the ones that are used for planting and inter-row cultivations for potatoes, beet and maize. There are advantages in using smaller and lighter tractors for these specialist tasks: they are generally more manoeuvrable and agile, they have a higher ground-clearance, if it is a two-wheel-drive version, they use less fuel, cause less soil-compaction and reduce the need for frequently changing wheels from standard to row-crop and back again.

Today, modern farming methods tend to use more spraying instead of inter-row cultivations to control weeds, or avoid the need for row-crop wheels altogether by making tramlines when establishing the crop, for use for later spraying and fertilising applications during the growing season. The fact that many smaller family farms have been absorbed into

larger units has also led to a reduction in the number of 'caring tractors' in and around Germany.

However, there are considerable number of these tractors still in operation. The increasing demand for ecological farming and the rise of organic farming might help small classic tractors to continue in this role in the future. The examples we visited for this Case Study demonstrate that the classic 'caring tractor' still has a valuable role to play in modern agriculture.



Above: Row-crop work carried out by this Ford 4610, owned by Henryk Thenuis, a farmer from Beauvechain in Belgium, includes hoeing chicory.

Inset above left: Heiner Esser, a sugar beet grower from Jülich, near Aachen, in Germany, uses his Deutz-Fahr DX3.65 StarCab to hoe his crop with a six-row Gruse cultivator.



Deutz-Fahr DX 3.60

Beet drilling

MANY LARGE FARMS that grow sugar beet now tend to use modern tractors equipped with standard-width wheels, but in the past growers relied on dedicated row-crop tractors. Part-time farmer Robert Schweitzer, from Zülpich, south-west of Cologne, establishes his sugar-beet in the traditional way using a smaller classic equipped with row-crop wheels, which he uses with a small, light-weight Fährse-Accord six-row precision drill. The tractor, a 1990 Deutz-Fahr DX 3.60, is equipped with the simple, modular VarioCab built by Mauser, instead of the more sophisticated and familiar StarCab.



The 65hp from the 3.8-litre KHD four-cylinder air-cooled engine is more than enough for working with the small seed drill, while the tractor's weight of only around 3t keeps soil compaction to a minimum. The turning circle of around 8m permits tight turns on the headland.

"For this job, my little Deutz DX3.60 is just perfect," says Robert. "I use a New Holland M100 for the heavy work like ploughing and cultivating."



Deutz-Fahr DX 3.65

Beet hoeing

THIS 70HP DEUTZ-FAHR DX3.65, equipped with the top-spec StarCab, is used by sugar beet grower, Heiner Esser, who farms in a village near Jülich, north of Aachen. Thanks to its large glass area, this tractor's fully integrated, rubber-mounted StarCab offers very good visibility for the operator. This is

particularly helpful when the operation requires great precision, such as when drilling and hoeing sugar beet, for example.

Heiner uses his Deutz-Fahr DX3.65 with a six-row-cultivator made by German manufacturer, Gruse.

"Many farmers have stopped hoeing sugar beet or restricted their hoeing to simply eliminating surplus plants on overlapping rows, mainly because it's much faster and easier to apply herbicides with a sprayer," he says. "I take the point of view that hoeing alleviates the need for some spray applications and helps by saving on expensive herbicides. Saying that, I accept that the work does require a lot of concentration in order to avoid damaging the crop that you are working to protect."



MF 3065

Ridging potatoes



POTATO GROWERS use 'caring tractors' equipped with row-crop wheels, particularly for ridging potatoes after planting, not forgetting that growing in rows is more common on the Continent than growing in beds, as in the UK.

Carl Coenen is a potato grower from Emlichheim in north-west Germany. His farm has relied on Massey Ferguson tractors for three generations. He uses the smallest and oldest member of his current fleet, an 85hp 1990 MF 3065, with a four-row Grimme ridging cultivator.

It is worth noting the different sizes of wheels used by farmers who grow crops in wider rows, such as 75cm for maize and potatoes, compared to 45-50cm for sugar beet. The narrowest row-crop wheels have a width of only 21cm and are disparagingly called 'cutting discs' by those farming without them, whereas the wider row-crops that are used by maize and potato growers can be as much as 48cm in width. Carl's MF 3065 is equipped with 13.6R24 fronts and 13.6R38 rears.



MF 3095

Making a seedbed



IN GERMANY, vehicles that are wider than 255cm need a special permit to travel on public roads. To stay legal when using dual wheels, many farmers use narrower row-crops as duals.

In that way, 'caring tractors' in Germany become more aligned to the American meaning of a row-crop tractor, i.e., a multi-purpose machine that carries out a wide range of arable tasks.

Typical of this is the MF 3095 seen here, which was preparing land with a front-mounted press and a rear-mounted old-school combination cultivator with spring tines and crumbler rollers. This machine was working down land for sugar beet near Erkelenz, south of Mönchengladbach.

Although the 107hp MF 3095 is not a real heavyweight – it weighs less than 5t – fitting a tractor like this with row-crop 'duals' helps to reduce soil compaction. This is especially important for sugar beet, which needs an even seedbed with just the right amount of consolidation. In this case, the wheels sizes were 9.5R48s for the rear duals, 18.4R48s for the standard rear wheels and 14.9R28s on the front.



Fendt Farmer 103 S

Inter-row
cultivations



ANOTHER EXAMPLE of an older and smaller tractor being used for planting and caring for a crop of sugar beet can be found on Christian Jumpertz's farm at Jülich-Broich, near Aachen. He is one of the few farmers who is still hoeing his sugar beet. For this task he uses a classic 50hp 1975 Fendt Farmer 103 S with a front-mounted Schmotzerrow cultivator carried on a Rau front linkage.

At the rear of the tractor on the three-point linkage is an old four-row steering hoe that is used for loosening the tractor wheel tracks. No additional driver is required for this, but a friend of Christian's sat on it just for our photos, to give an idea of how hoeing looked in times past.

Older hoes and even some more recent ones used to have an additional operator for precision work between the tight rows of sugar beet that is grown at 45-50cm spacing on the Continent.



Fendt Farmer 308 LSA

Maize drilling

MAIZE is quite a robust crop that grows in firm ground, so row-crop wheels are not required on the tractors that do the planting. Besides this, modern 12-row planters can be quite heavy due to their size, plus the weight of the seed and fertiliser carried too, hence the need for bigger tractors fitted with standard wheels.

However, many smaller farms that still have older four-row maize drills still use tractors equipped with row-crop wheels, especially when other row crops, such as sugar beet and potatoes, are grown on the same farm.

Take this Fendt Farmer 308 LSA, for example, which is used for drilling maize on a farm near Heinsberg in Germany, close to the border with The Netherlands. Equipped with wider row-crop wheels, it is used with a four-row French made Nodet-Gougis pneumatic precision drill.

The Farmer 308 LSA, built from 1980-1998, was one of the most successful Fendt tractors, with 13,543 examples built. The power from the MWM four-cylinder water-cooled engine in this model gradually increased during the production period from 78hp to 82hp, then finally to 86hp.



Fendt Farmer 309 LSA

Potato ridging



THE FARMER 309 LSA was another very successful Fendt model, with 15,399 units built from 1981 to 1998, during which time power increased from 86hp to 90hp (in 1989). With its ground clearance of up to 44cm, a turning circle of less than 10m and a weight of less than 5t, the Farmer 309 LSA was – and remains – a very good 'caring tractor'.

This well-kept 309 LSA belongs to Clemens Inhof from Pingsheim near Cologne. It is pictured here is using a four-row Baselier ridging cultivator to ridge potatoes a week or two after planting, Clemens is typical of the arable farmers in this region, who grow potatoes and sugar beet in the fertile soils, alongside wheat and barley.

He uses two bigger and more powerful Fendt Favorit tractors for heavy cultivations and transport, leaving his Farmer 309 LSA, which is always equipped with row-crop wheels, to handle sugar beet and potato planting, hoeing and ridging, as well as the fertiliser spreading and spraying for all farm's crops during the growing-season.



Fendt Xylon 522

Crop spraying

JÜLICH, near Aachen, is home to one of Germany's sugar factories and is also right in the middle of an important sugar beet growing area.

It is therefore not surprising to find arable farmers who still use dedicated 'caring tractors' to look after the crop. Admittedly, the Fendt Xylon 522 operated by Robert Meuter, is not your typical 'caring tractor'. Despite its 12m turning circle, and 6t weight, it is otherwise well-suited to the task, having a ground clearance of 60cm and the ability to carry implements on front and rear linkages plus the platform behind the cab.

In the spring, Robert uses his Xylon 522 for spraying barley with an Inuma IUAS 2024 sprayer with a 2000-litre tank and 24m boom.

Although Fendt tractors normally have red wheels, the white-rimmed row-crops on Robert's Xylon match the white cab roof and sprayer tank. Fendt only made 440 of the smaller 125hp Xylon 522 models from 1994 to 2004, so this machine is quite a rarity.





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Ford 4610



Spraying
& hoeing

AS IN GERMANY, many arable farmers in Belgium still use an older tractor for planting, cultivating and spraying sugar beet, as well as for cereals work. Typical of these is Henryk Theunis, whose family farm is situated near Beauvechain, south-west of Brussels, in an area renowned for its highly fertile soils.

Henryk uses a first generation Ford 4610 to carry out a range of tasks in the farm's different crops. Because this tractor mostly operates in warm and dry conditions, its modular Sekura low-profile cab can often be seen without its doors and rear window.

Among the work it carries out in spring is hoeing a chicory crop, which is grown like sugar beet for the production of the sugar replacement, inulin. The 4610 works in cereals with a Belgian-built Delvano trailed sprayer. Not only does the tractor match the sprayer in terms of its colour, but its output of 61hp also matches the power needs of the sprayer.



Ford 7810

JOHANN VAN HET VELD, an arable farmer from the Maastricht area of The Netherlands, owns several Ford tractors, one of which, a 7810, is almost always equipped with narrow row-crop wheels. Johann's 7810 mainly works in the growing crops, but also drills cereals and sugar beet as well as planting and harvesting potatoes.

"None of this is difficult work, but we do sometimes need the 100hp when harvesting potatoes with a two-row bunker harvester on heavy soils, and sometimes in wet conditions," explains Johann. "Then there is our Hassia potato planter, which weighs almost 2t when loaded, and does not pull itself."

The performance, reliability and particularly the Super-Q cab of this Ford 7810 are all highly rated by its owner.

"The Super-Q is very comfortable and identical to the one on our Ford 8630, so you don't have to get used to it when changing from one tractor to the other," notes Johann. "We also make good use of the six work lights in the spring and autumn, when it gets dark early."



IH D-432



Hoeing
sugar beet

HOBBY FARMER

and contractor Daniel Burghardt from Titz, south of Mönchengladbach, operates a number of IH classics. The smallest member of his IH fleet, a four-cylinder D-432, was built at the nearby Neuss factory from 1962-65. The 'D' in its designation indicates its country of origin, in this case 'Deutschland'.

This 60-year old tractor is old enough to be a collector's item, but it still has one job on the farm – hoeing a few acres of sugar beet each year. Tractors of this era were never equipped with a front linkage, so it was left to inter-row cultivator manufacturer, Schmotzer, to provide a mechanical front lift. Daniel has since converted the lift to hydraulic operation.

The 9.5 x 36 rear wheels on this 30hp tractor were standard equipment, so narrower row-crops are not needed for beet hoeing. Thanks to its light weight of just 1.5t, soil compaction is not an issue. The wheelings are loosened by tines attached to a rear linkage frame, which is also used to carry weights that act as a counterbalance for the front hoe.



IH 946

DANIEL BURGHARDT does not grow potatoes himself, but uses his 1977 IH 946 to help a local large farm that harvests its crop using a two-stage system. This means there is a requirement for tractors with row-crop wheels.

Daniel acquired the row-crop wheels on his IH from a former Deutz-Fahr tractor owner, hence the red rims, although since our photographs were taken he has repainted them in the correct IH cream/white. In addition to their potato harvesting role, these row-crops are also used as dual wheels, fitted to the tractor's standard tyres, for drilling winter barley and wheat.

When carrying out potato harvesting, this IH 946 works with a trailed Grimme RL 1500 two-row windrower. This implement needs a tractor of at least 50hp tractor, so it is too much for Daniel's IH D-432, but easily handled by his 90hp six-cylinder IH 946. The tractor's integrated Comfort 2000 cab, introduced by IH in 1976, provides good protection against noise, vibration and dust, and offers welcome heating on cool autumn harvesting days.



John Deere 4055



THE SANDY SOILS

on the border between Germany and the Dutch province of Limburg are perfect for growing asparagus. However, regular irrigation is required for this delicate crop, and this was especially so during the very dry and hot summer of 2022.

Tractors are required to move around the modern mobile irrigation systems that are used in the area. One of the more powerful tractors used for this type of work is a very tidy John Deere 4055. This machine, equipped with narrow row-crop wheels, can be seen here positioning a Rainstar E 41 irrigation reel on the headland of an asparagus field near Weert in Limburg.

The 4055 (128hp) was the smallest model in the 55 Series built by John Deere at its Waterloo factory in the USA from 1988 until 1992. One of the most distinctive features of this range was the curved-screen SG2 cab, which offered good visibility, while also deflecting noise away from the operator.



Moving an irrigator

John Deere 3040



Beet spraying

THE 90HP JOHN DEERE 3040, built at Mannheim in Germany from 1979 to 1986, found favour with many arable farmers in its native country.

This nice four-wheel drive example belongs to Vrehen Bothers, contractors from Echt, in the Limburg province of The Netherlands. It can be seen here applying pre-emergence herbicide to sugar beet using a modern, trailed John Deere 732 sprayer. This task requires row-crop wheels to be fitted to both the tractor as well as the sprayer, in order to ensure even emergence of the sugar beet plants.

With a weight of 4.1t and a turning circle of 9m without the need to apply the independent brakes, the John Deere 3040 makes a good 'caring tractor', despite being physically larger and more powerful than many other tractors used for this role.



Fiat 500 Special DT



FIATS were never big sellers in Germany in the classic era, mainly because of the dominance of domestic brands, although that would change after the brand morphed into New Holland in the 1990s. It is therefore quite unusual to find a Fiat 500 Special DT applying fertiliser to winter wheat with a classic Vicon pendulum spreader.

In spite of its Italian origins, this particular three-cylinder 48hp tractor was well-equipped for the typical needs of German arable farmers of the 1970s. It has four-wheel drive, a Baas front loader, like many tractors on German farms, and a German-made Dieteg cab with a forward-opening windscreen. The opening windscreen provides good visibility for work with the front loader, as well as for precise steering when working in growing crops. With a weight of only 2.25t, it is gentle on the soil structure, even when working with narrow row-crop wheels, which help to keep damage to the wheat plants to a minimum when spraying and spreading.



Fert spreading

Hanomag Brilliant 700

MICHAEL REIMER, a contractor from Bedburg-Hau in Germany's Lower Rhine area, mostly relies on large modern John Deere tractors. For sugar beet drilling, however, he still uses a Hanomag Brilliant 700 bought by his father half a century ago.

"For drilling beet, even with my modern Accord 12-row precision drill, you don't need a lot of horsepower," he explains, "and light weight to avoid soil compaction and a tight turning circle are very important factors."

"Our old Hanomag, which weighs 3.3t and has a turning circle of 8m with steering brakes, is ideal for the job."

The Brilliant 700 model, built at Hannover from 1967 to 1969, is fitted with a 68hp Hanomag 4.3-litre six-cylinder engine. Michael's example is permanently equipped with dual row-crop wheels, as drilling sugar beet is the only task it now does. The narrow wheels help to reduce soil compaction, while the wide gap between them means all the rows of sugar beets are drilled into soil that has not been run over.



Beet drilling





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BACK IN THE FIELD AGAIN

Mark Holberton's trailed John Deere 360 combine went to work in the 2022 harvest for the first time in around 10 years, harvesting its first UK crop and performing faultlessly. He purchased the combine after deciding to grow a small acreage of organic cereals on his south Warwickshire farm, as he thought contractors would have little interest in cutting less than 20 acres of crops.

He initially looked at small self-propelled combines, which were all in pretty poor condition, until finding a John Deere 360 in **CLASSIC TRACTOR**.

"It seemed just what I was looking for," explains Mark. "It was small, compact and looked very tidy, and being trailed and PTO-powered meant there were no worries about the condition of the engine or rodent damage to any wiring.

"The trouble was, it was located north of Newcastle, a long way from home," he continues. "I spoke to the vendor on the phone who assured me it was in good condition, so I took a chance and bought it unseen.

"When it arrived, I couldn't believe my luck," declares Mark. "It seemed in remarkable order and looked like it had done little work. The belts and chain drives were good and there was very little rust on the

tin work. With my brother, Pete, we turned it over by hand to check the moving parts. Then, after greasing it up, checking the gearbox oil levels and connecting it to my MF 188, we gingerly started it up.

"It ran like a sewing machine," he recalls. "Everything worked, including the electric linear actuators which operate the header and engage the unloading auger. This test gave me the confidence that the combine would be OK at harvest time. One bearing on the input shaft was a bit noisy so I replaced that, and the adjustable sieves needed freeing-up. That was all that was required to get it in perfect working order."

Setting-up the combine proved easy thanks to the simple drum speed, concave clearance and fan speed controls. A spool valve lifts and lowers the header, while a box mounted on the tractor rear fender holds two switches to engage the header drive and start and stop the unloading auger.

On 6 August, Mark used his John Deere combine to harvest nine acres of spring wheat in ideal conditions. It produced a clean sample with very little loss, while the 75hp MF 188 on the front coped very easily with the load. It was the first time the combine had harvested a crop since its previous owner imported it from Germany around 10 years ago. Mark then used



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his 1968 John Deere to harvest a further three acres of spring barley and pea mixture, followed by another eight acres of spring wheat.

"When you think that it's 54 years old, it's still in remarkable condition," he says. "I am absolutely delighted with the way the combine has operated this harvest and the sample it has produced."



Above right: This John Deere 360 trailed combine was imported from Germany 10 years ago by its previous owner. It hadn't done any work since then.

Below: John Holberton used his MF 188 and 1968 John Deere 360 combine to cut 20 acres of cereals during the 2022 harvest.



JD 2140 IS A KEEPER

Ian Tait says that his 1986 John Deere 2140 has given him such incredible service over the years that he can never see himself parting with it in the future.

Ian rears beef cattle at Ingsay, in the north of mainland Orkney, along with his daughter Ellis and her partner Kyle. The family also rents another farm about 10 miles away on the west coast, near the Bay of Skail, where Ellis and Kyle run nearly 300 breeding sheep.

Ian took over the running of the farm from his father in 2006. It was his father who had purchased the farm's John Deere 2140 some 18 years earlier in 1988. The tractor, which has the Dundee-area registration of C694 YSR, came from R. B. Flett, which was the John Deere dealer for Orkney at the time.

"The tractor was originally sold new by T. M. Simpson in Pitenweem, Fife," says Ian. "It belonged to CSC, the Chemical Spraying Company, and was operated with a rear sprayer and front-mounted tank. At some point in its early life it ran dry of oil, leading to the fitment of a 2850 short motor. There was nothing wrong with the original cylinder head so it was retained."

Shortly after the John Deere 2140 came to Ingsay it was fitted with a Grays Lynkon 25 front loader. This was replaced in 1996 with a new Quicke 445 loader, which remains on the tractor today.

"For many years the 2140 was our main tractor, running alongside a David Brown 1490, and then a John Deere 1950," explains Ian. "For 15 years it drove a Taarup 501 direct cut, fine-chop forage harvester. It also mowed the hay and pulled a small square baler, making many thousands of bales of hay and straw over the years.

"During the winter, the John Deere 2140 would feed the cattle," he adds. "Fitted with a shear grab, it cut silage blocks and handled round bales too. It still does loader work, but now plays second fiddle to a John Deere 6330. There are not many days that it isn't used on the farm and it's still my go-to tractor."

Maintenance of the John Deere 2140 has been no problem for Ian as his brother served his time with local dealer, R. B. Flett. He has replaced the clutch twice and fitted a starter ring gear too. The hydraulic pump has been done and two years ago Ian re-bushed the front axle. All this work was carried out on the farm and the only time it has ever left for work to be carried out was three years ago, when the cylinder head needed to be skimmed and the head gasket replaced. That was done by MLM Engineering, now the current John Deere dealer for Orkney.

Ian's faithful John Deere 2140 has now done 11,000 hours and he's hoping that it will clock-up a few thousand more in the years to come.

Used by learner

Over the past 18 months, this very smart Ford 6810 has been introducing a new generation to farming on the Chugg family's farm in Worcestershire.

"We owned a 6610, 6710 and numerous other Fords in the past," explains Tom Chugg. "I was really looking for a 7610, but I wanted one with a Super-Q cab and air conditioning. Then I found this one-owner 6810 at Platts Harris at Darley Dale in Derbyshire. I really bought it for my son, Harry, so that he could use it as part of learning how to drive a tractor."

The J-plate Ford 6810 Generation III had done 7000 hours and was in good condition, but as a precaution the windows were taken out of the Super Q cab so that some rust patches around the rubbers could be treated. The corrosion wasn't that bad and there was no need to weld-in any new metal. The cab was then resprayed and the wheels were repainted.

Since then, the Chuggs' Ford 6810 has been used with a 6m Joskin Scaraflex harrow and a twin-rotor Claas Liner rake on the grassland that they use to grow haylage for the equestrian market. It has also rolled arable crops with some 8.2m HE-VA Cambridge rolls. The fitment of a satellite guidance system has eliminated overlaps and saved diesel.

Below: The Chuggs use their Ford 6810 for harrowing, raking and rolling-in cereals.



Below: Ian Tait's John Deere 2140 using its Quicke front loader to fill contractor J. & S. Hay's drill at Ingsay on Orkney.





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After three years living in the United States, where he worked for a leading supplier of tractor parts, Richard Keel returned to the UK and is now helping to run the family farm in Worcestershire. He is also buying, selling and sourcing classics.

His e-mail is: rjkeel@hotmail.co.uk

In-depth job on MF import

■ The big news here has been the long-awaited arrival of two shipping containers full of goodies from Minnesota, several months later than planned. The IH 6588 'Snoopy' that was in one of them was ready to load at the end of February, when the ground in Minnesota was frozen solid.

The plan was to load 'Snoopy' on her cast wheel centres while the ground was hard, but after eight weeks of delays due to a lack of containers, followed by one of the wettest springs in memory in western Minnesota, the two containers were finally loaded on 1 July. After 11 weeks in transit (usually five weeks), they landed in Southampton and were transported to my yard.

We christened my newly-rebuilt loading ramp with a Cub Cadet lawn mower followed by a US-spec Super Major and a pair of big frame John Deeres. Compared to the old ramp, which consisted of a sleeper frame topped with hardcore, the new concrete one is like an upgrade to first class.

Snoopy arrived in the second load two

days later and she literally left a mark in the new concrete with her cast iron wheel centres. With Snoopy were a Multi-Power MF 35 De Luxe and a Ford 9600. I've become accustomed to seeing at least one MF 1000 Series tractor emerge from a container, but that wasn't the case this time, although a pair of MF 1150s will be on the way soon.

To see this MF 1805, complete with dual wheels, pulling a double press in the field was a wonderful sight.

This summer I've had a hands-on course in the workings of the MF 1805 transmission and PTO. I had sourced an MF 1805 with linkage and PTO, which is a hard spec to find in Mid-West America, as most were sold with just a drawbar. We re-assembled the tractor after its container ride, only to find the PTO didn't disengage. We rebuilt the PTO pack and found no change, so decided to remove the whole transmission. You have to raise the tractor over 30cm off the ground on blocks, so that when you drop the transmission it clears the bottom of the frame.

After making improvised copies of the MF service tools, we took the transmission and drop box out and found the PTO pressure feed line runs through the transmission lube gallery; a cracked feed line was allowing lube pressure to energise the PTO pack. When everything was put back, we found we had a leak from the front of the transmission into the clutch.

When we pulled the transmission out and took it apart, we found a worn bearing and shaft. After a worldwide search, the only shaft I could find was in a spare transmission I had imported last year (this particular shaft is only used on tractors with a PTO). Replacing the transmission the second time was almost a walk in the park and proves that even the most daunting tasks, with the correct equipment and determination, are not as bad as first thought.

To see this MF 1805, complete with dual wheels, pulling a double press in the field was a wonderful sight, especially as it was working between two new Valtras. This 1970s powerhouse now has a supporting role in a modern farming business, as well as reminding its owner of an agricultural exchange experience from 50 years ago.



Jim Fisher farms 600 acres in partnership with his father and two brothers at Penrith in Cumbria. The family's two farms support 240 dairy cows along with dry cows and followers as well as 200 acres of arable.

Jim has a special interest in classics, especially County 1884 tractors, and he is also a committee member and past chairman of his local farm machinery club.

Plough will be staying put

■ It is exactly a year since I wrote here about the different methods for establishing wheat after maize. We had always used the traditional plough/power harrow drill method, while others in the neighbourhood had gone down the direct drill route.

As the past growing season progressed it became clear that direct drilling had been very successful. There was really nothing to choose between the wheat crops established by the respective methods, but the cost for direct drilling, especially for fuel, was a lot less than our plough and power harrow/drill approach.

This was in my mind when we were weighing up how to drill a brassica mix for sheep grazing, following a crop of barley. A fellow machinery club member and contractor has a 4m Claydon direct drill and I asked him to come and give it a go. It has turned out to be one of the best crops of stubble turnips I've ever seen.

By the time the maize was ready to harvest in mid-October the weather had turned and things had become damp. In light

of this, I thought it would be best to stick to the traditional ploughing and drilling method of establishing wheat, as direct drilling into very wet conditions can be problematic. I'm pleased we did, because the weather has since gone from damp to monsoon-like. It's going to be interesting comparing the two establishment methods again this winter.

As the past growing season progressed it became clear that direct drilling had been very successful.

The jury here is still out, but I'm certainly not going to be parking the plough up any time soon. In fact, we are currently looking to replace our current Kverneland four-furrow plough with a larger five-furrow. Last year, we changed one of our New Holland T6.180s for a T7.210. As much as I like the T6.180 model, the T7.210 has a little bit more weight and is man enough to pull five furrows on our sloping fields. Also, with five furrows we should be able to be able to match the daily output of our 3m power harrow/drill outfit.

Winter is upon us, the cattle are in from the fields and the daily task of feeding cows at one farm and younger heifers at the other has begun. Over the years we have gathered up a vast array of diet feeders, four to be precise. Our feeders consist of a newish frontline Kverneland Siloking; a much older Strautmann, just for back-up in case the newest one lies down (it did once); an old Keenan for the caustic treatment of grain; and a smaller JF twin-tub, just because it's handy in smaller buildings.

Our JF is getting quite worn, particularly around the two augers. With this in mind, we recently bought another similar-aged JF with a worn-out tub. I can safely say I've seen a Christmas turkey wrapped in thicker metal! The sides of the JF's were very thin, but its augers are quite good, having been replaced in recent years. It was bought on a 'spares or repair' basis and the plan is to do an auger transplant.

So far we have stripped the gearboxes and hydraulic system, which will be kept for parts, but the very perforated tub is beyond redemption so will be weighed in for scrap. The chassis weighing system all works, so it might make some sort of weigh platform. The salvage process is still ongoing at the time of writing.



Kevin Hyde works as assistant farm manager for Harrington Hall Farms Ltd, near Spilsby, Lincolnshire. The majority of the 2400-acre estate is down to arable cropping, mainly winter wheat, barley and oilseed rape.

Why harvest was so joyful

Harvest 2022 came and went almost before we realised it. We not only had the earliest start ever to harvest during the second week of July, but also one of the earliest finishes, before the August bank holiday.

Yields, while not record breaking, were above average for all our crops, apart from the spring beans, which did suffer from the mini-spring drought and the long hot summer. The quality was exceptional, even for the hybrid six-row winter barleys, which usually struggle to meet specification. And what a joy it was to get everything into the store at the right moisture content.

However, the long hot summer did present us with one management headache, and that was the question of whether or not we should plant oilseed rape. Given the ever-present threat from pollen beetle attack and the fact that rape seed needs 40 per cent of its weight in water to start the germination process, it was questionable whether the dusty dry soils would supply even that amount, let alone be capable of providing enough moisture to get

the young seedlings off to a flying start and growing away from any problems.

That all changed after 30mm of rain in mid-August. The starting gun was fired and away we went, drilling 100ha (250 acres) of oilseed rape in a couple of days. We used the Dale drill with the rubber roll behind, followed immediately by the Cambridge rolls to preserve as much of that precious moisture as possible. A week later, as if to order, another decent amount of rain set the crop up perfectly. Consequently, we now have the best-looking crop of oilseed rape that we have had for some time.

We have replaced our Claas telehandler. The outgoing machine was the best telehandler we have had.

The dry conditions and early finish to harvest meant that cultivations for the new season of cropping continued apace. At the time of writing, all the autumn crops have now been drilled into near perfect seedbeds and most fields that are destined for spring crops are only a clean-up spray away from drilling next year.

For several years we have been planting an over-winter cover crop mix of oats, phacelia and oil radish to increase soil microbial activity and improve organic matter from the root systems, with the added advantage of mopping-up nutrients that would be leached away during winter rainfall. We are certainly ticking some of the boxes when it comes to the in-vogue agricultural practices of regenerative farming and carbon sequestration.

We have also increased our area of miscanthus or elephant grass, which is used in power stations. Thanks to its incredible growth and huge root system, miscanthus is actually carbon negative, which means it takes in more carbon than is produced by growing the crop. It is like having little Brazilian rain forests around the farm.

On the machinery front, we have just replaced our 63-plate Claas telehandler. The outgoing machine was the best telehandler we have had, so we were looking for something to match its performance. Our machine was a Kramer in Claas colours, but as that particular supply agreement ended a while ago, it wasn't possible to buy the same again, at least not in Claas livery. Following several test drives last spring we ordered a pure Kramer and took delivery at the end of September.



Robin Truss is a first generation farmer in South Cambridgeshire. With his wife and a fleet of 1980s machinery he farms 260 mainly-arable acres and carries out some contracting work. The farm also supports a steadily growing pedigree Lincoln Red suckler herd.

IH Axial-Flow excels again

Harvest seems like a distant memory now, but it's one I shall remember for a long time. Throughout the 2022 harvest we did absolutely everything on our

terms for once, as opposed to being dictated to by the weather. There were days, the hottest ones, when we decided not to go harvesting so as to reduce the risk of a combine fire, and we never had to dry a single grain of corn.

Our old IH Axial-Flow 1440 combine once again put in a brilliantly reliable performance. It cut over 200 acres this past season and all we spent on it was just £24 for a couple of sieve bushes.

We have no intention of replacing the old girl and are planning a bit of a birthday party for her in readiness for her 40th harvest in 2023. Our Axial-Flow may not have GPS guidance and cruise control, but its cab is still a pleasant workplace. With its American-spec air conditioning and hydrostatic drive, it had a higher specification than most of the competition at the time. The only niggles we really have with it are the lack of a straw

chopper, and my pet hate of changing the concaves according to the size of seed being harvested. The different-sized holes in the concaves mean that a good sample with negligible split grains can be achieved, but I have never been able to swap them in the half hour that IH said it should take.

Our John Deere 2140 literally runs on a whiff of fuel when it's using the MF 30 drill, such is the light load.

Another even-older machine, a 15-row Massey Ferguson 30 drill that I bought a couple of years ago, has had a rather busy season, during which it has dealt with all sorts of seeds. Following the renewal of a Countryside Stewardship Scheme with added options, our MF drill has sown clover, grass seed, legume mixes, mustard and turnip seed.

The discs have done a wonderful job of direct drilling into stubbles – they just scratch a shallow seed furrow, which is all that's

needed by the small seeds we have sown. It has drilled more than 100 acres this year and has been completely reliable, albeit a bit of a challenge to calibrate due to some of the mixes of seed we were using. Our John Deere 2140 literally runs on a whiff of fuel when it's using the MF 30 drill, such is the light load.

We have sort of modernised on another front. For the first time since I started farming, I now own a set of folding Cambridge rolls. I managed to pick up a 9m set of Cousins Sidewinders for less than the price of most 6m sets. They fit well with our 18m tramline system and they actually make our Case-IH 956XL work a bit pulling them, especially on ploughed and pressed land.

Our 'new' rolls are not in the flush of youth, but they will last us on our small acreage. The worst thing about them is their width when folded. They are still the best part of 4m wide with the wheels at the extremity of the set.

This is not much of an issue for us as we do negligible roadwork, but it did make for an interesting journey when collecting them as they found every roadside drainage grip going. What was the design team thinking?



Rodney Cowle Machinery



1991 Ford 8210 Series 3
6,400 hrs, in very nice condition,
4 spools.



1997 Massey 4255
with quickie 675 loader
24/24 power Shuttle.



New Holland 8160 4wd range
command 11000 hrs gearbox has
been overhauled. Nice tidy example



1968 County super 4 654
nice example.



1980 Ford TW10 2wd
very straight no rust
good original paint.



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



1997 Massey Ferguson 4235
12/12 shuttle gearbox,
5,400 hours, very tidy tractor.



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



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



1993 Massey Ferguson 390
12/12 shuttle gearbox, Trima 350
professional loader 8,100 hours.



1982 Ford TW20 4wd
Straight tractor,
no rust in cab.



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



1974 Massey Ferguson 675 4wd
9,500 hrs nice tidy condition.



1963 Fordson super major 2wd
nice condition for its age.



1968 Mailam 5001 crawler
very nice example with good
running gear Linkage and pto.

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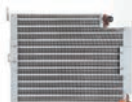
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NEW PRODUCT



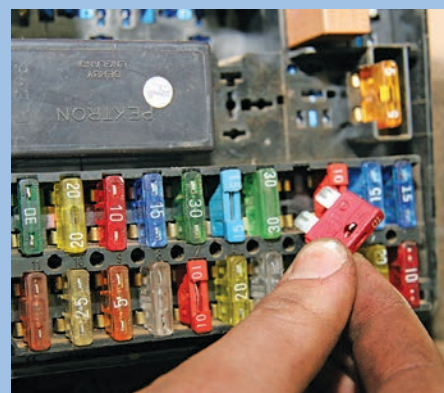
CAB PARTS ARE IN STOCK

NICK YOUNG TRACTOR PARTS has been busy adding scuff guards for John Deere SoundGard/SG2 cabs and leather-clad steering wheels for the John Deere 6000 to 6030 Series models made at Mannheim to its already extensive range of replacement parts for the green and yellow machines.

Many of the plastic scuff guards that are fitted just inside the entrance door of older John Deere SoundGard/SG2 cabs have now become brittle with age, leading to breakages. The replacement scuff guards now being stocked by Nick Young Tractor Parts were designed to fit the American-built SoundGard cab, but can be adapted for the European SG2, says the firm. They cost £130/set plus VAT.

The stylish leather steering wheels that are also now available come in either black or brown. They fit the John Deere 6000, 6010, 6020 and 6030 Series and cost £101 each plus VAT. Contact Nick Young Tractor Parts on 01673 828883 or visit www.nytractorparts.co.uk

TIP OF THE MONTH



Spare fuses and belt

With dark winter mornings now here it makes good sense to prepare for those minor breakdowns on tractors that are required for essential dawn duties, advises technical specialist Alan Kellett. Here are two useful precautions that you can carry out. Firstly, tape a spare set of all relevant fuses adjacent to the fuse box, having checked their correct location on the box/harness. Secondly, for those tractors with front-mounted hydraulic pumps, undo the crank-to-pump driveshaft, tape a spare fanbelt in a convenient out-of-the-way location around the shaft, and reconnect the driveshaft. If the fan belt fails in service, you've gone another one right there, ready to go.

NEW PRODUCT

County exhaust pipe

County 1174 owners whose tractors have an exhaust pipe that's either past its best or incorrect will be pleased to know that replacement original-spec exhausts are now available from County Tractor Spares Limited of Ower, near Southampton.

New exhaust pipes for the earlier County 1164 model and the first 1174s have been available from the company for some time. These are available in silver or black, left, and have round silencers.

Very early County 1174s initially used the round-silencer pipe, before switching to an exhaust with an elliptical silencer. Thanks to County Tractor Spares Limited, like-for-like replacements for these later silencers, pictured right, which are being made in the UK to the original specification, are now available. They cost £180 plus VAT and are said to be quieter than the round-type silencers. Some users, of course, may prefer the louder noise/roar emitted by the round-type silencer!

For more information, call County Tractor Spares Limited on 023 8081 4340 or e-mail: info@atosborneitd.com





New project is inspected

In the first part of a new series, Steve Davies, an agricultural engineer from Powys, introduces a Ford 4610 that he has just sourced for a local customer. His first job was to assess the overall condition of the three-cylinder, four-wheel drive tractor and find out what it needs before it enters service with its new owner.

A FEW WEEKS AGO, one of my local customers asked me to find him a small four-wheel drive loader tractor, suitable for moving round bales and carrying out general work on his small farm. As the tractor would only be used occasionally, the customer could not justify a new tractor and was looking for a good value used machine.

The farm in question has some fairly steep land, so the tractor would have to be four-wheel drive. We had looked at a few tractors, but eventually found a nice four-wheel drive Ford 4610 with a low-profile LP cab. This classic will be the focus of a series of Practical articles in future issues of **CLASSIC TRACTOR**.

The 62hp Ford 4610 was the largest three-cylinder model in the Series 10 range, launched in 1981. The three-cylinder Series 10 models used a different transmission, hydraulic system and rear axle to the larger four-cylinder machines. This particular Ford 4610 is equipped with a flat-roof LP cab made by Sekura of Denmark and a column shift transmission. Although the column shift gear levers fitted to Series 10 Fords of this era have a poor reputation, the smaller three-cylinder models used a different set-up to the larger tractors.

Unlike the infamous Rubik's Cube column shift on the 5610, 6610 and 7610, the eight-speed synchromesh transmission on the three-cylinder Fords is very logical to operate. The range gear lever is mounted on the left of the steering wheel, so in effect it works like a left-hand shuttle, which is a great feature for a loader tractor. Because this tractor has a low-profile LP cab, its centre of gravity is lower, which will make it safer and more stable on some of the steeper ground on its owner's farm.

This tractor has only done 4900 hours and has never previously been fitted with a front loader. Consequently, its ZF front axle is in excellent condition, with very little wear. The owner needed a front loader, so a nice self-levelling unit from a two-wheel drive Ford 4610 has been sourced separately.

Both the tractor and loader were purchased through the trade. They are generally solid machines, but both require some refurbishment and repair work before entering service with their new owner. In this article, we will guide you through our initial assessment of this Ford 4610 and the jobs it will require over the coming months.

Adjusting the wheel track



The wheel track on this Ford 4610 had been set very narrow as a previous owner had used it with dual wheels at some point. Its current owner is not planning to fit dual wheels, but will be working on steep slopes, so we decided to widen the wheel track to make the tractor more stable on banks.

We only wanted to widen the wheel width by a few inches otherwise the tractor would be too wide for general farm yard work.

We set the wheel width before sending the wheels for sand-blasting and painting, to prevent the newly painted rims from becoming scratched. To adjust the wheel width, the tractor was jacked up and the rims were removed from the wheel centres, which were left bolted to the axle.

The wheel lugs are welded to the rims in an offset position, to allow different wheel track widths to be achieved. The wheel rims were reattached to the centres, but the other way around, which explains why the tyre tread is currently facing backwards, in order to widen the track width by a total of 4in.

When we were happy, we refitted all the bolts and tightened the wheel bolts. The tyre tread was now facing backwards, but that wasn't a problem as we can simply swap the wheels from left to right when refitting them, prior to the tractor being returned to the customer.

Each wheel was changed individually, so that we only needed to jack up one wheel at a time. However, it is important to note that quite often the wheel track width can be adjusted by swapping the wheels from left to right, and vice versa. The information on wheel track widths is available in the operator's manual of most tractors. When reducing the wheel track width, it is important to check that the air valve, if fitted on the inside, clears the axle or inner mudguard on the tractor. Gently spin the wheel and check the valve clears all the axle components. This is especially important on the front axle, if front fenders are fitted.



Cosmetic tidy-up required

1 This Ford 4610 is in tidy condition, but it still needs a few jobs doing. It was also felt it would benefit from some cosmetic tidying. The body panels and LP cab are tidy, but the overall appearance is let down by surface rust on the rear wheels, so they will be sandblasted and repainted to freshen them up.



Cracked tyres are replaced

2 The rear tyres are in excellent condition, but the original Michelin fronts had cracked side walls. They still had 30% treads, but would have been stressed by a front loader and could have suddenly split under load or slowly delaminated. For reliability and safety, two new front tyres have been fitted.



Track width gets widened

3 Before sending the wheels off for sandblasting and repainting, the wheel track was widened – see panel. Setting the track width and fitting the new front tyres before painting the wheels meant that the new paint would not be damaged. All four of the wheels were repainted so that they all matched.



Block has lost some paint

4 The tractor was steam cleaned to remove all the old muck and oil. A new engine block had been fitted in the past and although it had been painted, some of the paint had since come off. When the tractor is in the workshop, the main chassis and engine will be resprayed in Ford Blue before a loader is fitted.



Bottom of doors are rusty

5 The Sekura LP cab on this Ford 4610 is in good condition but, like many, it does have some rust patches. The lower area of the nearside door has rusted, as shown, but not too seriously. The decision has been made to remove the door rubber and lower glass panel and repaint the door frame. It doesn't need replacing.



Mudguard rust is assessed

6 This bad rust area on the right-hand rear mudguard needs attention. The mudguard was removed so its condition could be assessed. If the rust is just in this area we will repair it, but if it has spread, a new mudguard will be fitted. Addressing the rust now will prevent the problem getting worse in the future.



Mirror heads are damaged

7 Both mirror heads had been damaged at some point, so two new heads have been ordered. It is quite common for the metal work on the mirror arms to rust and then break out, so we checked the metal was strong enough and also applied WD40 to the arms to ensure they could be folded in easily when required.



Coupler bracket is missing

8 Two rear hydraulic pipes lay loosely over the rear axle as the original bracket that holds the push/pull couplers is missing. An aftermarket coupling bracket, complete with couplings from Sparex, part number S.4411, will be fitted. The hydraulic hoses showed signs of damage so both will be replaced.



Arm ends will be replaced

9 The Ford 4610 was fitted with ball ends on the lower link arms. These ones have little wear, but the new owner has requested hook ends. A Cat 2 hook conversion kit (Sparex, part number S.33036) has been ordered. Cat 1 hook ends would suit slightly better, but the owner has a heavy-duty link box with Cat 2 linkage pins.



Bonnet decals have faded

10 The bodywork is in good condition, but the front decals on the nose cone have faded, which is very common on Series 10 models. A new set of decals will help to freshen-up the appearance of this tractor, and a set has been ordered from Sparex (part number S.8428). The originals will be peeled off the bonnet.



Vibration in the prop shaft

11 Drive to the front axle is transferred via the prop shaft to a small gearbox, which then steps the drive up to the front axle pinion shaft. During a road test, the prop shaft vibrated and knocked against the guard. The input shaft seemed loose so we shall remove the gearbox and replace the bearings and seals.



New radio will be installed

12 An aftermarket radio had been crudely fitted in the cab, along with three speakers. These will be replaced by a new radio in the original slot, before cutting two holes in the plastic and mounting flat speakers. The roof lining was missing so new lining will be fitted to help prevent condensation forming in the cab.



Cladding has become tatty

13 The lower interior cab cladding is in place, but ripped and damaged. It will be removed to inspect the inside of the wheel arches, then replaced with new. The cladding provides good noise insulation and, because it looks much better than bare metal, contributes to a more pleasant work environment.



Controls in roof need work

14 The cab heater and fan controls are not working and are missing their knobs, so they will be looked at when the radio is replaced. New work lights and a beacon are being fitted, so these will require extra switches. At the same time, the condition of the heater matrix and heater hoses will be checked.



Gear lever cover has rattle

15 The column shift gear levers were checked and they selected every gear properly. At certain engine revs the plastic cover rattles, which can be annoying, so one of the future jobs will be to strip the plastic cover and fit rubber strips to prevent the plastic from rattling. The gear linkage will be lubricated.



Trima loader is being fitted

16 This is the loader that is being fitted to the Ford. Its brackets are fine, but its hydraulic kit needs attention. The cable and joystick are seized and worn. A new in-cab bracket will be made to support the joystick. The loader valve block is fed from the tractor spool and new pipes will be made to join it up.



Plan to fit Euro headstock

17 The Trima loader is in good condition. It has a Trima headstock, but the customer has asked for a Euro headstock so he can use his existing attachments. A general purpose Euro headstock has been acquired and new brackets will be fabricated to attach it to the loader. Any worn pins or bushes will also be replaced.



Third service valve on way

18 The final task on the loader will be to fit a third service valve so the customer can operate a grab or bale handler. The loader is fitted with a metal block that joins the hydraulic pipes in the centre; this will be replaced by a third service valve. Damaged hoses will be replaced and steel pipes straightened. 

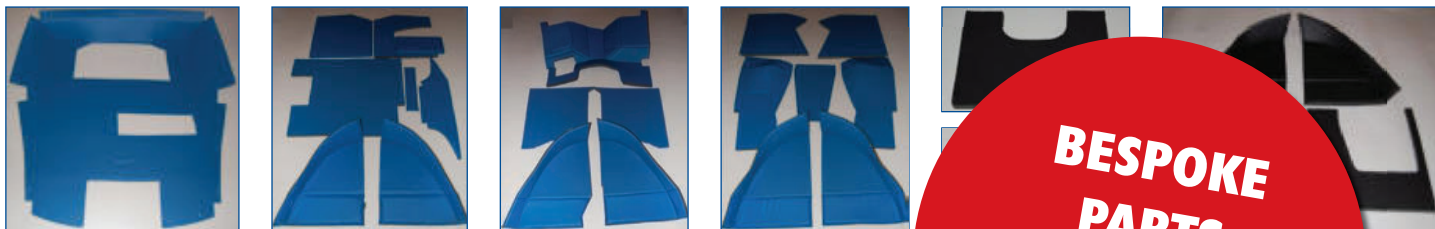


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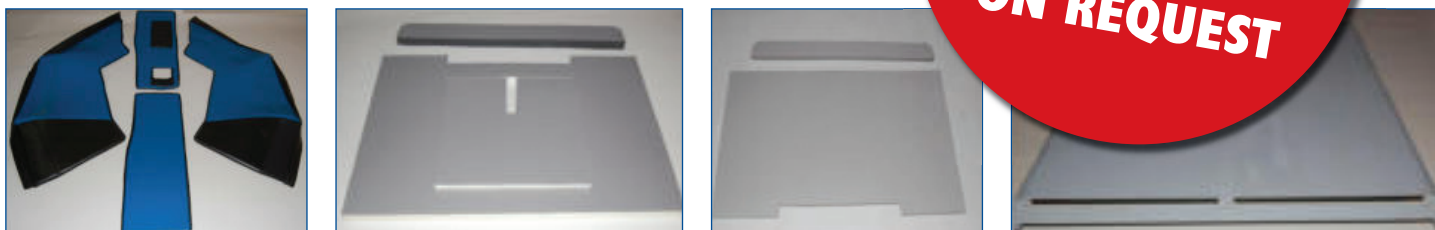


FORD Q / SUPER Q

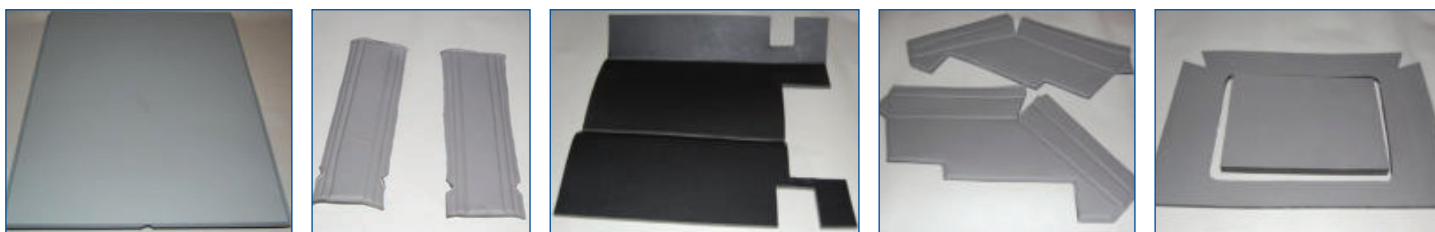


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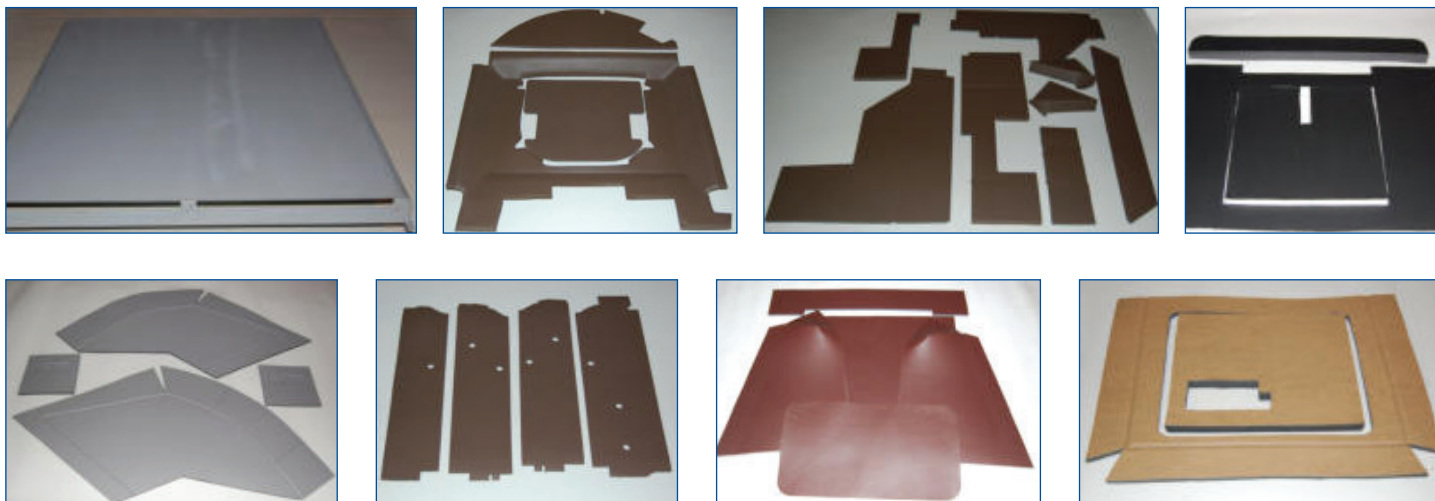
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New seal is put in place

When the rear wheel hub on his four-wheel drive Massey Ferguson 595 Mk2 started leaking, Lancashire-based MF 500 Series expert Trevor Chippendale stripped it down, as described in the previous issue, then installed a new and improved hub oil seal to cure the leak. Lance Butters, who has been following the repair, provides a detailed account of how the seal was installed and what was involved in reassembling the final drive.

WHEN TREVOR CHIPPENDALE noticed transmission oil running down the inside of the rear wheel and tyre on his MF 595 MkII, he knew it was going to need a new hub oil seal. In the previous issue we showed how the hub assembly was stripped down. Because the tractor was already in the workshop for a major refurbishment, which had involved the removal of the cab, it was a relatively simple job to do.

Stripping down the final drive and removing the stub axle oil seal was a straightforward job. When the oil seal was inspected, there did not appear to be any damage, but old seals wear on the edge of the lip, and this wear is often invisible to the naked eye. Shafts that have been stationary for a long period of time may have a slight amount of wear on the support bearings, and as an older seal hardens, it loses its flexibility, allowing oil to escape. Generally, once a leak becomes apparent, it will only get worse.

The replacement oil seal that Trevor used was an improvement on the original, as it had a second lip to reduce the ingress of dirt into the bearing. Fitting the new seal and reassembling the final drive was not a difficult job.

Massey Ferguson 595 final drive reassembly

TASK 1: Thoroughly clean the machined oil seal recess in the epicyclic cover casting, plus the concave interior.

- Steam clean, pressure wash with a degreaser, or use clutch/brake cleaning fluid. The retaining recess must be free from any contamination.
- The seal must fit squarely in the machined recess which is unlikely to be damaged unless something has wrapped around the hub and torn the seal out.

TASK 2: Thoroughly clean the stub axle and splines.

- Use a solvent such as brake/clutch cleaning fluid or paraffin. Dry the unit and carefully inspect the machined surface where the seal lip makes contact.
- Slight rusting can be cleaned off using a fine emery tape or wet & dry, 500 grade or finer.
- In some instances, the old seal may have worn a groove in the surface, in which case the new seal will only offer a temporary repair. If badly worn, a replacement stub axle will be needed, although it may be possible to engineer a shim pack to sit behind the seal to provide a slightly different contact point.

TASK 3: Make sure the replacement part is correct.

- Just because a replacement part is genuine does not guarantee it is the correct one.
- Lightly oil the machined section of the stub axle and carefully lower the seal over the splines. It should just grip the machined surface.
- Remove the seal from the stub axle and check the outside diameter will fit into the cover casting. It should not be possible to push it in by hand.

TASK 4: Fit the new seal into the epicyclic cover casting.

- Smear the outside edge of the seal and the inside of the machined recess with a thin coating of grease. Having made sure the seal is the correct way round, line it up on the edge of the recess.
- Gently tap the edge into the recess with a clean hammer. Once started, a 10mm drift can be used to carefully drive the seal into position. A hydraulic press and dolly is a more professional way, and it is essential it is pushed in square. If the seal is twisted it will not work.

PART FIVE



New seal is improvement

1 The replacement oil seal is a genuine Massey Ferguson part, and slightly different from the original one. The original had a single lip seal to prevent oil escaping from the final drive, but it did not prevent the ingress of contaminants. The replacement part has a double lip to prevent dirt getting past.



Seal must be fitted square

2 A machined recess in the end of the final drive casing locates the seal in the correct position. Having made sure it was the correct way round, it was gently tapped into place with a hammer, ensuring it went in square and right to the bottom of the machined recess, otherwise the oil would still escape.

Use oil to ease the seal in

3 The replacement oil seal was quite a tight fit, which is what holds it in place. A small amount of engine oil was used to help it on its way as it was carefully tapped into the end of the epicyclic unit end cover. If it went in incorrectly, there would be little chance of getting it out without causing damage to it.



Machined surface cleaned

4 Preparation of the hub and stub axle assembly involved ensuring the machined surface for the oil seal lip was absolutely clean, using brake/clutch cleaning fluid. Once cleaned, the surface was inspected for any visible wear grooves, which of course would cause the replacement oil seal to fail quickly.



Cast cover put in position

5 With the stub axle and hub assembly on a firm surface, the final drive cast cover could be lowered into position. Care needed to be taken to avoid the splines coming into contact with the fragile seal lip edge. Applying plenty of oil on the machined lip face helped to prevent the lip folding back on itself.

TASK 5: Fit the stub axle into the epicyclic cover.

- Stand the stub axle wheel hub nut studs on a solid surface. Lubricate the machined surface with either engine oil or grease.
- Very carefully lower the cover over the splines, taking care not to catch the lip seal on the splines. Push the seal over the machined surface until it comes to a stop.

TASK 6: Fit the taper roller bearing.

- Make sure the bearing outer cup, already fitted into the epicyclic cover, is clean and apply a small amount of grease to it.
- The next job is to align the taper bearing with the splines and then gently tap it towards the base of the splines.
- When it reaches the machined section it is a tight fit. A steel tube, to fit over the splines and sit on the inner part of the bearing, is a help when seating the bearing.
- When the bearing is fully home, a groove is visible in the splines.

TASK 7: Fit the snap ring, which is all that holds the stub axle and wheel on the axle. It must be fitted correctly.

- Check the snap ring is not damaged. Expand the ring slightly and position it over the splined shaft and gently tap it home using a parallel punch or steel tube. Check it is fully engaged in the groove.

TASK 8: Fit the epicyclic assembly.

- Check the gears align with the ring gear. Lower the unit over the splines on the stub axle.
- Carefully align the carrier splines with the stub axle and slide the unit on.

TASK 9: Fit the ring gear.

- Use a new cork seal and position it in the groove machined into the gear cover. A little grease will hold it in place.
- Carefully lower the ring gear into position. It may be necessary to turn it slightly to align all the gears. When positioned correctly temporarily secure it with a nut and bolt.

TASK 10: Fit the new gasket between the epicyclic unit and the axle casting.

- Thoroughly clean the two faces and apply a thin layer of grease in the gasket groove. Align and fit the gasket.

TASK 11: Fit the final drive back onto the rear axle.

- The partially-assembled unit is too heavy to lift manually, so you will need a lifting device.
- Secure a lifting chain to the top bolt hole on the wheel side. The bolt needs to be long enough to act as a guide pin.
- A bottle jack placed under the base of the epicyclic unit is used to tilt it into position. Make sure the drain plug is at the bottom. Once aligned, additional bolts can be fitted and the nut from the bolt used to hold the ring gear in place can be removed. Finally, tighten all nuts and bolts.

Note: All that holds the stub axle in place is the split ring that holds the hub bearing in position. In the unlikely event of the split ring failing, the hub assembly will work loose, come out of the bearing and allow the wheel to fall off.



Original bearing is reused

6 A taper roller bearing holds the stub axle in place. The original bearing was reused as there was no sign of wear. It was a tight fit and was carefully fitted over the splines to the machined surface at the base. A little grease was then applied to the outer bearing ring to provide initial lubrication.



Bearing knocked in place

7 The bearing is an interference or press fit, with its inner diameter fractionally less than the diameter of the shaft. There was probably an MF service tool to ensure an even pressure is applied to the bearing when seating it. On this occasion, a parallel punch was used to gradually knock the bearing into position.



Split ring holds assembly

8 The stub axle assembly is held in place by a split ring that holds the complete rear wheel assembly in place. There is no setting up or shimming. When it is knocked over the splines and down to the base, it locates in a groove. It must be positioned correctly, otherwise the wheel hub will come off!



Checking gear alignment

9 The stub axle was ready for the final drive unit. The epicyclic planet and sun gears were lowered into the ring gear to make sure it was lined up correctly. There are no timing marks and the unit just fits together. It was checked to make sure the planet teeth were free from damage and rotated freely.



Fitting the gear assembly

10 The sun and planet gear assembly was lowered into position. The stub axle external splines needed to locate with the sun wheel internal splines, while avoiding turning the gears. Once in position and with all the gears in mesh, it was just a matter of rotating the ring gear until all the holes lined-up.



Cork gasket fits in groove

11 The gaskets are made from cork and sit either side of the ring gear. The trumpet housing gasket sits in a groove. A small amount of grease inside the groove held the gasket in the correct position. Some engine oil applied to the inner bearing cup would ensure the bearing received initial lubrication.



Long bolt aids positioning

12 Putting the final drive unit back onto the end of the trumpet housing was a bit tricky, and the engine crane certainly came in useful. A long bolt inserted through the top hole in the epicyclic unit held the ring gear in place, and it also enabled the lifting chain to be attached to the wheel side of the unit.



Jack used to tilt assembly

13 When in position, and with the bolt holes lined up, a bottle jack was used to tilt and steady the suspended unit. Removing the nut from the long bolt enabled final alignment of the epicyclic unit to take place using the bolt as a guide pin. Once it had gone through the hole, the nut secured the unit in position.



Finish by tightening bolts

14 After aligning the bolt holes, the nuts and bolts to hold the epicyclic unit in position were fitted. Once secure, the long bolt was withdrawn and the lifting chain was removed. After refitting the correct bolt, the ring of bolts was tightened using the diagonally-opposite procedure to pull it up square.

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Ten of the best

As part of his daily work on a varied range of classic and modern tractors and farm equipment, Steve Davies, a farmer's son and agricultural engineer from Powys, uses a wide range of tools. When asked by CLASSIC TRACTOR to select his top 10 tools, the ones that see the most frequent use and make his work easier, this is what he came up with.

Above: When asked by CLASSIC TRACTOR to put together a 'Top 10' selection of what he considers to be his most useful work tools, this is what Steve Davies, an agricultural engineer from Powys, came up with.

Below left: Steve Davies specialises in tractor loader installations and Ford and New Holland service and refurbishment work, as well as manufacturing his own design of feeder/mixer bucket.



hydraulics and electrical systems.

The refurbishment side of the business started as a hobby, while the Ford New Holland repair work stems from the experience I gained while working for a local New Holland dealer for nine years. Classic Ford and New Holland tractors are popular in my area with farmers and collectors. For example, I'm currently carrying out a full refurbishment on a Ford 9600 and recently had a modern classic New Holland

TM150 in the workshop for a new water-pump and some electrical repairs.

I undertake most repairs in my workshop on our farm here in mid-Wales, but I have a small service vehicle for carrying out on-site repairs and loader installations, as required. As I have limited space in my van, I carry a smaller but more specific set of tools than I have in my workshop. I obviously use a great many more tools than those listed here. While this selection of my top tools may not match everyone's requirements, it reflects the specialist work that I carry out.

MY AGRICULTURAL engineering work is varied, to say the least. I recently started my own company manufacturing specialist farm machinery, but another important part of my business is installing new front loaders onto new tractors for dealerships in my local area. I also refurbish classic tractors and carry out repairs to classic and modern Ford and New Holland tractors.

During a typical front loader installation, the loader sub-frames are fitted, then the loader's hydraulic and electrical circuits are connected to the host tractor's



Multimeter checks voltage

1

As modern classic tractors get older, they suffer from electrical issues more than anything. Many newer tractors have several circuits running at different voltages. A multimeter allows the voltage to be checked precisely and to check resistance which can show up more faults than just checking continuity.



Copper rawhide hammer

2 It is not always possible to use a press when fitting new bearings and bushes, so a hammer is used.

A copper hammer prevents damage to new components. A copper rawhide hammer is useful for removing shafts as it prevents burring over. I also use it a lot to avoid damage when repairing PTO shafts.



Wire wheels used in drill

3 I use a 50mm diameter wire wheel and two cone wire wheels in a cordless drill for cleaning paint and rust from the threads of bolts before they are undone, removing the paint from holes in tractor castings when I'm installing loaders, and removing paint and rust from cracks when doing welding repairs.



Gas-heated soldering iron

4 My gas-powered soldering iron is extremely handy. I prefer to solder joints rather than use crimp connectors as solder connections last longer. The soldering iron has an exhaust hole that expels hot air, which I use on heat shrink after a wire repair, and it also has a hot knife accessory for cutting plastic.



LED head torch and lights

5 I use head torches and LED magnetic lights all year, even on bright summer days, to lighten dark areas under the cab. Using as much light as possible helps me identify oil leaks and numbers on wires in wiring looms. I have two head torches and two magnetic light, so one charges while I'm using the other.



Air regulator on spray gun

6 Although I lower the pressure at the compressor when paint spraying, air pressure can still vary in the line. The regulator on the bottom of my spray gun maintains a stable pressure and is also useful for quickly adjusting the pressure when changing from a fan pattern to a pencil spray pattern.



Uses for special punches

7 Along with my standard punches, I have a set of special punches that have a domed end. The dome helps to center the punch when you are removing roll pins. I also have several brass punches for removing and installing bearings. These brass punches prevent any damage occurring to the bearings.



Steel ruler used every day

8 A metre-long steel ruler is extremely handy for fabrication work. It is more accurate than a tape measure and, as it is wider, it is also easier to read. When used with a set square, steel can be cut extremely accurately. The ruler lives above the work bench and is used every day for a wide variety of tasks.



Shortened heavy hammer

9 I use a sledge hammer with its handle cut in half. It is useful for removing front axle track rod ends and kingpins. It can be used with one hand which allows me to use a pry bar with my other hand to apply more force. One heavy tap with the sledge hammer is more effective than several with a normal hammer.



Large crows-foot spanners

10 I have a handy set of small crows-foot spanners, but my big set from 24-50mm is used a lot. With a half-inch extension or breaker bar, they are handy for tightening hydraulic pipes in difficult places. They save space and weight in my small service vehicle, compared to the same size standard spanners.



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Ask the Experts

Got a technical problem or query? **CLASSIC TRACTOR** and its panel of experts are here to help. Drop us a line by e-mail or letter and we'll do our best to answer your technical questions through the magazine.

FORD 4630



Q Our Ford 4630 has been a good tractor, but it has always been gutless on the road. This has not previously been a problem as it has plenty of power in the yard and for the loader work it does. However, we have recently taken on some more land further away from the farm and now find that our tractor is painful to drive on the road over the longer distance. We have always serviced it and it was dyno tested when new, as we felt it was flat then, although the dealer that did the test said it was OK. We have since learnt that these tractors can be flat and that to cure this, some were fitted with an aftermarket turbo. What do you recommend?

■ **Jim Smith**, Market Weighton, Yorkshire.

A The Ford 4630 was an evolution of the 4610 which originated from the Ford 4000. They are great tractors, but as they evolved they were fitted with Dual Power, a synchronised shuttle, four-wheel drive and a larger and heavier cab. This made them far safer and nicer to operate, but the three-cylinder engine had to work even harder. The Ford 4630 is known for a being great yard tractor, but you are right – it can be very underpowered on the road.

When equipped with a loader, the 4630 often needs rear ballast, so if you carry a rear weight block, try dropping it off before you head out onto the road. Also, rather than water ballasting the rear wheels, consider wheel weights to reduce the weight slightly.

Many of these tractors were fitted with a turbo from new, but the chance of finding a new kit is unlikely. If you want to go down the turbo route, talk to tractor breakers to see if they have a used kit available. Once fitted, you will need to turn the fuel pump up slightly, and this is best done with the tractor on a dynamometer. It is best to only turn the power up by 8-10hp, which will be enough to improve performance on the road without putting excess strain on the engine or driveline.

FORD 6410



Q For some time now I have had to waggle the High/Low range gear lever back and forth on my 6500-hour Ford 6410 in order to start it. Lately it seems to be getting worse and I have to patiently hold the key in the 'Start' position whilst I try and find the start point with the gear lever. I'm guessing that it is the safety start switch that is faulty. It appears that the switch is inside the gearbox. What is involved in replacing this switch? The tractor has an AP cab if that is relevant.

■ **Cliff Jenkins**, Newport, Pembrokeshire.

A Replacement of the switch is straightforward, although accessing it is a little difficult. Firstly, clean the cab floor and then remove the rubber matting followed by the lower fascia and front tunnel floor panels. Remove the sound deadening foam, if fitted.

The gearbox cover is retained by 11 bolts and you can remove all but two of these. Hydraulic pipes run along the left-hand side of the cover and are secured by a brazed stay bracket attached to one of the cover bolts. Gently prise the pipes away from the cover and secure with a block of wood or similar.

Remove the remaining bolts and gently lift the gearbox cover upwards and rearwards. The switch and its cable connection will now be visible. Disconnect the cable connector and remove the switch.

Install the new switch and ensure that the cable connector is fully engaged. Fit a new gasket and apply some jointing cement to the gearbox face to retain it after cleaning all the faces. Carefully lower the cover into place frequently checking that both gear levers engage in their respective selectors (several attempts may be required to get it right). Ensure that the gasket has not been damaged or moved. With the cover located fit two bolts and check that all the gears and Dual Power can be engaged. Release the pipes and fit the remaining bolts.

In order to fit the sheet metal panels, some further flexing will be required to achieve the correct position and screw alignment. Replace the sound deadening material and floor mat, and that's it, job done.

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CASE-IH 1594



Q Now winter and darker nights are here, I am thinking about fitting additional work lights to my Case-IH 1594. I was thinking about some LED units, which are low wattage, but what do you think?

■ **Mike Hawkins**, Chelmsford, Essex.

A The lights fitted by David Brown/Case were never brilliant, especially the headlights, and low wattage LEDs will improve night time visibility considerably. We would recommend mounting an LED unit on each corner of the front of the cab roof, rather than a long LED bar across the front of the cab, as two lights will give you a wider spread of light.

The wiring loom on the 1594, as with all 90 and 94 Series models made by David Brown, Case and Case-IH at Meltham, may not support the load of additional work lights, so we would recommend running an additional fused wire from either the battery or the starter to power the lights. This wire can be fed up the right-hand door pillar and into the roof space behind the switches.

We would also recommend fitting a relay into the circuit to avoid overloading the switch. The switch for the lights can be mounted in the cab roof console and the power to operate the relay can be run from one of the live wires in the cab roof via the switch.

JOHN DEERE 3050



Q My high-hour John Deere 3050 has developed a worrying rumble/clatter in the backend. My local engineer removed the rockshaft for a look, but nothing stands out. Before we go further, are there any quick checks we can do to hopefully save us further time and trouble?

Will Jenkins, Montgomery, Powys.

A The golden rule when trying to trace the source of such noises is never go in blind without doing all the possible external checks. In this case, the first thing to check is the front crankshaft-mounted damper. This consists of an outer steel circular ring sitting on a rubber quad ring, which in turn sits on an inner casting fitted to the crank.

In time the rubber may begin to fail and in doing so it induces a vibration which is transmitted through the entire transmission. The noise you are hearing and have described to us is a symptom of this problem. Therefore, you need to check the outer damper circular ring for excess movement on the rubber quad ring. If movement is detected, replace the damper immediately. It is a wise precaution to change the damper according to the recommended service intervals, particularly as a failing unit, in extreme cases, may cause the crankshaft to fail.

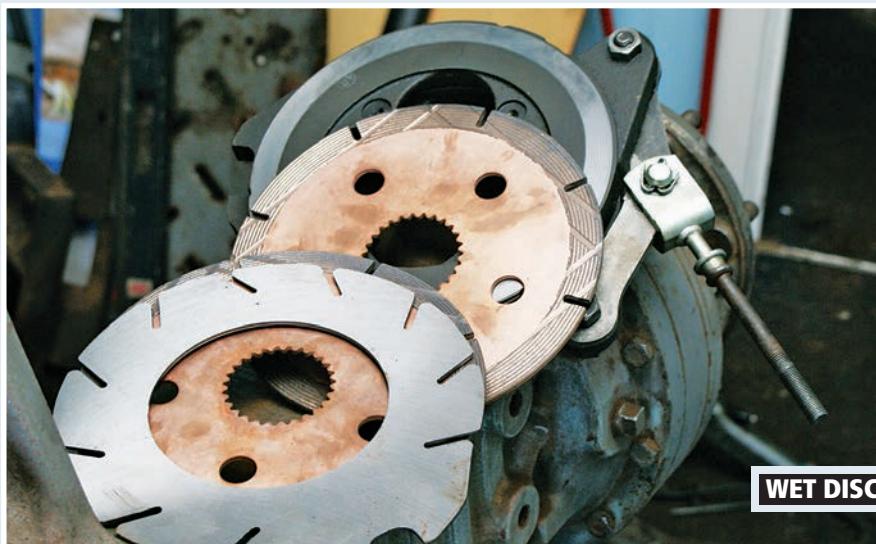
DAVID BROWN 885



Q My 1975 David Brown 885 has developed an intermittent problem with the starter motor not engaging. The battery, starter leads and connections have all been checked but the problem is still there. Can you tell me what might be causing this to happen?

Ken Donnelly, Ballymena, Co. Antrim.

A Your next step should be to check the safety start switch and its shim adjustment. The switch is adjusted to be closed and pass current only when the gearstick is in neutral. It is adjusted with shims to ensure it contacts the shifter rod correctly. Check it by removing the cover and use a voltmeter check for power switching on and off when going from a gear to neutral. If it is not switching on and off then re-shim it and if this does not work you will need to replace the switch. This should cure your problem.



WET DISC

Brake design differences

Q I am intending to purchase an 80-100hp tractor from the 1980s or 90s, mainly for hauling a slurry tanker and bulk trailer on the road. I am open to almost any make, but due to the hills in my local area I require something with efficient, durable and easily-serviced brakes. I realise there are various types of braking systems and wonder if one of your experts can outline the pros and cons of the different types?

Adrian Kent, Honiton, Devon.

A An efficient braking system is usually well down the list of 'must haves' when buying a tractor, yet is one of the most important features of the vehicle, so well done for seeking to broaden your knowledge of this area. Over the years, tractor manufacturers have used three basic braking systems – dry drum, dry disc and wet disc. Dry drum brakes were still being fitted to some tractors in the 1980s, but by the 1990s virtually all tractors were equipped with efficient oil-immersed wet disc brakes.

DRY DRUM

This design consists of a set of stationary semi-circular brake shoes, rod or cable actuated, which when energised expand into contact with a rotating drum connected to the transmission.

✓ Pros: A simple system which can be inexpensively serviced by non-skilled labour; because the system geometry is partially self-energising, the required pedal pressure is less than other designs.

✗ Cons: Any transmission oil leakage onto the shoe linings drastically reduces the braking efficiency; being totally enclosed on the drum with consequent lack of cooling capacity means heavy, sustained braking can result in the phenomena known as 'brake fade'. When this happens, the increased friction-induced temperature temporarily reduces the braking capacity of the linings; finally, as implements increased in size the drum efficiency became marginal and the concept was abandoned by some manufacturers in favour of the disc.



DRY DRUM

DRY DISC This concept utilises a set of friction plates splined to a transmission output shaft adjacent to a set of steel plates tanged to a stationary housing. Located in the centre of the pack is an expanding ball and ramp actuator which locks the pack upon brake pedal depression.

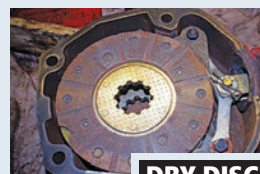
✓ Pros: Can be serviced inexpensively by non-skilled labour; compact design.

✗ Cons: The stationary housing reduces efficient cooling and can lead to 'glazing' of the plates, which drastically reduces the braking efficiency; the close proximity to the transmission means that any oil seal failure will result in transmission oil contamination, with a further reduction in brake efficiency; there is no self-actuation effect, hence higher pedal force is usually required.

WET DISC Installed from virtually day one on some German and American tractors, this design involved mounting either a single paper/composite disc or smaller multi-ceramic pads inside the transmission, mounted on a splined diff jack shaft where cooling is carried out by the cooled transmission lubrication oil.

✓ Pros: As the cooled transmission oil is a very efficient heat exchanger this concept is eminently suitable for larger tractors and implements. No self-actuation force is engendered, but the power brakes negate this negative feature; correctly operated wet disc brakes have a longer and more efficient operating life.

✗ Cons: Transmission oil MUST be changed in accordance with the manufacturers' recommendations. Failure to do so may lead to oil contamination which attacks the paper/composite discs and reduces their efficiency; constant pedal application of more than 5-8 seconds each time, depending on the make, is to be avoided. If any longer, the cooling oil on the disc will become dissipated and the ensuing heat build-up will cause the facing to disintegrate. The resultant contamination from debris may spread through the tractor transmission and hydraulic system with expensive consequences.



DRY DISC

MF 390



Q Can one of your Massey Ferguson experts help me with some advice please? I have own two MF 390s, a two-wheel drive and a four-wheel drive, which I use in my small contracting business. During the coming months I would like to give them both a birthday service and carry out minor repairs as required. Both are running well and naturally I would like to keep them that way. I actually have three questions if I may. What are the procedures for adjusting the tappets and the clutches, and can you give me the relevant oil/water capacities and specifications? Thank you for your help.

Phil Williams, Lampeter, West Wales.

A We shall deal with the clutch adjustment first. You have not mentioned whether the clutch is a split-torque (with no second stage and an independent PTO) or a dual clutch (with a second stage of pedal operation to control the PTO). The pedal height from the floor should be predetermined for the unit type: it is 4.75in for the split torque and 6.5in for the dual clutch. The free travel adjustment for both types should be made via the nuts at the bottom of the link rod to give a figure of 20-25mm (¾-1in). If a dual unit is fitted the secondary plate adjusters should be checked as follows. Firstly, remove the plate on the underside of the bell housing. Visually inspect

the clutch unit for any presence of oil and any broken springs which might indicate further work is required. If all is OK, turn the flywheel until the first adjuster screw is visible. The MF 215 gauge is machined to a thickness of 2mm (0.079in). Alternatively, a suitable combination of feeler gauges may be used. If adjustment is required, slacken the lock-nut and adjust the screw accordingly until a 'drag' fit of the feeler gauge assembly is achieved. Nip up the lock-nut and repeat for the remaining two screws. The unladen PTO shaft should stop with approximately 25mm (1in) of pedal travel remaining.

Turning to the tappet adjustment on the Perkins A4.248 engine, firstly remove the rocker cover and either using a cardboard strip alongside the tappets or chalk, number the tappets from the front 1 to 8. The tappets are set by what may be called 'The Principle of Nine'. Turn the engine clockwise looking at the front until the number 1 valve is fully open. At this point, check and adjust number 8, to make '9'. Turn the engine until number 2 valve is fully open and adjust number 7, again making '9' and so on. Observe the opening of the other valves and adjust the appropriate one and mark with chalk. The clearance on the inlet and exhaust valves is 0.30mm (0.012in) cold. Adjust until a light 'drag' fit is achieved. Then refit the rocker cover with a new gasket.

On your final query relating to oil/water capacities and specs, the following apply to your MF 390.

MF 390 fluids and capacities

Component	Capacity	Fluid
Engine	7.5 litres (1.7 imp. gal)	Super Universal Tractor Oil/Castrol Agri MP
Transmission, with spacer	47.4 litres (10.4 imp. gal)	Super Universal Tractor Oil/Castrol Agri MP
Cooling system	14.4 litres (3.2 imp. gal)	Glycol Antifreeze-Summer Coolant
Steering system	1.1 litres (2 imp. pints)	Autran/Castrol RX Super 10
Front axle	5 litres (1.1 imp. gal)	Super Universal Tractor Oil/Castrol Agri MP
Front hubs	1.2 litres (2.1 imp. pints)	Super Universal Tractor Oil/Castrol Agri MP
Wash bottle	2 litres (3.5 imp. pints)	Proprietary brand Screen wash

TRANTROR SERIES 2

Q My 1984 Trantor Series 2 with a Leyland 98T engine has an electrical problem which I believe is linked to the starter motor solenoids. When turning the key to start, all that happens half the time is that the starter motor just clicks. When the key is released and turned again, it usually starts. All electric connections are clean and the battery is good. I sent the starter motor away to be serviced, but it is just the same as before. Can you give me some advise me on what to do next.

John Stanley, Melton Mowbray, Leicestershire..



ASK THE EXPERTS

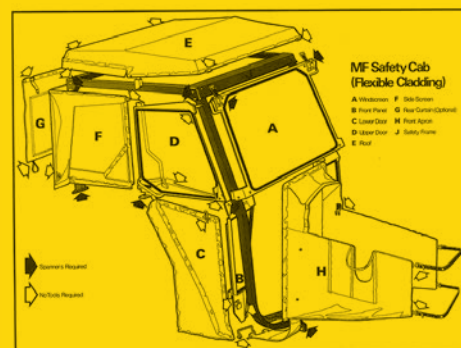
WE REGRET THAT we can't respond to readers' enquiries directly by letter, but we will attempt to answer as many questions as we can through the 'Ask the Experts' section in the magazine. The advice of our experts is given in good faith. Photos (preferably good quality digital images of 500kb or more) are particularly helpful and can be e-mailed to: asktheexperts@sundialmagazines.co.uk

A As the engine is a Leyland 98T, we assume the starter is an M50 pre-engage Lucas unit. The problem is undoubtedly a bad electrical contact or connection in the circuit or starter.

Isolating intermittent problems can be notoriously difficult. Lucas M50s were the almost universal fitment on British-made tractors in the 1960s and 70s, so used units are readily and cheaply available from tractor breakers. The best way forward is to borrow or purchase one and then fit it to your engine so that you can check by substitution. If this replacement rectifies the problem, then the job is done. If not, the circuit can be investigated with confidence that the fault is there.

BULLETIN BOARD

Using service bulletins of the past, we pinpoint when product changes took place.



FLEXI CLADDING ON CABS

On 1 September 1970 it became a legal requirement for all new wheeled tractors sold in the UK to have a ministry-approved safety cab. Massey Ferguson's response to this was to introduce a safety cab with a frame made by Sankey. From August 1970, all new MF 135, 165 and 175 models were fitted these cabs. The new cabs made their first public appearance at the 1970 Royal Show. They came with flexible cladding, made by Sirocco, as standard (a rigid cladding option became available a short time later). A production information manual (publication number UK 70-1), aimed at enlightening dealer personnel on the features of the MF safety cab with flexible cladding was published by Massey Ferguson at the time of the launch. The accompanying illustration from the manual shows how the eight flexible cladding sections fitted to the safety frame, many without the need for tools.

Further illustrations demonstrated how the cladding sections could be adjusted and/or removed to suit the weather conditions and/or operator preferences.

PLUG & PLAY

The owner of a Claas Axos tells us about the electrical devices he has fitted and the service issues that have occurred in the three years since his last report. Words and pictures by Charlie Clarke.

FACTSHEET

- **TRACTOR:** 2013 Claas Axos 320CX
- **HOURS:** 1650
- **OWNER:** Charlie Clarke
- **LOCATION:** Banham, Norfolk
- **OCCUPATION:** Farmer
- **PURCHASED:** June 2013

Right: One of the main summer jobs for the Clarke family's Claas Axos 320CX is baling hay and straw with a Claas Market 65.

Below right: Thanks to a remote camera and this in-cab monitor, it is now easier to keep an eye on bales as they leave the chute.



IT IS JUST OVER NINE YEARS since we took delivery of our brand new Claas Axos 320CX. My eldest daughter was a baby in a pushchair when the tractor turned up on the low loader, and now we are completing her high school application.

Regular readers of my Running Reports, the last of which was in the January 2020 issue, may recall that our Axos has had a somewhat chequered history in terms of reliability, having been split twice for major repairs. Thankfully, there have been no further issues on that scale since then, although I'm aware that I'm tempting fate just by saying that!

There have been three smaller problems that have occurred in the last three years. The first was when we were transporting scrap to the local scrap yard. My helper for the day, Danny, had the sky fall in, literally, when the sun roof glass came unstuck and ended up in his lap. A local agricultural glazing company came out and did a simple repair by re-sticking the original glass back in. They reassured us that this was something that does happen occasionally.

Secondly, there was a problem with the clutch pedal switch. The clutch pedal would occasionally not engage drive. It was an intermittent fault to begin with, but it became more and more prevalent until it pretty much stopped working. The shuttle lever on the dash still worked fine though, which helped narrow down the problem. The part was replaced by our usual mechanic in about five minutes, at very little cost.

Finally, we have an issue with the air-conditioning which is still ongoing. Given the heat wave we have had this summer, it was probably the worst year to have an air-con problem. When initially turning it on, to any fan speed, the system only blew out hot air. After a bit of fiddling, we worked out that turning it

“ Regular readers may recall that our Axos has had a somewhat chequered history in terms of reliability, having been split twice for major repairs. **”**

on, off and back on quickly would produce cold air. Our mechanic thinks that a de-icing switch is playing up, and he has recommended changing it, but it is, once again, a big dismantling job to access the part.

Small conventional baling is one of the Axos's main jobs. I had a moisture meter fitted to the baler to monitor the moisture content as I was baling.

This has been a great investment and has really helped, especially in trickier years when the crops are a bit borderline. For example, it has been useful to know how soon I can start baling the hay after a light shower. I used the single Cobo plug (also known as a D plug) in the cab because it is a much more reliable electrical connection than a cigarette socket.

More recently, I have also added a remote camera and screen so I can view the bales as they come out of the bale chute, and to check for sledge snarl-ups. I just had to work out how to mount it in the cab and how to hook up the power. As with the moisture meter, I wasn't keen on using the cigarette plug, but there was a blank grommet for a second Cobo socket. With a bit of careful wiring, I was able to mount a second socket and use that to power the screen. The right-hand side pillar has some blank thread points to mount equipment, so I utilised this for the moisture meter and camera screen.

The screen is linked to another camera that I have mounted to the corn trailer that we use for most of our road work. For a modest outlay, we can now see directly behind the trailer. This has proven very handy, especially when reversing at the local mill.

In the past we have changed our main tractor every 10-12 years, but with the rising costs of tractors we have no imminent plans to change our nine-year old Claas Axos.



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BLUE MINTER

This Ford 8210 Generation III, one of the nicest examples of this model we've seen for a long time, is currently on the market in Shropshire. Words by Sandy Cox; pictures by RP Machinery Sales.

Right: The cab interior has a brand-new feel. The Bostrum seat, which may or may not be original, is in incredible shape. Below right: With no rust and unblemished original paintwork, this 1989 Ford 8210 Generation III really is a minter of a tractor.



FACTSHEET

- **TRACTOR:** 1989 Ford 8210 Generation III
- **ENGINE:** Ford 6.6-litre 6-cyl
- **POWER:** 110hp
- **HOURS:** 4199
- **LIST PRICE:** £30,570
- **PRICE NOW:** £36,995

WHEN THE FORD SERIES 10 was introduced in late 1981, its top-of-the-range model was the 98 DIN hp 7710. Customers wanting a more powerful Ford had to go with either the Ford 8100 or something from the TW range, neither of which offered a synchromesh gear change, which was a major new feature on the Series 10 tractors. Then, the following summer, along came the 110 DIN hp Ford 8210, which went on to head the Series 10 throughout the rest of the production run until the introduction of the replacement Series 40 some 10 years later.

Considering its range-topping status, it is perhaps surprising that the Ford 8210 has had to live in the shadow of the more compact 7810 for a good many years, although that state of affairs does seem to be changing. The 'eight-two' is an undeniably good-looking tractor, one that is at last beginning to receive the interest that it deserves from Ford enthusiasts. This much is clear from some of the excellent hammer prices that good examples have been making at recent auctions.

The lofty 8210 has an appearance more akin to the members of the TW range, rather than that of the other tractors further down the Series 10. It has much more than good looks, as the change in 1989 from the Force II to the Generation III brought a number of new

features. Mechanically there was a strengthened rear axle, a new Carraro four-wheel drive front axle, and twin assister rams for the rear linkage, the latter raising the lift capacity to almost 5t.

“ Surprisingly, the Ford 8210 has had to live in the shadow of the more compact 7810 for a good many years ”

At the same time, Ford introduced Electro-Link, its new electronic draft control system. This provided greater sensitivity and improved response thanks to lower link sensing, although the company didn't go the whole hog to electronic linkage control as there was still a reassuring big T-shaped lever for lifting and lowering the linkage.

The Ford 8210 Generation III was available with a digital dashboard with LCD readouts, but this early model has analogue instrumentation. It is none the

worse for that, particularly as the digital dashboards are known to play up over time.

This 1989 model spent its working life in Spain prior to coming over to the UK two years ago. It has got just over 4000 hours on the clock, a low figure for its age, and it is in remarkably good condition, inside and out. Everything is in full working order.

It is being offered for sale by RP Machinery Sales in Shropshire. The proprietor of this business, Rob Peate, reports that this tractor is almost totally original. One of the few exceptions is the seat, which he says is a replacement for the original. It is the same model of Bostrum seat that was used on the Force II models and it may be that it carried over to early Generation IIIs, prior to a switch over to Grammer units.

This tractor has also received a UK-spec pick-up hitch since it arrived in this country.

Thanks to spending its first 30 years in a country (Spain) with a dry climate, there is no rust anywhere and all the original paintwork is very bright. Following a good polish, it looks like new. This really is a minter of a Ford 8210 Generation III and it is unlikely there is another ex-farm example that can match it in the UK. If it looks like your kind of tractor, contact Rob Peate at RP Machinery sales on 07792 715169.





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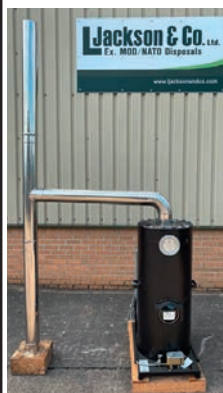
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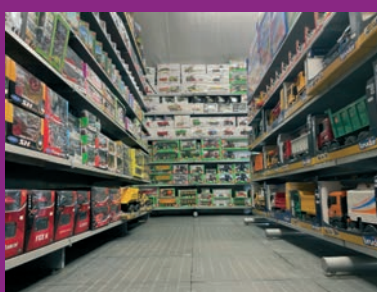
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SCENE IN THE SOUTH-WEST

The surroundings of this year's ToyTrac show may have been unfamiliar, following its move to a new home at Frome Agricultural Showground in Somerset, but wasn't hasn't changed, reports David Pullen, one of 600 people to attend the event, is its friendly atmosphere, its popular diorama competition and its trade stands packed with new and obsolete models.

AROUND 600 PEOPLE, including 90 who paid an extra £5 for an early bird ticket, attended the 2022 ToyTrac show at its new home of Frome Agricultural Showground in Somerset on Sunday 16 October.

Founded by the late Warner Hall in the late 1980s, ToyTrac has grown over the years to become

the biggest farm model show in the south-west of England. Bulldog Fairs took on the running of the event this year and its decision to move it to a new location at Frome proved popular with everyone who attended. The new venue is very accessible and has plenty of car parking space, and it also enabled all the displays, collections, dioramas and traders to be housed under one roof.

Dioramas and displays have always been an important part of ToyTrac almost since its inception and this year around 25 people took the opportunity to show off their farming scenes and collections. There were prizes for the Best Scratch Build (Warner Hall Memorial Cup) and the Best in Show (Udimore Tractor Shop trophy), while Britains donated an impressive selection of farm toys and models as prizes. Bulldog Fairs had split the entries

Top: There was a huge selection of farm models for sale at Bulldog Fairs' ToyTrac show at Frome Agricultural Showground in Somerset.

Above: Simon Newton custom-built this Steyr 9145 using the engine and transmission from a Universal Hobbies tractor and other parts from a Siku tractor. He has equipped it with a McConnell hedge trimmer made by Perfect-32.

Left: Sue Hall, right, wife of the late ToyTrac founder Warner, along with her brother and his wife, were selling copies of the Britains book that Warner wrote before his death. It cost £12.50 at the show.

into four classes, these being for the Best Diorama (under 16), Best Diorama (adult), Best Scratch Build and Best Static Display.

Among those displaying dioramas in the adult class was Reg Gray. He has been working on his 1/32-scale Grove Farm layout for a number of years and has added two new sections to it in recent months. Other additions are planned in the future, says Reg. Another



1st



UNDER 16



Above: Ianto Lloyd has spent several years building his diorama of a mixed coastal hill farm. It was a worthy winner of the Under 16 diorama class.

Left: The Nijssen brothers from Holland were offering a customised version of Wiking's John Deere 6125R fitted with single row-crops on the front and duals on the rear for £90.

Below left: Martyn Reeve of Martyn's Farm Models has treated the latest version of his scratch-built 1/32-scale County 1004 to some new tyres. It costs £140.

Below: Reg Gray has spent several years creating this accurate 1/32-scale diorama of a real farm in Somerset. His most recent additions include farm machinery and cattle sheds.



The number of entries in the Under 16 class of the diorama competition was again very encouraging. Among the young farm modellers was Augustus Pickford, 11, who has created a very impressive grass harvesting layout, complete with undulating fields made from paper mache, and Jack French, 15, from Devon, whose diorama had a classic farm machinery theme. Among the models on Jack's layout were a Claas combine and baler made by Replicagri, tractors from Universal Hobbies and Imber Models, hand-made bales and a scratch-built flat-eight bale grab.

Adam van der Walle, 13, from Hereford, was exhibiting a small diorama featuring two tractors hauling silage into a farmyard. Ianto Lloyd's mixed coastal hill farm diorama, which he has been building for several years, was a worthy winner of the Best Diorama (Under 16) class.

Away from the dioramas, Dave Simcock from Worcestershire was displaying his collection of Case IH tractors. He has carefully weathered the tractors and paired each of them with the correct size of

adult exhibitor, Simon Newton, was showing two small forage-themed displays and a hedge cutting scene with a scratch-built Steyr tractor. John Williams, who has been collecting Britains toys since 1970, when he bought what was a then-new Massey Ferguson 135, has created a large farm scene mostly equipped with Britains farm toys issued in the 1970s.

Regular ToyTrac exhibitor Craig Pitman was displaying several small dioramas, one of which, a forage harvesting scene, complete with a ROS Krone forage harvester and a John Deere tractor with trailer, he built the night before the show! Because of judging commitments, his dioramas were not eligible for a prize on this occasion.

Zachary Anderson and Richard Skewes, whose respective dioramas received many compliments at the Spalding Model Tractor Show in spring 2022,



ADULT CLASS

Britains' 2023 plans



VISITORS TO BRITAINS' STAND at ToyTrac were given a preview of some of the new items that the toy maker is planning to release this autumn. Information and pictures of these pieces had appeared in the November 2022 issue of **CLASSIC TRACTOR**, but one item that was making its first public appearance was Britains' new John Deere 8R 410. The release of this tractor has been delayed, but it is now expected to go on sale next spring alongside a lower-spec John Deere 8R.370.

It will be joined, probably in February, by a limited edition JCB Aston Martin Aramco Cognizant F1 Team Loadall. This will be followed in April by a new Kverneland 2300 S five-furrow plough and a New Holland Blue Power T7.300 tractor. July 2023 will see the release by Britains of a JCB 3CX Plus Sitemaster backhoe loader.

The John Deere 7R.350 tractor that Britains was planning to release this year will now be available in November 2023. It will be joined at that time by a new John Deere 6R.185 tractor. Other Britains toys and models on the way next autumn include a two-wheel drive John Deere 4020 with a Hiniker cab, a four-wheel drive John Deere 4450 tractor, a Keenan MichFiber365+ mixer wagon, a Valtra T234 tractor with front loader and a JCB 4220 Fastrac Icon tractor.

implement. Pete Ockwell, from Swindon, was exhibiting five of the 1/6-scale vintage tractors made by his father. His impressive line-up of scratch-built models consisted of a Ferguson TE-20, Waterloo Boy, Titan 10-20, IH 10-20 and a Fordson model F. A group of friends from Dorset were demonstrating a range of remotely-controlled trucks and tractors.

Trade stands

The show was well-supported by specialist farm model suppliers, of which around 30 were in attendance, offering a mix of new, obsolete and one-off builds. Martyn Reeve was selling a new version of his scratch-built County 1004 on different tyres for £140, while the Nijsson brothers from Holland were asking £90 for a Wiking John Deere 6125R that they had fitted with row-crop wheels. Sue Warner, the widow of ToyTrac founder Warner Hall, and her brother and his wife were selling copies of his book, *Britains Model Farming Year*, for £12.50. Cenfyn Davies was selling some of the large stock of obsolete Britains' models from the 1970 and 80s that he has recently bought from fellow dealer and model maker, Brian Norman.

Ashley O'Brien, who specialises in designing and making farm models and accessories using 3D printing technology, was back at ToyTrac after an absence of six years. He was mostly selling models of Albutt attachments, such as a buckrake for £55 and a silage bucket for £45 (these prices include painting and shipping). Ashley was also showing the



Above: Jack French, 15, from Devon, is keen on classic tractors and equipment. This summer he built a classic-themed harvesting diorama, complete with a scratch-built bale grab and hand-made bales.



Above left: John Williams bought his first Britains toy, a Massey Ferguson 135, in 1970 and he has been collecting them ever since. He created this diorama using Britains toys mainly issued in the 1970s.

Above right: This Albutt silage bucket attachment, made by 3D printing specialist Ashley O'Brien, was available fully painted for £45 including postage.

Above: Pete Ockwell from Swindon was showing his father's collection of scratch-built 1/6-scale tractors. They consist of a Ferguson TE-20, Waterloo Boy, Titan 10-20, IH 10-20 and Fordson F.

prototypes of a new trailer he is currently developing.

Overall, this was a great show. It was all change as far as the venue was concerned, but one thing that hasn't changed is the friendly atmosphere that was always a feature of past ToyTracs. It was good to see families as well as collectors, young and old, enjoying their day out. Bulldog Fairs says it has already received many requests from people wanting to book a stand at next year's ToyTrac show, so it should be even better. At the time of writing the date for the 2023 show had not been confirmed, but is expected to be on Sunday 15 October. For further details, visit Bulldog Fairs' website at: www.bulldogfairs.com

Class winners

Best Diorama (Adult)

1st	Simon Newton
2nd	Reg Gray
3rd	Zachary Anderson

Best Diorama (Under 16s)

1st	Ianto Lloyd
2nd	Jack French
3rd	Augustus Pickford

Best Scratch-Build

1st	Peter Ockwell
2nd	Simon Newton
3rd	Richard Skewes

Best Static Display

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Peter Ockwell

Best in Show

Simon Newton

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MASSEY FERGUSON 65\$45.00



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REPLICAGRI 1:32 SCALE
NEW HOLLAND 100-90\$48



REPLICAGRI 1:32 SCALE
NEW HOLLAND 100-90 WITH DUALS\$52



REPLICAGRI 1:32 SCALE
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REPLICAGRI 1:32 SCALE
INTERNATIONAL 955XL\$58



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TRACTORFILE

Classic items of interest from the archives of editor Rory Day and our readers.



WHITE IMPORT OPERATION

ENSURING that the histories of British farm machinery manufacturers, distributors and dealerships are researched and documented, ideally whilst there are still people around who had direct involvement with them, has been one of my missions for a long time. One company that has so far eluded me is Maulden Engineering Co. (Beds) Ltd.

This business, owned by the late Elliot Maggs and based at premises on Amphill Road in Flitwick, near Bedford, was once the national UK

distributor for Ursus, followed by White and Lamborghini. Admittedly, none of these foreign brands set the world on fire in terms of their sales in the UK, but they certainly didn't go unnoticed at shows and demonstrations during the second half of the 1970s and early 80s.

One person who has vivid memories of Maulden Engineering's stand at the Royal Show in 1979 is Richard Dorrell. He recently sent me a couple of photographs that were taken when he attended the event with his Dad and

his auntie and uncle, John and Dulcie Henderson.

The biggest head turner on the Maulden Engineering stand at the 1979 Royal Show was a White Field-Boss 4-180 articulated four-wheel drive tractor. This machine was the epitome of the American muscle tractor – it had silver grey paintwork, a flashy chrome exhaust pipe, Firestone tyres with painted sidewalls and a big block 200hp V8 Caterpillar 3208 engine with a massive 10.4 litres of displacement.

Maulden Engineering's lack of a national distribution chain for the White range of two- and four-wheel drive tractors meant only a handful were sold. I believe the number could be under 20 units, but I'm basing this on nothing more than guesswork, reports in old periodicals and previous sightings. This is one of the many things we don't know about Maulden Engineering and need to find out. Over to you, readers.



Kit of MF 165

NORFOLK FARMER KEVIN CLARKE is best known for his interest in Massey Ferguson's Canadian-built 800 Series combines of the 1980s, but like me he's also partial to farm machinery collectibles. One of his latest purchases is a 1970s Scalecraft kit of a Massey Ferguson 165.

This 1/24-scale plastic kit, suitable for children of age six and over, required no glue or paint and simply snapped together. Another of its big selling points was its motorised action, which was provided by an internal motor powered by a single AA 1.5v battery. It was one of a range of snap-together motorised kits made by Scalecraft Limited of Twickenham in Middlesex.

Kevin says he has never seen another MF 165 kit. I have seen pictures of a built-up MF 165 in the past, but never one in a mint box, with its contents unopened. I've done a bit of research and it seems there was an earlier version of the Scalecraft MF 165, without a cab. Both versions came in very attractive packaging.

ERTL JOHN DEERE SET



A COUPLE OF ISSUES AGO (October 2022 issue) I mentioned that I had just bought a set of Ertl John Deere toys, all mint-in-box, which had been supplied in the mid-1970s by former John Deere dealer, Bedfordia Farm Equipment. This item struck a chord with Michael

Burr, an ex-pat now living in Nova Scotia, Canada, not least because he owns an identical set of John Deere toys supplied by the very same dealer.

"I have that exact set, which came from Bedfordia Farm Equipment in around 1975," he explains. "My grandfather, who was farming in Bedfordshire, bought a second-hand John Deere 3120 with a Duncan cab from the dealership. I was five at the time and my grandfather bought me a set of new John Deere toys.

"Many years later we bought a farm in Manitoba in Canada and moved out there in 2004," continues Michael. "I packed up my toys and took them with me. They are not mint by any means, as I played with them a lot as a child, but at least I still have them all. The tractors and plough are on display and I have sent a photograph of them on my John Deere 'bar'."



Manitool is still useful

THE RESPONSES to my recent Tractorfile item on the Manitou Manitool (August 2022 issue) keep trickling in. David Foster has been in contact to tell me about the Manitool he is still using on his farm near Scarborough in North Yorkshire.

I still don't know the exact production span of the Manitool (if anyone from Manitou UK is reading this, perhaps you can help out?), but David's machine appears to be a late model. It was built in France in 1987 and was first registered by the DLVA at Stoke-on-Trent in Staffordshire on 17 September of that year.

It was yellow when it was new, but is now wearing some very fetching red and cream IH clothes.

"When I bought my Manitool it was fitted with a 128 CFM compressor," explains David. "I didn't need the compressor and when I removed it I found the tractor skid unit had a PTO shaft. I piped a spool valve to the rear and use that for tipping trailers, and I also widened the bucket by 2ft. It has made the Manitool into a very useful yard tractor.

"It has an unladen weight of 2760kg and a very powerful external hydraulic pump," he adds.

SCALE MODEL IS UNIQUE

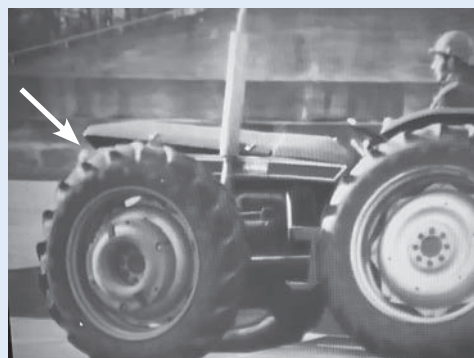
ONE OF MY RECENT HIGHLIGHTS was interviewing Frank Theakston, the joint owner of Marshall Tractors in the late 1980s, for a 'Reflections' article in **CLASSIC TRACTOR**. During our conversation, Frank mentioned that one of the items he retained when his family sold Marshall Tractors in 1989 was a scale model of an Aveling-Marshall crawler.

This piqued my interest, so I asked Frank if he would send me a photo of the model, which he did. So here it is, a unique and very detailed scale model of an Aveling-Marshall crawler loader. It measures 60cm in length and is 35cm tall, so I'm guessing it must be around 1/12-scale. Frank doesn't know it's history, but we both believe it was one of a succession of scale models produced by apprentices at the Gainsborough factory. The Aveling-Marshall inscription on the bonnet dates it to between 1975 and 1979. The earlier Track Marshall version of the life-size machine, which was fitted with a 1.34cu. m. clamshell bucket, was known as the 1700.

"The detail is very good, even under the bonnet," says Frank. "The model is complete and very heavy, but it does need a bit of TLC."



READERSRESPOND



LEYLAND 4100 Jonny Young, a keen Leyland enthusiast from Northern Ireland, has been following **CLASSIC TRACTOR'S** recent coverage of the equal-wheel Leyland 485 and 4100 with interest. "In the November 2022 issue, John Paterson, a former member of the Leyland tractor team, mentioned the prototype 4100 that was tested at the MVRDE facility at Chobham service in around 1971," he says. "He recalled how the chassis side frames twisted whilst the tractor was climbing over some concrete blocks on the track at Chobham, causing a gap of several inches to open up between the bonnet and the side panels.

"A few years ago, Tractor Production Barns produced a DVD containing archive footage from six period Leyland tractor promotional films," continues Jonny. "There is about four minutes of footage of the prototype 4100 undergoing different tests at Chobham. During one of these tests, you can actually see the bonnet lifting up by 4in or more at the front (*Editor – see arrow*), just as John described."



MASSEY FERGUSON 865 Don't believe everything you read in Tractorfile! For example, I dropped a clanger in the November 2022 issue when I told you that a Massey Ferguson 865 operated by Sutton Estates of Lincolnshire in the mid-1980s was fitted with both a hillside kit and a trial Maximiser 1 auto speed control device. That combine, registration GTL 225Y, certainly had the former equipment, but not the latter. It turns out the Maximiser 1 device was fitted to another MF 865, a late 1986 or '87 build machine, that once worked in the Lincoln area, before ending its days at Cleobury Mortimer in Shropshire. The accompanying photo of the Shropshire-based machine shows it after MF 865 owners Rob White and Kevin and Stephen Clarke, all from Norfolk, had stripped it of its usable parts. Its rare Maximiser 1 device is now installed in one of the Clarkes' MF 865.

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STORY OF THE 5000-SIX

The story behind one of the UK's lesser-known Ford conversions, the six-cylinder Jones 5000-Six, developed by agricultural engineer Alun Jones in 1972, is revealed in the February issue. The timing, 50 years after the first Jones conversion was built and just as one of the survivors from the original run of 12, pictured, emerges from a full rebuild, could not be better. Photo: David Laley.

**NEXT ISSUE
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HANDS ON 7910

Thirty-seven years after he drove a then-new Ford 7910 for one of Crops Weekly's 'Hands-On Tests', a farm machinery journalist reacquaints himself with one of these 100hp six-cylinder models.



SIZABLE FLEET

The Marshall family's arable and livestock farm in North Yorkshire is home to not only these David Browns, but a whole lot more besides. A profile on their fleet is on the way in the next issue.



GERMAN TOUR

Last August, three members of our Suffolk Bunch group went 'on tour' to Germany. A report from their visit to an epic Schlüter working event will be in the February issue, out on 24 December.

FEBRUARY ISSUE ON SALE 23 DECEMBER

Watlington, Oxfordshire

A range of older John Deere, County, Case and Renault models sold well at Cheffins' sale for P. M. Peake at Watlington, Oxfordshire, on 27 September, reports Sandy Cox; pictures by Geoff Ashcroft.



All four of P. M. Peake's John Deeres sold well, from left, 6920S (£44,200), 6600 (£21,600), 4755 (£40,000) and 4240S (£15,500).

Main results

1930s	Fordson Standard N , older restoration. Tyres F/R90%. Avg.	£1100
1948	Field Marshall Series II Contractor , hours? Tyres F/R100%. Very good.	£16,000
1950s	Ferguson TEA-20 , Perkins P3, hours? Tyres F90%/R10%. Gd.	£1600
1960s	Fordson Super Major , no linkage, hours? Tyres F100%/R60%. Gd.	£2400
1960s	John Deere 4020 4WD , hours? Tyres F40%/R80%. VG.	£20,000
1974	County 1004FC , restored, hours? Tyres F/R90%. Very good.	£30,000
1975	MF 175 Multi-Power, loader, hours? Tyres F10%/R70%. Avg.	£4500
1977	County 1174 c/w forestry crane, hours? Tyres F/R20%. Poor.	£12,000
1983	John Deere 4240S , 5674hrs. Tyres F40%/R30%. Average.	£15,500
1984	Case 4690 , Super Singles + duals, hours? Tyres F/R50%. Gd.	£18,600
1986	Renault 133.14 TX , 10,358hrs. Tyres F/R60%. Good.	£10,000
1989	Case-IH 7120 , gearbox fault, hours? Tyres F/R40%. Poor.	£10,000
1992	Renault 90-34 , 10,249hrs. Tyres F50%/R70%. Good.	£8000
1992	John Deere 4755 , 5107hrs. Tyres F/R80%. Very good.	£40,000
1996	John Deere 6600 , PowrQuad, 4998hrs. Tyres F/R50%. Avg.	£21,600
2004	John Deere 6920S , AutoQuad, 50kph, 4938hrs. Tyres F/R90%. Gd.	£44,200
1978	JCB3D III backhoe loader, hours? Tyres F20%/R40%. Poor.	£1400
1979	Manitou MB25C forklift, 5051hrs. Tyres F10%/R50%. Poor.	£3200
1999	Caterpillar TH62 telehandler, 5506hrs. Tyres F/R50%. Avg.	£9000
2005	New Holland CR980 combine, 30ft, 2988hrs. Tyres F/R60%. VG.	£56,000

AUCTIONEER CHEFFINS' SALE for P. M. Peake and other local vendors at the former's Golder Manor Farm, Clare Hill, in Oxfordshire, contained a diverse and interesting range of classics.

All five of the host's John Deere tractors attracted considerable interest, not least of all a 2004 John Deere 6920S on 5000 hours. Equipped with all the bells and whistles, including a 50kph AutoQuad transmission and air brakes, the desirable 6920S achieved a tractor section-topping £44,200.

A late-model 1992 John Deere 4755 with a side exhaust also fared well under the hammer. This tractor, a nice, original example with a tidy cab interior and low hours (5100) to its name, made a whopping £40,000. A brisk trade for the remaining three Deeres saw a 6600 on 4998 hours make £21,600, a four-wheel drive 4020 went for a whopping £20,000 and a 5674-hour 4240S that had been with the Peake family from new sold for £15,500.

A 1974 County 1004FC that had been converted to agricultural spec and restored in recent years made a thumping £30,000, this being despite some work needed to get its spool valves and linkage fully operational.

Entries from local farms included a 260hp Case 4690 with two sets of wheels (£18,600), a 1977 County 1174 with a forestry crane and an appearance that suggested it had been sitting for some time in the woods (£12,000), and a plain-looking Case-IH Magnum 7120 with a gearbox fault (£10,000). Two Renaults, a 133.14 TX from 1986 (£10,000) and a 90-34 TX Tractor (£8000) from 1992, both achieved good prices, despite having 10,000 hours on their respective clocks.

TRADE VERDICT What an interesting and diverse sale! The host farm's tidy Deeres all made good money, as did many of the entries by permission. The firm prices achieved by the entered Renault 133.14 TX and Case 4690 suggests that collectors are finally beginning to appreciate and value the scarcity of uncommon models such as these.



Model County 1004FC Year 1974 Hours n/a



Model Case 4690 Year 1984 Hours n/a



Model Renault 133.14 Year 1986 Hours 10,358

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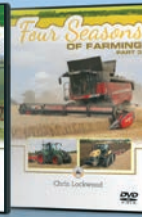
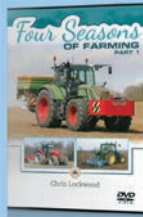
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Longtown, Cumbria

Massey Ferguson tractors in tip-top condition made excellent prices at Harrison & Hetherington's retirement sale for James Taylor at Longtown, Cumbria, on 1 October, reports David Winthrop.

All three of James Taylor's well-kept MF 300 Series models made impressive prices at his retirement sale at Longtown, Cumbria, from right: 350 (£11,000), 362 (£21,800) and 390T (£18,500).

Main results

1997	Claas Liner 470S single-rotor rake. Good.	£1500
2000s	Watson tandem flat rollers. Good.	£2100
2000s	McConnel PA52 E Hy-Reach hedge cutter. Very good.	£7500
2000s	Opico Vari-Flex 6.2m roller. Good.	£8200
2004	Marshall QM12 grain trailer. Very good.	£5900
2006	Claas Rollant 240 round baler. Very good.	£4800
2008	Kuhn Vari-Master 122 five-furrow reversible plough. V. Good.	£7500
2009	Kuhn Primor 5060 bale chopper. Excellent.	£4200
2012	Conor 7000 wuffler. Excellent.	£3000
2012	Lemken Saphir 7/Zircon 8 combi-drill. Excellent.	£13,000
2014	NC 25ft bale trailer. Very good.	£5400
2015	Abbey VF1000 tub diet feeder. Excellent.	£11,200
2017	Abbey TG9M 9ft topper. Excellent.	£3400
2019	Conor MX10000 rear discharge manure spreader. Excellent	£16,000
2020	Hustler Unrolla LX105 bale unroller. Excellent.	£4500
1991	Massey Ferguson 350 2WD, 6135hrs. Tyres F50%/R100%. Exc.	£11,000
1994	Massey Ferguson 362 4WD, 3721hrs. Tyres F80%/R100%. Exc.	£21,800
1995	Massey Ferguson 390T 4WD, 7580hrs. Tyres F20%/R30%. Exc.	£18,500
2005	Massey Ferguson 6465 , Dyna-6, 4845hrs. Tyres F50%/R70%. Exc.	£28,000
2008	Massey Ferguson 6480 , Dyna-6, 5592hrs. Tyres F30%/R90%. Exc.	£27,000
2010	Massey Ferguson 5445 , 7519hrs. Tyres F/R80%. Good.	£15,500
2010	JCB Loadall 527-55 , 3093hrs. Tyres F60%/R80%. Excellent.	£30,000
2002	Claas Lexion 410 , 1095 drum hrs c/w tracks & 15ft header. Tyres R50%. Excellent.	£56,000

FOLLOWING THE SALE of Englishtown Farm, near Longtown in Cumbria, a 462-acre stock and arable that had been home to the Taylor family for 105 years, auctioneer Harrison & Hetherington was called in to sell James Taylor's immaculate fleet of farm machinery.

All five of the farm's well-maintained Massey Ferguson tractors sold well under auctioneer David Holliday's hammer. Thanks to a past refurbishment, the smallest model on offer, a two-wheel-drive 1991 MF 350 on 6135 hours, was in superb condition. The former yard tractor, equipped with a simple 8F/2R transmission, made a commendable £11,000.

A spotless four-wheel-drive 1995 MF 390T with a 12/12 shuttle box, Lo-Profile+ cab and a not excessive 7580 hours under its belt also did well, making a resounding £18,500. However, it wasn't the top-selling MF 300 Series model – that accolade went to a four-wheel drive 1994 MF 362, in immaculate condition and with just 3721 hours clocked, which made a hefty £21,800.

The farm's two prime movers, a 2005 MF 6465 (4845hrs) with a Dyna-6 transmission and ultra-wide 800/65R32 Continental tyres, and a 2008 MF 6480 (5592hrs) with later styling, both sold exceptionally well, making £28,000 and £27,000 respectively.

Even better prices followed as at 2010 JCB 527-55 Loadall on 3093 hours made £30,000, while the farm's immaculate 2002 Claas Lexion 410 with low hours (1407 engine and 1095 drum), tracks and a 15ft header topped the sale with a storming £56,000. There were four entered tractors, but only one of them, a 2010 MF 5445 on 7519 hours, sold on the day (£15,500).

TRADE VERDICT If proof was needed that looking after your machinery can pay handsome dividends when the time comes to sell, then it was provided at James Taylor's retirement sale. His five MF tractors, Claas Lexion combine and JCB Loadall, all in excellent condition and with the added benefit of below-average hours, were the subject of determined bidding, by the end of which many impressive prices had been achieved.



Model MF 5445 Year 2010 Hours 7519



Model Claas Lexion 410 Year 2002 Hours 1407



Model MF 6465 Year 2005 Hours 4845



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I recommended Bioflow to my friend, Robin, for his bad knees. He was thrilled by the improvement. A few days ago, the 2 of us moved and planted 2000 trees. We ached a bit by the end of the day but we were fine the next morning. We've both said goodbye to our painkillers!



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Sutton, Cambs

There were many desirable classics among the 200-plus tractors entered in Cheffins' Cambridge Vintage Sale at Sutton, near Ely, Cambs, on 22 October. Sandy Cox reports; pictures by Rory Day.



Strong-selling classics in this line-up at Cheffins' latest Cambridge Vintage Sale included a Ford 7810 Silver Jubilee (£26,500), MF 3690 (£31,000) and a Muir-Hill 121 Series III (£26,500).

Main results

1963	Roadless Super Major , older restoration. Tyres F/R100%. Gd.	£16,500
1970s	Ford 7000 , hours? Tyres F/R70%. Good.	£17,000
1970s	Ford 2000 4WD , 2090hrs. Tyres F20%/R100%. Very good.	£12,500
1970	County 1004 , 5469hrs, Duncan cab. Tyres F/R100%. Very good.	£12,800
1970	County 1004 , 7079hrs. Tyres F10%/R80%. Average.	£13,000
1978	Muir-Hill 121 Series III , restored, 5712hrs. Tyres F/R90%. Exc.	£26,500
1979	County 1174 , ?hours, part restored. Tyres F/R40%. Good.	£16,500
1980s	County 1884 replica , hours? Tyres F/R100%. Good.	£110,000
1981	Massey Ferguson 550 , 5026hrs. Tyres F/R90%. Very Good.	£18,000
1983	IH 1255XL 2WD , restored, 3656hrs. Tyres F/R100%. Very good.	£15,200
1988	Ford 7810 Force II 4WD , 7876hrs. Tyres F/R50%. Good.	£14,000
1989	Fendt Farmer 309 LSA , 8786hrs. Tyres, F/R40%. Good.	£15,800
1989	Ford 7810 Silver Jubilee , hours? Tyres F70%/R80%. Avg.	£26,500
1989	Ford TW-25 Force II , hours? Tyres F60%/R40%. Good.	£18,000
1990s	Ford 8830 Powershift , hours? Tyres F/R90%. Good.	£24,000
1990	John Deere 3650 , 9674hrs. Tyres F/R70%. Good.	£14,200
1991	Ford 8210 Generation III , 6568hrs. Tyres F/R90%. Good.	£13,800
1992	MF 3690 Datatronic , 5593hrs. Tyres F/R90%. Very good.	£31,000
1996	MF 372 , c/w Trima loader, 1933hrs. Tyres F80%/R90%. Excellent.	£30,000
2001	John Deere 6410 , 9998hrs. Tyres F90%/R70%. Good.	£15,200

WITH THE EXCEPTION of a replica of a County 1884 built from a Ford TW-35 and a County 1454 front axle and other components, which sold for £110,000 following post-sale negotiations, vintage tractors made the top prices at Cheffins' October Cambridge Vintage Sale. A 1918 Alldays General Purpose (£44,000) and a 1919 Overtime Model N (£42,500), both original imports, topped the tractor section.

Massey Fergusons from the 1990s made the running among the classics. A very smart MF 3690 with 5593 hours clocked achieved a new record price for this model of £31,000, while a mint 1996 MF 372 that had spent its working life in Norway before returning home last year made an equally exceptional £30,000. The four-wheel drive MF had a LowProfile+ cab, Trima loader and only 1933 hours showing.

There was as usual a good selection of Fords and Ford conversions in the catalogue. A nicely-refurbished 1978 Muir-Hill 121 Series III and a working-condition 1989 Ford 7810 Silver Jubilee both sold well, making £26,500 apiece. The Silver Jubilee looked rather scruffy at first glance, but a closer inspection revealed the rust on its cab and bonnet was only surface deep.

Other prominent Fords included an 8830 and a TW-25 Force II, both in original condition, which made £24,000 and £18,000 respectively. An imported Ford 7000 in original condition achieved £17,000, while an older restoration 1963 Roadless Super Major and a part-restored 1979 County 1174 sold for £16,500 each.

Among the other notable classics was a very nice original MF 550 (£18,000), a good-looking 1989 Fendt Farmer 309 LSA (£15,800), a restored two-wheel drive IH 1255XL (£15,200) and a 2001 John Deere 6410 (£15,200).

TRADE VERDICT With one or two exceptions, the classics that made the really big money at the latest Cambridge Vintage Sale were those in original condition and/or with low hours. Judging by the exceptional prices achieved by some of the Massey Fergusons from the 1990s, these and other modern classics from the same period are now firmly on the collecting radar.



Model Muir Hill 121 Year 1978 Hours 5712



Model IH 1255XL Year 1983 Hours 3656



Model MF 372 Year 1996 Hours 1933

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ALLIS CHALMERS



Allis Chalmers, 1951 model B, petrol/TVO electric start, good condition, running order, shown at rallies. £1,600 ono. Tel: 01332 872309. Derby. [ABW44]



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. [LAW6R]

CASE



Case JXU105, 4WD, 105hp, 4cyl turbo, 40k, 3,602hrs, air con, air seat, PUH, 24-speed powershift gearbox, three speed PTO, 2 x SCV, ELC, trailer brakes, electronic linkage controls, rear fender control, on 380/70R24 - 480/70R34 excellent condition. Tel: 07831 810100. Cheshire. [ABW11]



Case 956XL, in fair condition, please call for more information. Tel: 01723 361704. Scarborough. [LAW48R]

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 J38 of M62. £16,000. Tel: 07714 898377. Brough, East Yorkshire. [LAW35R]

CLAAS



Claas Challenger 55, 6,591 hours, good tracks, wide idlers fitted, up-rated top link, stainless steel exhaust, well maintained, genuine reason for sale. Tel: 07967 834914. Northumberland. [ABW28]

COUNTY



County 1124, MSY 521K, 1972, with Boughten 20t winch, unfinished project, lot of new parts fitted, all original parts are there, cab, new oversize tyres, new mudguards, wings, lights, no VAT. Tractor complete, just not finished. Tel: 07767 225820. Edinburgh. [ABW63]



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 990 Selectamatic, white, 1969, 4 new tyres, V5, road legal, hydraulics in full working order, good tin work. £5,250 offers. Tel: 07788 730619. Salisbury. [AB]



David Brown 990 Implement, 1963, complete with DB loader, new spool block and pipes with hydraulic tipping bucket and fork bucket, 5ft Busy Bee topper with nearly new blades, 7ft 6in grass roller, engine and brakes rebuilt good front tyres fair rears, roll bar fitted from new, good condition with history from new, V5 in my name, road registered, ready to show, road run or equestrian set up more pics / info on request. £4,000 no VAT. Tel: 07768 352966. Buckinghamshire. [ABW53]



David Brown Cropmaster TVO, 1948, excellent condition ready to rally, starts runs and drives, good block with no cracks, road registered, older restoration, would benefit from new tyres, call Jack. £4,500 ono. Tel: 07717 611378. Bedfordshire. [ABW1]



David Brown 1394, manual gearbox, ex-farm. Tel: 01747 828272. Dorset. [ABW75]



David Brown 900, for restoration, running. Tel: 01747 828272. Dorset. [ABW76]



David Brown 770, 3,700 hours, very original. Tel: 01747 828272. Dorset. [ABW71]



David Brown 1594, original ex-farm, call for more details. Tel: 01747 828272. Dorset. [ABW72]



David Brown 30D, 1953, please call for more info. £3,500 ono. Tel: 07770 846811. Chatham. [ABW4]



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. [LAW38R]



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 996, FEL, 1979, runner, anti-frozen, "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]

DEUTZ



Deutz DX140, 1979, Powermatic, Optitrac 4WD, 6,460 hours, good tidy condition. £14,750 + VAT. Tel: 07919 104298. Suffolk. [KLW36R]

FERGUSON



Ferguson TED 20, 1951, petrol, TVO, nice little tractor, runs well, V5 form, lots of new parts to name a few, battery, mudguards, tank, reground crank, piston rings respray, selling due to storage, £2,250, for further information and photos contact Jim. Tel: 01656 767655. Bridgend, Mid Glamorgan. [ABW18]



Grey Ferguson, 1952, Petrol/Paraffin starts and runs well, has new V5 and original buff logbook, comes with pick up hitch, we have a Ferguson cultivator hoe that could go with it, cash on collection only please. Tel: 07765 905083. Lincolnshire. [ABW98]



Little Grey Fergie TE-F 20, diesel, 1954, very original, everything is working as 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. [LAW1R]



Ferguson T20, 1952, stunning little tractor, in excellent condition, good hydraulics, starts on button, petrol/TVO, new tyres, V5 road registered. £3,000. Tel: 07710 777484 anytime with questions. Gloucester. [LAW99R]



Ferguson TE-F20, 1955 diesel, working order with original instruction book, in need of TLC, £1,600 including brushing attachment and complete set of chain harrows. Email info: 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]

Ferguson TEF 20, full working order, 4 new tyres, not painted, no V5. £2,950. Tel: 07788 730619. Salisbury. [AB]

FIAT



Fiat F130, starts, runs/drives as it should, an awesome tractor. £15,500. Tel: 07841 341101. Wetherby. [ABW58]

FIELD MARSHALL



Marshall, Series Three, good original example. Tel: 01747 828272. Dorset. [ABW70]

FORD



Ford 7610 Super Q, 'J' reg, 1992, one owner, good working order, everything works including radio, two spools, new seat, new battery, front tyres as new, rear sound but treads, a good example of one of the last Ford pocket rockets, offers around £14,500 no VAT. Tel: 01638 663310 or 07407 084017. Cams. [ABW7]



Ford 1700 compact, 4WD, 1982/83, 3,924 hours, very tidy, in good working order new breakers and serviced, more pictures via WhatsApp. Tel: 07881 013915. Warrington. [ABW90]



Ford 1720 compact, 4WD, 1990, cab, PUH, 2-speed PTO, creep box, grass tyres, V5 very clean and tidy all works more pictures on WhatsApp. Tel: 07881 013915. Warrington. [ABW91]



Ford TW20, a good example. Tel: 01747 828272. Dorset. [ABW77]



Ford 3000 Pre Force, early restoration. Tel: 01747 828272. Dorset. [ABW74]



Ford 6640, only 3,500hrs, all original, original manual, hardly worked, tidy example, can go straight to work. Tel: 07506 776705 for more. Based Melton Mowbray. [ABW21]



Ford 8870, N reg 1995, 4,513 genuine hours, owned since it had 580 hours, great gear box number, never used for road work, full set of weights included, 95% rear Trelleborg, 50% front Firestone. £35,000. Tel: 07967 834914. Northumberland. [ABW29]



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. [LAW97R]



Ford 8210, II Series, E reg, turbo charged, oversized tyres, replacement cab 3 years ago, good runner, V5 logbook. £9,500 no VAT. Tel: 01387 810342. Lockerbie. [LAW98R]



Ford 6600, 2WD, 1976, fully restored to pristine condition, for more details and photos e-mail jean.thomson308@btinternet.com. Tel: 07485 473513. Alford, Aberdeenshire. [LAW31R]



Ford 8100, 2WD, stunning original order, 11/1980, no rust whatso ever, 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. [LAW88R]



Ford 6610, registered 1984, in good off farm condition with 5,251 hours on the clock. Tel: 07919 624032. Essex. [LAW101R]



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. [LAW60R]



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. [LAW49R]



Ford 5600, with/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]

FORDSON

Fordson Super Dexta, tractor is a barn find, nice restoration project for someone, call for pictures etc., open to offers. Tel: 01588 640320. Craven Arms. [AB]



Fordson Major, 1957 diesel, beautifully restored with too many new parts to list here but have a list of all parts fitted and receipts, would make nice show tractor, all working including PTO and hydraulics have V5 all numbers match and have original logbook from 1957 any questions please ring Mark. £5,500 ono. Tel: 07518 899921. Cullompton. [ABW42]



Fordson Diesel Major, 1952, complete with newly rebuilt engine wheel bearings resprayed back end complete bar wheel arches, front end requires radiator hoses nose cone and a pair of tyres, over all a good machine with spares. Tel: 07871 267391. York. [ABW89]



Fordson E27N, 1946. Petrol TVO, low speed box, new tyres, fitted with lights and a starter good condition, located nr Glastonbury. £3,800. Tel 07807 501207. Glastonbury. [ABW62]



Fordson Super Major, 1962, original tin work and all new tyres, new pistons and liners, go straight to work or show. £4,750 ono. Tel: 01428 683294. [ABP5]



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. [LAW23R]



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, located near Hailsham, East Sussex, any details/information enquiries, contact me, Mick, call or text. Tel: 07857 554025. East Sussex. [LAW103R]

INTERNATIONAL



International Harvester 414, and toppler, we bought the tractor few years ago as a renovation project. Hydraulics repaired, engine cleaned up, and parts re-sprayed IH red. That is as far as we got with the project. Has been under cover waiting further work, particularly to bodywork. Three tyres need attention. Seat, dials, and steering wheel are original. Current detail photos available on request, photo above shows tractor before work began, buyer collects from EX39, Nr. Bideford, Devon. Tel: 01237 432116. [ABW41]



International Harvester 585, SSJ 68Y, complete with Quicke 2560 loader, renovation project, tractor is complete, good runner no VAT. £4,400 ono. Tel: 07767 225820. Edinburgh. [ABW64]



International 1056XL, B registered, 4WD, straight from work. £7,250 + VAT. Tel: 07971 627574. Nottinghamshire. [ABW61]



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. [LAW9R]



International BTD6, in immaculate condition, please call for more details. £POA. Tel: 07711 682967. Westwood, Nottingham. [ABP1]



International Hydro 84, starts and drives brilliant, lovely tractor, very original, 3,700 hours. £4,750. Tel: 07841 341101. Wetherby. [LAW20R]

ISEKI



Iseki TU180, 4WD compact tractor and 1.4m rotavator, 841 Hours, 18hp 3-cylinder diesel, £4,995 + VAT. Tel: 07779 986072. Gloucester. [LAW72R]

JCB



JCB digger, 4WD, 5,750 hours, barn stored. Tel: 01747 828272. Dorset. [ABW69]



JCB 320S, 2021, 1,400 hours, 40k, SRS pick up hitch ready, choice of headstock. Tel: 07976 702858. Powys. [LAW86R]



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. [LAW93R]

JCB Fastrac 185-65, 1997, low hours for year, good condition, used for hobby only in the last ten years, please call for price and more details. Tel: 07798 685495. Surrey. [AB]

JOHN DEERE



John Deere 6125M, 63 reg, 40k, 3,900 hours, air conditioning, power quad, very nice condition. Tel: 07976 702858. Powys. [ABW65]



John Deere 830, electric start, power steering, starts and runs well. Tel: 07855 399487. [ABW95]



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. [LAW89R]



John Deere 3130, very original, used regularly, good tyres, recent new batteries and starter. £7,500 ono. Tel: 07592 614051. [LAW90R]



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. Northants. [LAW91R]



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. [LAW16R]



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. [LAW36R]



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. [LAW65R]

LEYLAND / MARSHALL



Leyland 270, 1975, 5,865 recorded hours, front and rear tyres 90% tread, power steering, PUH, log book, been on same farm for the last 18 years, very tidy and genuine. £5,450. Tel: 07774 426694. Lancashire. [ABW106]



Leyland 272, 10-speed, 1978, 4,338 hours, V5C is present, tractor running, many new parts fitted, new tyres and tubes fitted all round. Call for further information. £7,150 no VAT. Tel: 07498 961348. Bridgnorth. [ABW16]



Marshall 804, 1983, very-good condition, starts first time and runs well, £11,000 no VAT. Tel: 07932 317710. Shropshire. [LAP1R]

MANITOU



Manitou MLT 626 turbo, joystick control, four-wheel steer. Tel: 07976 702858. Powys. [LAW87R]

MASSEY FERGUSON



Massey Ferguson 135 Vineyard, 1970, 7,050hrs, narrow wheelbase, new tyres, in good mechanical condition. Offers over £7,500. Tel: 01875 340289. East Lothian. [ABW27]



Massey Tractor 35, 1962, fully restored, excellent condition, all new tyres, new steering, body work re-spray, swinging drawbar, V5. Tel: 01902 850861. Staffs. [ABW200]



Massey Ferguson 575, complete with 1004 Massey Ferguson loader, 8-speed, no Multi Power, rust free cab, 6889 HR T-reg with V5, needs new back tyres and wheel refurb, for full details ring Gary. Tel: 01594 822899 or 07803 075124. [ABW60]



Massey Ferguson 35X, 43 hours since full rebuild by Massey agents, widows name on V5. £6,750 ono. Tel: 01428 683294. Surrey. [ABP4]



Massey Ferguson 135, 1972 with V5 Duncan safety cab, good tyres, ready to go, swing draw bar. £9,750 ono. Tel: 07730 260406. Wisbech. [LAW61R]



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 Yorks. [LAW2R]



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. [LAP9R]



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. [LAP8R]



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. [LAW58R]



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. [LAW27R]



Massey Ferguson 148, fully restored, 2pk paint high quality finish, 4 new tyres on original rims 32 on rears and 19 on front tractor is immaculate tractor is in showroom condition. Tel: 00 353 864 000775. Donegal, Ireland. [AB]



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. [LAW59R]



Massey Ferguson, 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. [LAW74/75R]

MASSEY HARRIS



Massey Harris 102 Senior, starts and runs well, all new electrics, new filters, and oils. £4,800. Tel: 07969 736230. [LAW3R]

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. Gower. [LA]

NEW HOLLAND



New Holland T6020, 2008, 7,000 hours, front loader Quicke Q45 loader, good engine and gear box, serviced recently. Tel: 07789 531254. [ABW59]

NUFFIELD



Nuffield 4/60, very original, ex-farm, call for more items etc. Tel: 01747 828272. Dorset. [ABW73]

UNIVERSAL



Universal 530 DTC, 4WD tractor, 50hp, UK registered, one owner from new, quiet cab, power steering, pickup hitch, drawbar and hook, assistor ram, front weight box, shuttle drive gearbox. £6,500 no VAT. Tel: 01548 521278. Totnes. [ABW3]

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-cyl 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



Belarus MTZ50, 1978, good condition, everything works as it should. £3,000 ono. Tel: 07563 777963. Aberdeenshire. [ABW17]



Track Marshall 105, 1982, less than 300 hours, stored under cover, good runner, and good tracks. Tel: 07970 517172. Isle of Wight. [ABW5]



Ursus C-385, 1979, show 3,030 hrs, 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. [LAW33R]



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. [LAW54R]

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. [LJW72]



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, Devon. [EFW62]

Massey Ferguson 2680 or 2720, must be mechanically sound, with excellent bodywork and cab, either restored or original considered, call in the first instance. Tel: 01952 550968. Shropshire. [AB]



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]

Deutz DX 4.5, wanted, please call if you can help. Tel: 07557 470006. Worcester. [KL]

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. [HI]

Fordson Super Major Performance, preferably in good, restored condition, and complete with current registration document. Tel: 07836 284420. [HI]

JCB Fastrac, 3185, 3220, 3230, wanted, any condition spare or repair, gearbox or engine fault, private buyer, cash waiting. Tel: 07921 188931. Penrith. [HI]

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]

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, registration number 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. Prev had a distinctive window sticker on top of the windscreen 'Wake up with a Young Farmer'. Sold to Enyr Evans dealership in Denbigh, Wales and then believed 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 number DSR 757V, do you own it or know of its whereabouts? My family acquired it new in May 1980. It had a Duncan Supercab, Dual Power, flexible ends, and a pick-up hitch. It is currently taxed and the last logbook was issued on 8 March 2016. I would be interested in finding it. Tel: 07540 635435. [AB]

MOTOR BIKES WANTED



Motorcycles pre-1990's wanted, do you want to clear out space, if you have any pre 1990 motorcycles free or cheap for my hobby, I would like rusty, blown, crashed, tatty, scrap, etc. I live in East Somerset area will collect reasonable distances. Tel: 07474 128407. sprudence1900@googlemail.com [LAW24R]

OTHER VEHICLES FOR SALE

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]



Fahr M900 combine, 10 foot cut, 1975, excellent condition for its age would go straight to work, has been maintained regardless of cost and barn stored, 2,200 hours. Sensible offers plus VAT. Tel: 07506 128845. Mid Wales. [ABW97]



Smith Rodley no.21 drag line crane, 1950, Gardner engine, good runner but needs TLC, also International BTD 8 crawler and bray 540 loader. Tel: 07900 642639. Addlestone. [ABW9]



Rapier H5 telescopic crane, 1968, 2WD, telescopic boom, 360-degree slew, steel cable hoist, all working 4t lift, been stood for a few years, engine runs, hydraulics work, steering is quite hard, spares or repairs. £3,750 + VAT. Tel: 07754 361613. Cheshire. [ABW10]



Land Rover Defender 90, 2010, 121,000 miles, one owner from new, alloy wheels, MOT Dec 2022, full-service history. Tel: 07528 446365. Aberystwyth. [ABW35]



Saab 9-3 convertible, 2.0l, 2-door, 1998, manual, blue, one previous owner, 11/04/1998 first registration, MOT March 2023, petrol, 79,000 miles. £2,750. Tel: 07437 100547. West Wickham, Kent. [ABW23]



Peugeot 205 Rolland Garros, 1991, soft top, been barn stored 8 years, starts/runs. £2,000. Tel: 07870 559146. Worcestershire. [ABW104]

OTHER VEHICLES WANTED



Willys Jeep, built in 1952, airfield jeep, exceptional condition for age, UK registered, would consider a project tractor, car or jeep or motorbike in part exchange. £14,500. Tel: 01548 521278. Totnes. [ABW2]



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]



JCB 520-50 Farm Special loadall, 4x4x4, please email pictures and details info@jamesmurrell.co.uk or call James on 07770 692891. [JKW7]



Old classic cars and tractors wanted, in all conditions, 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. [JW29]



Jeep in any condition. I will pay good prices, interested in all conditions. Tel: 01548 521278. Totnes, Devon. [LJW21]

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]

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]

Old cars, motorbikes, even aeroplanes wanted, pre 1970s, any condition at all. Tel: 07785 391874. skyhighdesigner@yahoo.co.uk [BC]

BALERS AND BALER SPARES



Kverneland Volac 7500 round bale mounted wrapper, 500mm, in working order. Tel: 07565 755986. Powys. [ABW37]



John Deere balers, X2, one with all new pick-up tines, and other new parts fitted, good condition. £1,400, another for spares or repair. £200, both JD 224 T models. Tel: 01307 467131. [LAP6R]



Massey 20 conventional baler, good working order, used commercially with threshing machine for chatching 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. [LAW70R]



Jones Tiger baler, restoration project, £750. Tel: 07860 317315. Preston. [LAW53R]

Jones Minor Mark II pickup baler, in original condition, call for more information. £600. Tel: 02894 463292. Antrim. [AB]

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. [LAW37R]



Versatiller 30B cultivator, starts and runs, also Suffolk Punch petrol mower, cash on collection only. Tel: 07946 168001. Leighton Buzzard. [LAW92R]

Massey Ferguson 9 tine cultivator, in good condition, please call for more details. Tel: 07793 353046. Lincs. [AB]

BUCKETS, LOADERS AND ATTACHMENTS



Chilton MX 40-85 loader, PCH hydraulic self-levelling, Mach System, joystick control with electric third service, C/W brackets to fit a JD 2850, loader is in exceptional condition for age, only downside is a slightly rusted tilt ram rod and consequently a weeping seal. Tel: 07779 012077. Exeter. [ABW33]



Bomford grader, now surplus to requirements, near Exeter, call evenings only. £350 + VAT. Tel: 01647 252730. Near Exeter. [ABW13]



Tractor front end loader, not sure what tractor used for, 104 long x 46 wide, holes about 1.5, can get more photos, collection only from Bolney. Tel: 01444 882599. Bolney. [LAW81R]

David Brown power loader, for 885. Tel: 00353 86 2521214. Co Cork. [LA]

BUCKETS AND LOADERS WANTED



Mill loader to fit Dexta, or Super Dexta, must be same as in the photo, with good rams i.e no pitting, and in good overall condition, bucket and fork not needed. Tel: 01892 750326. East Sussex. [DEW101]

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]

MOWERS, FLAILS, TOPPERS, CUTTERS & ROTAVATORS



Dennis lawn mower, 1936, 24" (incl spare engine) running a year ago, part restored, everything is there to finish, ideal winter project, just requires one piece of tin, worth around £1,500 when completed, collection only or delivery at cost. Tel: 07901 750821. Salisbury. [ABW20]



Massey Ferguson 70 mower, tidy for age, can send more photos, via WhatsApp. £550 ono. Tel: 07929 864117. East Yorkshire. [ABW31]



Lely Optimo 240C, good working order gearbox re-conditioned. Tel: 07885 413068. Shrewsbury, Harmer Hill. [ABW81]

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]



Bamford four drum Wizler, 1960, in very good condition. £500. Tel: 07765 524708. South Lakes, Cumbria. [LAW84R]



LSM 9 foot topper, in tidy order. £880. Tel: 07831 541937. Herefordshire. [LAW102R]

Honda F800 rotavator, petrol, with plough and other implements, not used for a while, barn stored, did run but needs some TLC. Offers please, call for more info and pictures. Tel: 07713 037250. Northants. [AB]

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]

PLOUGHS



Ferguson 2-furrow plough, no skims, discs working, good mouldboards, also have wheel for it, any questions or more pics get in touch. £300 ono. Tel: 07849 869109. Knottingley. [ABW24]



Massey Ferguson 41 Series 2-furrow plough, supplied by Ben Turner of Ripley, still some of the decals attached, average condition for its age, ready to work £350. Tel: 01403 822412. West Sussex. [ABW68]



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. [LAW104R]



Gregoire Besson RB47, very good condition, very good metal. £5,750. Tel: 07774 112211. Glos. [LAW105R]



Kverneland LD85, manual vari width, 4 plus 1 furrow. £3,950. Tel: 07774 112211. Gloucestershire. [LAW106R]



2-, 3- and 4-furrow Ferguson ploughs, (bits missing) for £350. Tel: 07775 953966. Wilts. [LAPR2]



Fisher Humphries 2-furrow plough, good metal, and all complete, discs and skims, suit Dexta or MF 35. £390T. Tel: 07870 559146. Worcestershire. [LAW68R]

SPRAYERS



Sprayer, never been used, new, 200l tank 6m boom. £1,200. Tel: 07715 716927. Kent. [ABW6]



McConnel A280 Agri-buggy, 24m, 2018, variable geometry, 4WS, 2,500 hours, GPS 15-Section shut-off, fert spreader demount kit available, 5-way nozzle bodies on s/steel lines, 3 sets of wheels, Michelin 540/65 R24 LGP, intermediates, 11.2 x R42 row crops. Tel: 07709 544910. East Yorkshire. [ABW66]

TRAILERS

Flatbed trailer, 14.6 LGW HD skids, twin axle tyres, 90%, spare wheel, HD winch, EB 12000 LED lights, two re mutes, steel deck. £2,200 no VAT. Tel: 01945 773183. Cambs. [AB]



Three tipping trailers, from horse farm, working order but need TLC, call evenings only. £400 each, no VAT. Tel: 01647 252730. Near Exeter. [ABW38]



Pettit 3t trailer, in working order, made by FW Pettit Ltd of Moulton, Lincs. £450. Tel: 01767 683197. Bedfordshire. [ABP2]



Bailey 14t root, flotations. £7,000. Tel: 07770 692891. Norwich. [ABW83]



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. Nr Wigan. [LAW14R]



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 344223. Nottinghamshire. [LAW100R]



Dragon 10t tipping trailer, twin axle, c/w grain chute. £2,450 + VAT ono. Tel: 07976 794383. Shrops. [LAW85R]



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. [LAP7R]



Ifor Williams DP120G-10 livestock trailer, length, ten-foot, gross weight, 3,500kg, standard ramp, twin axle, deep chassis, large cross-division gate, removable container, lockable drawbar coupling, tyres: 195/60R12C, spare wheel (brand new). £3,500 + VAT. Tel: 07855 356468. Carmarthenshire. [ABW78]

TRAILERS WANTED

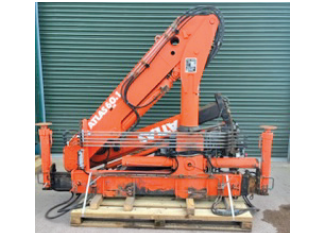


Farmer and contractor requires 12-20t Agri dump trailers. Email: details to farm@murrell1.plus.com. Tel: 07770 692891. Norwich. [LAW7]

IMPLEMENTS FOR SALE



PTO road brush, 6ft, sweeps left and right little use ready to use good condition. £1,375 no VAT. Collection. Tel: 07773 480324. Cumbria. [ABW39]



Atlas 60.1 A1 crane, nice condition, 1999. Tel: 07885 413068. Shrewsbury, Harmer Hill. [ABW72]



Planet drill with implement frame, two sets of hoes cultivator ridges and plough. £200. Tel: 07776 291228. North Walsham. [ABW94]

Thicknesser, 12 x 9 depth, 50" 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]



Three point linkage scraper blade, used to level off tracks etc. Tel: 01444 882599. Bolney. [LAW40R]



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. [LAW71R]



Riberti forage box, ex-hay drying plant, in good condition, little use. £10,600. Tel: 07974 312002. Shropshire. [LAW73R]



Simba Double Press 3.8m, end tow, hydraulic, good rings and bearings. £1,500. Tel: 07774 112211. Gloucestershire. [LAW107R]



Cambridge roll and two pups (weights in photo not included), total width 15'6". £200 ono. Tel: 07762 267093. Cambridgeshire. [LAW45R]



McConnel PA2060 hedge cutter, electric controls axle mount, good working condition. £3,500 ono. Tel: 07762 267093. Cambs. [LAW46R]

Monarch corn drill horse, call for more info. Tel: 00 353 86 2521214. Co Cork. [LA]

Taskers till train, 3m wide disc tines disc, £2,850, 1983 -84, David Brown 1490, 2WD, £2,825, needs TLC, MF digger buckets, to fit 203,220 and 50, 50B, 50D. £POA. Tel: 07876 770545. Northamptonshire. [AB]



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. [LAW51R]



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 Yorkshire. [LAW52R]



Vintage single-row seed drill, in good condition. Ideal for display purposes. £40. Tel: 07761 259079. Leicester. [LAW30R]



Three speed pillar drill, morse taper / chuck fitting, c/w safety cage. Tel: 07761 259079. Leicester. [LAW32R]

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]

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]

Narrow grass pickup reel, for a New Holland 1900 self-propelled forage harvester, chain driven, please call if you can help. Tel: 07940 718133. Yorkshire. [AB]

Bamford roller mill, model OC3, must be in very good working order. Tel: 07852 998108. Essex. [AB]

Ferguson 30-gallon sprayer, in reasonable condition, have cash waiting. Tel: 07535 361194. [LA]

Wheat reed comber, call if you 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 splitter, 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]

WHEELS AND TYRES



Wheel 195 R 14, excellent tread, as new, Lancashire area. Tel: 07773 467079. Lancashire. [ABW12]



BF Goodrich tyres, 4 x 4, extra traction, 750 - 16, 8 PLY, 8 mm tread, second hand. £48. Tel: 01962 777305. Winchester, Hampshire. [ABW92]



Tyres 460 x 70R24, worn down, but no splits on side walls £60. Tel: 07773 467079. Lancashire. [ABW49]



International 85 Series back wheel, rim and tyre complete, 16.9 x 34 60% tread, square centre rim, can put on pallet for collection. £250. Tel: 07870 559146. Worcestershire. [ABW97]



Galway 22.5LL-16.1 rears and 12.1x16 front turf wheels and tyres, off New Holland T4030 tractor. £350. Tel: 07766 216100. Norfolk. [ABW87]



Opico row crop wheels, Michelin tyres 8.6 x 44 Leyland / international centres. £200. Tel: 07868 440423. Shropshire. [ABW34]



BKT Agri Max 520/85R38, x2, 25% tread, 420/85R28, 10% tread. £350. Tel: 01603 712222. Norfolk. [ABW85]

Stock dual wheels, 12.4 x 11 28, in good condition, sounds rims. Tel: 07976 710251. North Yorks. [AB]

Rear wheels, x 2, in reasonable condition, suitable for International 574, tyre size 13.6 R 36, with tyres would be good. Tel: 07785 556573. Driffield, East Yorkshire. [AB]

WHEELS AND TYRES WANTED



Massey Ferguson 11 x 28 PAVT wheel, any condition considered. Tel: 07870 746466. Shropshire. [ABW36]

Two 11.2 x 24 rear tractor tyres, in good order and usable tread wanted for a Leyland 154. Tel: 01530 416003. Leicestershire. [HI]

Grass tyres/wheels to fit David Brown 990, current tyres size is 12.4 32. Tel: 07799 348222. Cambs. [HI]



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]



Massey Ferguson 175/178 front rim, 4.5 x 19 reasonable condition, please call. Tel: 01257 480305. Lancashire. [IJW70]



Wheel rim to match (A) 14 x 30 Whitlock, Wheel B 14 x 30 JCB 4D, loading shovel wheel Goodyear tyre. Inflated but not the best. £Offers. Tel: 07961 451348. [IJW72]

Barum tractor tyres wanted, 11.2 x 24 / 12.4 x 24 / 12.4 x 28 / 16.9 x 28 / 16.9 x 34, must be in good condition ideally 50% or better. Tel: 07710 161670. North Yorkshire. [BC]

Rear tyres, pair wanted, 12.4/11 x 28 or 13.6 x 28 some wear ok but no cracks, need Fergie TEA/D rear top cover and lift cylinder, cash/collect pref. Tel: 07821 826210. Northeast. [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 three 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. [LAW29R]

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. [LAW62R]



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. [LAW94R]

ENGINES AND GENERATORS

Ferguson TED20 engine block, to fit tractor with six-volt starter, no cracks. In good condition, complete with main bearing end caps, collection only. Tel: 07909 090911. Truro, Cornwall. [AB]

Lister TS3 diesel engine, 2003, fitted with electric start also comes with starting handle, in good overall condition with older restoration, buyer to collect no time wasters please. £850. Tel: 01843 597572 or 07971622426. Ramsgate. [AB]

IH 523 engine and gear box, as parts or for rebuild, call for more info. Tel: 07831 152137. West Wales. [AB]

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



Ford silencer fits most 4-cyl and some 6-cyl models, brand new Sparex part still in box. £45, can post at cost. Tel: 07771 793199. Devon. [ABW8]



Massey Ferguson combine drive belts, two pairs used but still serviceable, think they are off a MF 525 combine. £50 each, buyer to collect. Tel: 07766 074585. Matlock, Derbyshire. [ABW22]



Massey Ferguson 100 Series weights, X7. £170. Tel: 07725 971539. Boston. [ABW56]



International 430/440 baler needles, good condition. £60. Tel: 07870 559146. Worcestershire. [ABW105]



Ford front weights, x 7. £300. Tel: 07725 971539. Boston. [ABW57]



Tractor rear wheel-weights, suitable for tractors with '34-inch' rear wheels, strong wheel-weights no Cracks. £200. Tel: 07855 356468. Carmarthenshire. [ABW80]



Fendt 1800kg big pack weight, very good condition. £2,800. Tel: 07770 692891. Norfolk. [ABW84]



International/Case 85 Series, XL double spool valve, 3 bolt type, all complete linkage, pipes, bolts, lever, ready to fit, can post at cost. £250. Tel: 07870 559146. Worcs. [ABW100]



Fordson Dexta live drive gear box, complete, can put on pallet for collection. £150. Tel: 07870 559146. Worcestershire. [ABW101]



Browns buzzard bale loader, 3 bank spool block, Konkac valves. £80. Tel: 07870 559146. Worcs. [ABW102]



International B46 baler needles, c/w bolts, good condition, genuine IH part. £60. Tel: 07870 559146. Worcestershire. [ABW103]



John Deere (A.R.M.) 40 Series tractor pick-up hitch assembly, cradle, reversible drawbar/hook and control handle included, removed from a John Deere 2140 tractor (N.B. may fit other John Deere tractor ranges/models too) £280. Tel: 07855 356468. Carmarthenshire. [ABW79]



Various parts, taken out of my old 80mm six-volt petrol engine block when I refurbished it, four good liners complete with pistons. A set of unused liner gaskets. One set of piston rings-I had to buy another set as I broke one on installation. (this is for one piston only, not for the four pistons) set of pushrods, spacer plate used to convert petrol to TVO, set of head studs used but still ok, new crankshaft seal, new gearbox shaft seal, piece of gasket for front main bearing seal A water pump housing, two tins of unopened TE 20 grey paint, very heavy lot, would prefer collection from Langport or buyer to arrange courier if preferred at their own cost, call Tony to make me a sensible offer. Tel: 07955 578855. Langport. [ABW40]



FoMoCo front wheel weights, x2 genuine fits 7.50 x 16 plus 6.00 x 16 wheels plus fixings good condition. £220 no VAT collection only. Tel: 07773 480324. Cumbria. [ABW45]



McCormick MTX 150 wafer weights, 16x 50kg wafers never used. 800kg in total. Shop soiled condition, £700. Tel: 07770 692891. Norfolk. [ABW86]



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. [LAW82R]



Keeping it Original,
Keeping it Massey Ferguson
www.masseyferguson.com





Two Lake and Elliot 10t jacks with handles. £25. Tel: 07711 906304. Staffordshire. [LAW80R]



200 injectors, mostly Ford, Massey, Gardner, etc. some reconditioned, call for more info. £300. Tel: 01289 305457. Berwick upon Tweed. [LAP4R]



Quick 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. [LAW67R]



Ford TW/30 Series, front mudguard brackets c/w base plates with original studs. £900 + VAT. Tel: 07764 151082. North Yorkshire. [LAW21R]



Massey Ferguson 188 outer front wheel weights, in good condition. £300. Tel: 07973 406825. Oxfordshire. [LAW79R]



Nuffield mudguards, to fit universal or 460 tractors £175 ono. Tel: 07885 396927. Leicestershire. [LAW4R]

Ferguson trailer discs, in good condition, £320. Tel: 01768 896631. Cumbria. [LA]

John Deere 3350 or 3050 may fit others, front fender right hand side, fender with frame not 100% but serviceable, with brackets. £70 no VAT. Tel: 07398 920827. Gloucester. [AB]



Massey Ferguson tractor category two link arm, £15. Tel: 07934 747707. Perth, Scotland. [LAW18R]



Chin weights x6, believed to be David Brown. £120. Tel: 07762 267093. Cambridgeshire. [LAW44R]



Ford TW outer wheel weights, 39kg each x4. £200. Tel: 07764 151082. North Yorkshire. [LAW22R]



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. [LAW95R]



John Deere front idler weights, 45kg each x8. £480 + VAT. Tel: 07764 151082. Northallerton, North Yorkshire. [LAW24R]



Ford TW20/25 drawbar, in good condition. £175. Tel: 07814 899053. Lincolnshire. [LAW11R]



Various Dowdeswell UCN wearing parts, phone for more details. Tel: 07764 151082. Northallerton, North Yorkshire. [LAW13R]

Fordson E27N parts, one pair new mudguards later style, £340, Radiator grill, £220 ono, TVO manifold exhaust pipe casting (4 bolt holes) £120, can post. Tel: 07808 855076. Walsall. [AB]

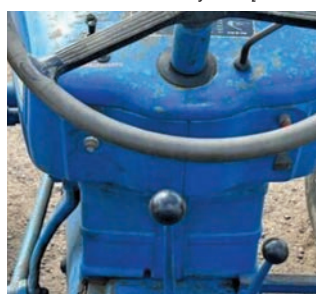
Ferguson trailer discs, in good condition, £320. Tel: 01768 896631. Cumbria. [LA]

John Deere 3350 or 3050, may fit others, front fender right hand side, fender with frame not 100% but serviceable, with brackets. £70 no VAT. Tel: 07398 920827. Glos. [AB]

PARTS WANTED



Allis Chalmers Gleaner combine sieves, wanted Sieves to fit Model C or Super C Gleaner combine. Tel: 01295 711380. Banbury. [HIW106]



Original Ford 5000 tractor lower dash panel, for around steering column, also original rear window. Tel: 07469 565970. Cambridge. [HIW103]



Massey Ferguson 698T turbo unit, please call if you can help. Tel: 00 353 87 6328657. Co Clare, Ireland. [EFW4]



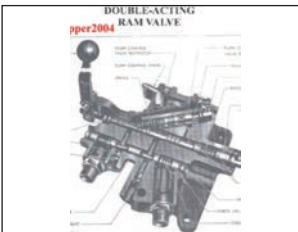
Rear wheel weights, to suit Zetor Crystal, also front belly weights required. Tel: 07576 501589. London. [FGW35]



Front axle parts, for a Roadless Dexta and Roadless Major. Tel: 07903 998636. Halesworth. [FGW13]



Simms EG31/2 24-volt voltage regulator, dead or alive, call Mick. Tel: 07850 303731. [EFW43]



DAR valve, for a Fordson Dexta or Super Major. Tel: 07795 192645. Epping Green, Essex. [EFW11]



Brake drum for Bautz 300 tractor, this brake drum is also a drive. Email: p.gibbons126@gmail.com. [LAW122]



Parts diagram, images, etc for a 1967 Massey Ferguson 702 industrial (my new toy), as pictured to help me with maintenance order of parts, etc, photocopies will do. Tel: 07474 128407. sprudence1900@googlemail.com [LAW23R]



Engine for Holder A60 tractor. Tel: 07768 288440. Stratford-upon-Avon. [GHW33]

Loader brackets to fit Zetor 8111 or 8011. Tel: 07900 024116. Shropshire. [AB]

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]

Ford 7600 engine must be running, even complete tractor considered. Tel: 07969 584553. Oxford. [IJ]

Harrow must be framed, 6 or 8 feet, please call if you can help. Tel: 01798 875326. Pulborough. [IJ]

Dry type air cleaner, for 1970's Drott B100 Shelbourne Reynolds stripper header old type finger bar knife hedge cutter suitable for small tractor. Tel: 07836 266097. Coventry. [LJ]

Busatis 1102 outer shoe and metal swath board. Tel: 07976 511732. Cumbria. [LJ]

Case 885, L cab, any condition considered, would consider complete tractor if the price were right. Tel: 07875 482038. Powys. [HJ]

John Deere flag, large, wanted, please call. Tel: 01981 251901. Herefordshire. [HJ]

PTO cover, wanted, PTO guard to fit 1976 Leyland 272 please call. Tel: 07804 293709. Lincolnshire. [HJ]

New Holland 60 Series front PTO gearbox, or similar that will fit, call Tim. Tel: 07860 581815. Wern. [HJ]

Fordson Major radiator, as new. £180. Tel: 01442 832744. Hemel, Hempstead. [HJ]

Sekura cab, parts required, as fitted to David Brown 1216 etc. Switches in the roof for wipers, washers, and ploughing light, plastic grille for air filter, brackets on doors for mirrors, ploughing light or completed cab, doors for Sekura AP cab, rear hinged. Tel: 07837 062708. Notts. [HJ]

Cowling for Fordson Dexta, radiator STD, call if you can help. Tel: 07870 347184. Gifford. [FG]

Diesel injection tester, bench type, must be complete and in working order. Tel: 07714 440111. North Wales. [FG]

Merry Tiller bits, large rubber wheels and tyres, large iron wheels, axles, if you have these please call. Tel: 07525 204114. Nr Wallsey. [FG]

Fordson Major three-point linkage, please call for more info. Tel: 01462 813543. Bedford. [FG]

Massey Ferguson 500 Series parts, RH door to fit 575, must be straight or salvageable, glass not an issue, cab spool block and ancillaries or additional spool fittings. Email: jonnyrhunt@gmail.com. Tel: 07717 176706. Norfolk. [FG]

Con rod, for Mitsubishi K3B engine out of Nissan Anax mini digger or scrap engine, also after a Robin DY41 or DY42, diesel engine. Tel: 07779 045833. Staffordshire. [FG]

Massey Ferguson no 41 (haurd) plough parts, 1x disc assembly and arm, 1x skim assembly and arm, 2x mouldboard extensions, 1 x plough stand. Tel: 07725 658973. Littlehampton. [FG]

MISCELLANEOUS



Replica Vintage living van/shepherd's hut coal stove, £POA, c/w separate oven, draught control, ash box, and free-standing legs, complete ready to fit except chimney. Tel 07801 199001. Oxon. [ABW88]



Galvanised corner troughs, ideal garden features or use as animals water troughs price per trough Lancashire area. £50 each. Tel: 07773 467079. Lancashire. [ABW47]



Fuel transfer tank / pump, sucks fuel from tank and stores it, after repair pumps fuel back into the tank. £40. Tel: 01962 777305. Hants. [ABW93]



Vintage oil and grease containers, some with contents, Castrol MP and FBS brake fluid full and sealed, all individually priced. Tel: 07721 530520. Dorset. [ABW19]



Private number plate, plate is on retention. V10 KEV. £2,500 ono. Tel: 07939 309325. Norfolk. [ABW14]



Hayracks, matching pair ideal planters old original. £50. Tel: 07741 206449. Lancashire. [ABW50]



Gates, nine foot six inches, please call for more details. £150. Tel: 01630 638309. Market Drayton. [ABP3]



Sawdust big bags, available ideal for animal bedding. Lancashire area. Tel: 07773 467079. Lancashire. [ABW46]



Solid hardwood door, 33 x 77-inch other sizes available ring for more sizes that I've got. £35. Tel: 07741 206449. Lancashire. [ABW48]



Vintage tiles, beautiful design. £25. Tel: 07741 206449. Lancs. [ABW51]



Number plates, T1 PRH, V1 PRH, W1 PRH, all on retention, would rather sell as a set £7,500 ono. Tel: 07704 644252. Milton Keynes. [LAW78R]



Three bladed windmill, can generate direct power or compressed air via PTO shaft running down mast, has run on test stand, Interesting and profitable project to complete, blades 8ft long adjustable angles, one extra mast section. £360 ono. Tel: 01789 740688 or 07949 328057. Warwick. [LAW43R]



Weight Master crane weigher, £100, Howe Richardson automatic mag weigher H17, £100, 2 x Salter hanging scales, £25. Tel: 07850 848372. Nr Malmesbury. [LAW83R]



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. [LAW50R]



Facade adjustable heavy duty hydraulic ram C-spanner used once; retail £260, £100 + carriage. Tel: 07853 653986. New Milton, Hampshire. [LAW5R]



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. [LAW26R]



Hydraulic run, rear mounted forklift for a tractor. Tel: 01963 240859. Somerton. [LAW17R]



Hartridge nozzle test master, in working order, workshop manual, test oil and glitter. £600. Tel: 01289 305457. Berwick upon Tweed. [LAP2R]



JCB storage box, to TM 310/320S. Tel: 07976 702858. Powys. [LAW96R]

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



Dinky toys, all in good order. £80 for them all. Tel: 01889 563362. Derbyshire. [ABW15]



Two 1947/55 Dinky Series One Foden's, a tailboard and a chain lorry which is rare both previously owned, little play wear. £85 each ono. Tel: 07903 904199. [ABW43]



David Brown 1690 turbo brochure, six pages. £17. Tel: 07962 891469. West Yorkshire. [ABW30]



Massey Ferguson 1985 pocket catalogue, 74 pages. £17. Tel: 07962 891469. West Yorkshire. [ABW61]



Four 1950/60 Dinky tractors, all previously owned. £45 each ono will post out tracked post. Tel: 07903 904199. [ABW55]



Claas Jaguar 51 forager brochure, four pages. £10. Tel: 07962 891469. West Yorkshire. [ABW25]



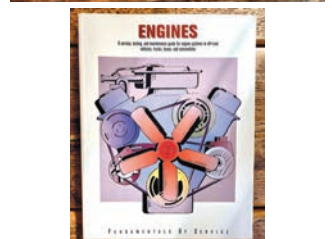
Case IH Maxxum plus 5100 Series brochure, sixteen pages. £15. Tel: 07962 891469 or 01423 733487. West Yorkshire. [ABW26]



Marshall 1994 price list, 31 pages, call for more items. £5. Tel: 01423 734487. West Yorkshire. [ABW67]



Fendt 'Dieselross' collector's beer glass, rare, as new, tall 500ml pint glass. £20. Tel: 079760 73999. West Kent. [LAW15R]



John Deere 'fundamentals of service', very rare, complete set of 18 manuals, A4, paperback, 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. [LAW200/201R]



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. £14 incl postage. Overseas orders might incur higher postage charges. [LAW42R]



Massey Ferguson 780 combine large dealer poster, call for more items. £110. Tel: 01994 232893. Carmarthen. [LAP10R]



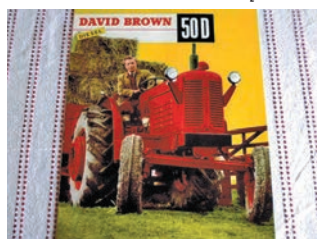
Massey Ferguson 65 brochure, very good condition. £45. Tel: 01994 232893. Carmarthen. [LAP11R]



Ferguson collector's cards, X 12, call for more items etc. £40. Tel: 01994 232893. Carmarthen. [LAP12R]



Wilmott and Breen calormeter, £120. Tel: 01994 232893. Carmarthen. [LAP13R]



David Brown 50D brochure, mint condition, call for more items. Tel: 01994 232893. Carmarthen. [LAP14R]



Claas Dominator 68S brochure, twenty pages. £12. Tel: 01423 733487. West Yorkshire. [LAW47R]



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. [LAW56R]



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. [LAW28R]



Massey Ferguson Activa and Beta combine brochures, good condition, A4 size £10 plus postage can split. Tel: 07583 673321. Hereford. [LAW7R]



John Deere collectible slate coaster, as new condition. £10. Tel: 07976 073999. West Kent. [LAW55R]



David Brown 1190 brochure, six pages. £13. Tel: 01423 733487 or 07962 981469. West Yorks. [LAW59R]



Claas Jaguar 71, 75, 75E brochure, twelve pages. £10. Tel: 07962891469. West Yorkshire. [LAW41R]

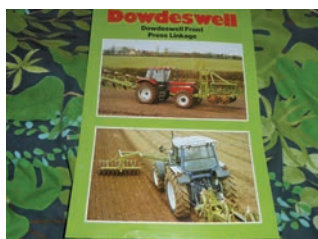


John Deere combines brochures, T S and W series very good condition, A4 size £20 plus postage can split. Tel: 07583 673321. Hereford. [LAW8R]



History of combines, hardback book A4, size lot of photos quality paper 212 pages £23 including postage. Tel: 07583 673321. Hereford. [LAW10R]

Fergie model 19 x 9, one off by Keith Sherwin bought as present time to move £500 boxed. Tel: 01538 266087. North Staffordshire. [AB]



Dowdeswell front press linkage leaflet, £6. Tel: 07962 891469. West Yorkshire. [LAW76R]



Parmiter 1978/79 farm machinery booklet, 20 pages £10. Tel: 07962 891469. West Yorkshire. [LAW77R]



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]

MODELS, COLLECTABLES, LITERATURE, & DVDs WANTED



Britain's Farm / Autoway models, private collector would like to purchase a collection of Britain's models, 70s 80s 90s 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 Britain's Farm Models. Tel: 07724 453250. [JKW2]



Wanted, anything E H Roberts, Deans hanger, nameplates, cast iron seats, spanners, catalogues, etc, top money paid. Tel: 07958 381278. Buckingham. [HIW54]



Old wind pump or windmill like the picture shows, any condition considered decent price paid call. Tel: 01548 521278 Devon. [JW58]

Logbook, reg VSM 52 for Ferguson 3S wanted, if you have it, please ring. Tel: 01768 896631. Cumbria. [LA]
Workshop manual for John Deere 3050,3350,3650, Contact Ian. Tel: 07960 866025. Wolvey, Hinckley. [JK]

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]

EVENTS

Sedgemoor Vintage Sort Out, Sunday Dec 4th 2022 the R.O.F. club Woolavington, Bridgwater TA7 8AD. Tel: 07785 765826. Woolavington, Somerset. [KL]

SERVICES



Thornhill Tractors

Thornhill Tractors, a family-run business based in North Lincolnshire offering sales and restoration services for vintage and classic tractors, parts/implements and machinery, repairs, routine servicing and maintenance and partial or full mechanical and paintwork restorations www.thornhilltractors.co.uk. Tel: 01427 728874 or 07759 918265. North Lincolnshire. [ABW96]



Character holiday cottage sleeps two in historic Middleham, ideal base for exploring the Yorkshire dales, good selection of pubs and tearooms serving food close by, short breaks available all year. Owner maintained to a high standard. Tel: 01969 678055. Email: enquiries@oldcartmelcottage.co.uk and www.oldcartmelcottage.co.uk. Leyburn. [EFW43]

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Getting bogged down during one of the driest summers on record is some achievement. That's what the driver of this John Deere 6125R managed to do while beating back some willow on a peaty area of Simon Payne's farm in Hampshire.

1 After 30 years of service, the Palmer family's trusty (and internally rusty) Star 1300 slurry tanker finally caved in back in 2019. Even now, three years on, Jordan Palmer says he can still hear the bang it made when it imploded.

2 Warwickshire is renowned for its heavy clay and here's the proof. Richard Williams was using his Valtra Valmet 8550 to reclaim some land when it hit a spring and went in. Then it was time to fetch his 'three-sixty' and some chains.

3 Robert Milburn took this photo in the early 2000s, when he was a nip of a lad working on a large grass drying plant in the Lake District. This John Deere 3650, seen here taking a rest from mowing, was one of the main tractors at the time.

4 This IH 85 Series tractor went up in flames in Devon in early 2021, taking its trimmer with it. Let's hope the owner's insurance cover reflected the recent rise in value of older tractors like this one. Photo: Barnstaple Fire Station.



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