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Autumn 2022
Issue 21

COVER IMAGE
Ken Topham

EDITOR Jim Gerrard

editor@heritagetractormagazine.co.uk

MANAGING EDITOR Rory Day

ART DIRECTOR David 'Spike' McCormack

DESIGNERS Sarah Mortimer, Claire Trent

ADVERTISEMENT SALES

020 8639 4412

ADMINISTRATOR Martin Attis

020 8639 4409

PUBLISHING DIRECTOR Paul Cosgrove

020 8639 4401

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Sundial Magazines Ltd, Sundial House,
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TEL 020 8639 4400 **FAX** 020 8639 4411

EMAIL info@heritagetractormagazine.co.uk

WEB www.heritagetractormagazine.co.uk

SUBSCRIPTIONS

Heritage Tractor subscriptions

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Wethersfield, Essex, CM7 4AY

TEL +44(0)1371 853636

EMAIL heritagetractor@escosubs.co.uk

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Focus on veterans

VETERAN ERA TRACTORS had a prominent role at the Welland Steam & Country Rally back in July and of course were the feature attraction at the ever-popular Old Timer Tractor Rally, which took place in August. Giving these early pioneers of farm mechanisation increased coverage at such events is very important to demonstrate to the public how today's modern machinery was incepted. Additionally, starting up and running of these early machines is an enjoyable spectacle that always draws a good crowd.

Although I could not attend this year sadly, there was a brilliant selection of UK- and US-built veterans at the Old Timer Rally and the last-minute bonus of a working field no doubt was a pleasing addition to many at the event. Of course, if you now want a taste of the earlier machines, some very fine veteran tractors will be going under the hammer in October at Cheffins' Ely sale ground in Cambridgeshire, which were collected many years ago and restored by the late Edwin Bainbridge. Let's hope these rare tractors find some very good homes where they can be enjoyed by the owners and enthusiasts alike.

It was very humbling to be in the presence of a former member of the Women's Land Army while attending the New Forest & Hampshire County Show back in July. The WLA display in the Old Time Farming section was very impressive in itself and brought a nice element of living history to the section. However, the icing on the cake was the special appearance of Edna Penny who spent a lot of time reminiscing with the WLA re-enactors before travelling round the arena during the daily ring parade in a 1930s Morris pick-up truck. She was greeted to a large round of applause from the crowd, quite rightly! Read more about her story on the news pages.



Following our plea in the previous issue of *HT* in regard to more information about Aubrey Rees & Sons, it was pleasing to receive so much correspondence from readers with their own stories and additional information about the Cirencester dealership. There hasn't been space in this issue to publish all the letters, but rest assured they will be featured in our winter issue.

Jim Gerrard, Editor

editor@heritagetractormagazine.co.uk

MEET THE HERITAGE TRACTOR TEAM

Rory Day
Managing Editor

Man on a mission to collect every tractor sales brochure and old farming periodical.

Stuart Gibbard
Consultant

Leading historian, prolific author, literature specialist and authority on pre-1920 veteran tractors.

Darren Tebbitt
John Deere fan

John Deeres from the two-cylinder era are a speciality of this arable farmer from Cambridgeshire.

Peter Longfoot
Crawler specialist

Retired farmer who has owned and operated many of the crawlers he often writes about.

Harry Henderson
Veterans

International Titan owner who isn't afraid to get his hands dirty working on his many projects.

Malcolm Robinson
Advisor

One of Europe if not the world's leading collectors of all vintage Massey-Harris equipment.

HERITAGE TRACTOR

REGULAR FEATURES

- 3 Welcome** Focusing on veteran era tractors and Women's Land Army theme at New Forest Show
- 6 Heritage News** The latest happenings from the world of vintage tractors and machinery
- 12 Readers' Letters** Write in with your farming memories and opinions on the vintage scene
- 14 Threshing in Cumbria** A harvest scene at Tarnbank Farm in the summer of 1952
- 102 Next Time** A preview of the features that we have got planned for our Winter 2022 issue
- 104 Subscribe & Save** Get your copy of Heritage Tractor delivered direct and also save money
- 114 Resting Place** Your pictures of vintage gear quietly resting in farmyards and hedgerows

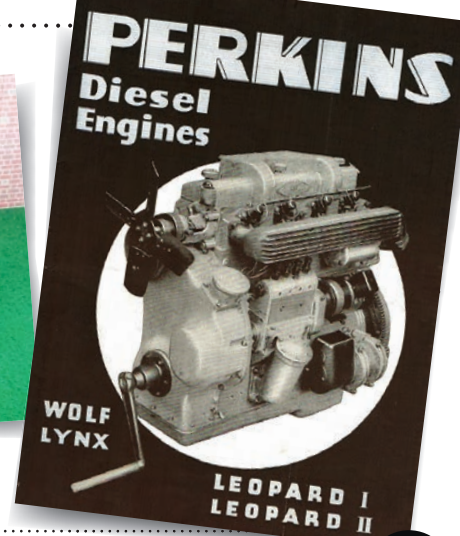
HERITAGE

- 16**  **David Brown 880** Profile of the mid-1960s 46hp Selectamatic tractor
- 24 Life with the E1A** Personal story of Stuart Gibbard's involvement with Fordson Major E1A
- 30 Transition to diesel** How the different manufacturers made the move to diesel power
- 36 F. Randell & Son Ltd** Looking at the post-WWII history of the Norfolk firm
- 42 Smyths of Peasenhall** In-depth history of the Suffolk-based seed drill manufacturer
- 48 MF field tester** Tales of a former Massey Ferguson field test driver in the 1960s
- 52 In the Papers** News from the 30 October 1946 issue of Farmer & Stock-Breeder
- 54 Photo Album** Readers of Heritage Tractor share their pictures of machines of the past
- 56 Steam Spot** Steam harrowing with Fowler ploughing engine 'Darby' in Hertfordshire





92



PRESERVATION

- 58 DBTC Museum** Looking around the club's recently relocated museum at Meltham Mills
- 64 Welland Steam & Country Rally** Pre-1930s tractor theme at popular Worcestershire event
- 70 International B-250** Original workhorse put back to work on a central Scottish farm
- 72 Working Wonders** Your workhorses that are still earning their keep many years later

THE KNOWLEDGE

- 74 Case LA** Buyer's guide and history to the high-hp tractor made popular during WWII
- 80 Darren's Running Report** Final instalment on the restoration of an unstyled John Deere BW
- 85 Advice Line** Our team of vintage tractor experts provide technical advice and answer your queries

HOBBY

- 89 Tractormobilia** The place for collectors of farming models, memorabilia and collectables
- 92 Model Spot** Fordson E27N Major prototypes discussed using Allan Condie's 1:16 models
- 94 Farming bygones** Interesting finds and auction results from the agricultural memorabilia world
- 96 Club World** Tell us what your vintage club has been doing and what it has got planned
- 98 Events Diary** Your guide to upcoming shows, events and rallies featuring vintage machinery

MARKETPLACE

- 100 Auction Watch** Round-up of vintage auction results and a list of diary dates of future sales

HERITAGE NEWS

THE LATEST FROM THE WORLD OF VINTAGE FARM MACHINERY

Veterans galore at Old Timer Rally



ABOVE: The Boyt brothers' rare c.1915 Weeks-Dungray 'Simplex' spent some time at Wye Agricultural College in Kent in the 1970s before spending many years in Cornwall.

THE 2022 OLD TIMER TRACTOR RALLY, held over 6-7 August at Woofferton in Shropshire, attracted a brilliant selection of pre-1950 tractors and farm machinery from all over the UK. Several rare veteran era tractors caused much interest and a last-minute bonus was the use of a working field for cultivation

demonstrations, which saw a good number of wartime tractors at play. Anthony Stokes was also using his 1943 Fordson N and Henderson trencher in the field, which made for a great display.

As normal, the arena was open to the tractors all day and Andy Johnston provided expert commentary on the history of the tractors and their



ABOVE: Dai Thomas's IH Titan 10-20 running Mike Lawrence's International 36 stationary thrasher.

BELOW: A late entry was the wonderful Allwork 16-30 owned by William Engleman.



manufacturers. Among the earliest tractors at the rally was Kevin Watson's sole-surviving 1904 Sharp Auto-Mower tractor, which once formed part of Doug N. McHardy's Power Farming Collection. West family tractors appearing in immaculate, restored condition as always were Oliver West's former Symington Collection 1915 Case 12-25 and Avery West's 1917 Avery 8-16.

An exciting appearance was also made by the Boyt brothers' c.1915 Weeks-Dungray 'Simplex' model. This tractor was saved in the 1960s in a derelict state from Kent, where it was built, and spent many years there before being sold at a Cheffins sale in October 2021. The Boyt brothers also entered their 1918 Alldays & Onions tractor, originally supplied on the Isle of Wight, plus a 1918 IH Titan 10-20 originating from the Wiltshire area, and the 1928 AEC General tractor that was the prototype for the Rushton.

Another interesting early machine was Terry Ayre's 1917 Samson Sieve Grip, which was imported during WWI and has a Scammell marine engine fitted. Belted up to Mike Lawrence's International 36 stationary thrasher was Dai Thomas's 1919 IH Titan 10-20, which joined five other Titans at the event. A late entry was William Engleman's restored Allwork 16-30.

Significant Australian collection to be sold

ON 25 SEPTEMBER a significant collection of over 150 vintage tractors will be dispersed in Western Australia by Donington Auctions. The collection of John and Sue Illingworth grew after John, who was originally from Clitheroe, Lancashire, emigrated in 1969 and established a farm in the Three Springs region.

The collection features one of only nine known Ivel machines surviving globally. The 1904 Ivel Agricultural Motor, serial no.352, was first found in Perth and was later purchased by Bert Gibbs and then went to John in

May 1981. The tractor was restored and running by Christmas 1981 but remains very original, the magneto being the only major component requiring replacement. Very unusually, it is fitted with a wide front roll.

Other highlights include a restored 'Peterbro' tractor, a 1958 David Brown 50D, a Fordson Major E27N Roadless half-track conversion, a c.1930s Imperial 'Super Diesel' X6 made by McDonald & Co Ltd of Melbourne, Australia, and a FIAT 702A requiring work. Some of the tractors in the collection are restored, whereas some are derelict and



Rare veterans set for vintage sale

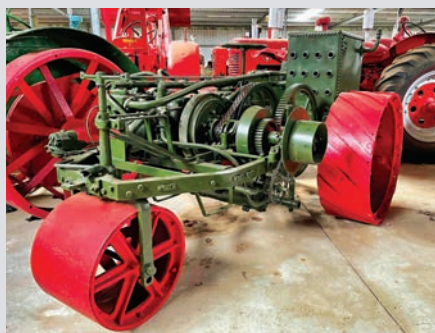
THE LATE EDWIN BAINBRIDGE'S collection of veteran era tractors has been entered into the Cheffins Vintage Sale on 22 October. Edwin was one of the early pioneers in the vintage tractor preservation movement and began collecting in the very early 1960s. His father drove an Overtime and so the first tractor Edwin bought was a 1919 Overtime Model N, which was purchased for £150 from a dealer in Yorkshire and was subsequently restored. The oldest tractor in the collection is the c.1916 US-built Bates 'Steel Mule' Model C, which spent its entire working life in Ireland. It was saved from a scrapyard in Dublin and Edwin purchased the tractor from Ireland as a complete wreck, following which a very extensive rebuild was undertaken.

Another tractor that will attract a great deal of attention is the 1918 Alldays and Onions that Edwin bought in the early 1970s from Norman Vince. Joining the tractors is Edwin's early Ransomes three-furrow riding plough. It was saved from a scrapyard after spending its whole life on the same farm in the village of Hilton in the North Riding of Yorkshire. Also entered from Edwin's collection is the very rare 1917 Wisconsin Model E, Illinois Super Drive, plus a French-built Austin, all restored by Edwin.



incomplete and from a whole host of manufacturers.

A large number of stationary engines, implements, spares and farming by-gones are included in the auction. For the full catalogue and more information, visit www.doningtonauctions.com.au



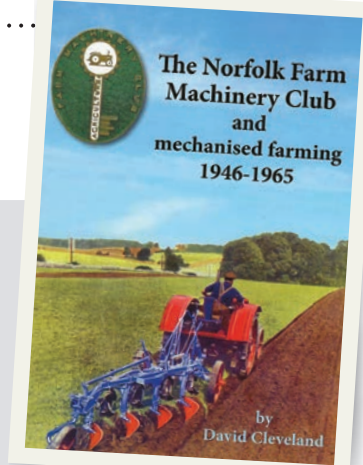
New book on Norfolk farm mechanisation

THE NORFOLK FARM MACHINERY CLUB have just published a 247-page book all about the early history of the club, its County Centres and looks at the development of mechanised farming in the East Anglian county. A great selection of relevant illustrations, literature extracts and diagrams feature throughout the chapters, which begin by setting the scene of wartime farming in Norfolk and how advances in mechanisation in the post-war period affected the farming landscape.

The club itself was founded in 1946 and the inaugural meeting held in April with the aims of studying new farm machinery, providing lectures for farmers and operators, holding competitions and demonstrations and to aid the development of new farm machinery to make recommendations to the Institute of British Agricultural Engineers.

The book has been produced with the help of the notes from the club's honorary secretary John Cleveland who held the post from 1946 to 1964. Looking through the eyes of the club's members, the book also aims to show how the club contributed to this period of mechanisation in Norfolk.

The book is available from Local East Anglian Books, price £15. Please visit www.localeastanglianbooks.com



Nationals head to Derbyshire

THE CHATSWORTH ESTATE in Derbyshire will host the 2022 British National Ploughing Championships & Country Festival over 8-9 October by kind permission of the Duke and Duchess of Devonshire. Over 240 ploughmen and women from all over the UK are booked to participate.

As well as the vintage trailed hydraulic, classic and classic reversible classes, there will also be classes for crawler tractors, horticultural, Ferguson, Ford & Fordson and David Brown tractors.

16 pairs of heavy horses are entered for the general-purpose ploughing class on the Saturday and 12 for the high cut class on Sunday. Two sets of Fowler BB1 ploughing engines will also be in action over the weekend. For further information visit www.ploughmen.co.uk.



NEWSINBRIEF

HOST OF CELEBRATIONS FOR NEWARK SHOW

The Newark Vintage Tractor & Heritage Show returns over 5-6 November with a number of special themes. Firstly, 70 years of the Fordson E1A major will be celebrated as will 75 years of both the David Brown Cropmaster and the Field Marshall Series Two. In addition to these showcases, there will be a



celebration dedicated to the farm machinery manufactured by W.N. Nicholson & Sons Ltd of Newark and of Ruston stationary engines, which of course were built just up the road in Lincoln. For more information and to enter, please visit www.newarkvintagetractorshow.com or ring 01636 705796, entries close on 16 September.

SIZZLING CELEBRATIONS FOR JCB ANNIVERSARY

Around 15,500 people attended the JCB Family Festival, celebrating 75 years of the firm, which was staged as a thank-you to thousands of UK employees past and present. The event was held at the company's Wootton Estate in Staffordshire. The original celebrations planned for 2020 had to be put on hold for two years due to the Covid-19 pandemic. The event was by invitation only and open to UK employees and their families, as well as retired employees, many from the early days of JCB. The event featured live music, a fly-past by a Spitfire and Hurricane, classic cars, the Carter family's travelling steam fair as well as various other displays and entertainment.

MOIRA FARM MODEL DISPLAY SHOW RETURNS

Northern Ireland's annual Farm & Construction Model Display Show returns in 2022, writes David Pullen. It is again being held in the Jim Baker Stadium, Ballysavage Road, Parkgate, BT39 0DX, and takes place on Friday 28 October (4pm-10pm) and Saturday 29 October. If you are interested in having a display at the show or just attending, please head to www.moiramodelclub.com.



Bamford crop loader put to work

A SILAGE WORKING EVENT was held at Lower Drayton Farm, Brimfield, near Leominster, Herefordshire, on 3 July organised by the Leominster Vintage Club, writes Susan Morgan. The forerunner to the modern forage harvester, a Bamford green crop loader was seen in action picking up grass cut with a finger mower and elevated to a flat trailer for the silage clamp.

This example was new to a farm owned by the Morgan family of The Showers, Kingsland, and it was then sold to John Tedstone of New House Farm, Kingsland. Mr Tedstone was a very traditional farmer, so nothing was sold or discarded and the

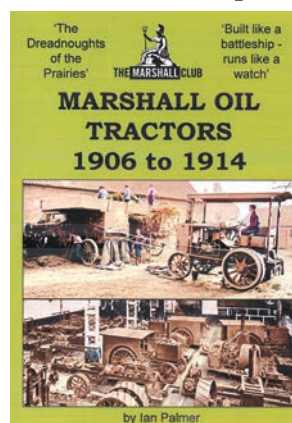
implements remained there untouched for years until he passed away three years ago. The 60-acre farm and buildings were put up for tender and were recently bought by John Green of Border Oak, Kingsland, for development.

The crop loader was left behind in the buildings together with the trailer. Arty Nash restored the loader; the drive chains had to be removed and soaked and all moving parts had to be freed up. Pieces of rotten timber were also replaced. It was operated by Mike Aubrey from Kingsland during the event and hitched to a Ford 2000. The machine is thought to date from the late 1940s.

New Marshall book published

MARSHALL CLUB CHAIRMAN, Ian Palmer, has just published this new 64-page booklet, which covers the story of all oil tractors manufactured by Marshalls between 1906 and 1914. It is based on an engineer's notebook held in the Gainsborough Heritage Archives, information from the late Peter Anderson and period articles from Commercial Motor magazines.

Britain was relatively slow in accepting the internal combustion engine, but by late 1904, Marshall



recognised the steady decline in sales of its steam traction engines overseas, so asked Herbert Bamber, chief engineer at Vauxhall

Motor Company, to design an engine to suit an oil tractor. Each class of oil tractor has its own chapter in the booklet. The penultimate chapter covers the Canadian agricultural trials and the last chapter is designated to the existing Colonials.

Priced at £12 each, including UK p&p (£15 overseas p&p), all the profits will be donated to the Marshall Club. If you would like to purchase a booklet, please contact Ian on 07543 379769 or email ian@themarshallclub.com.

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Combine Harvester: 2005 New Holland CR980 30ft cut. **Loaders:** 1999 Caterpillar TH62, 1979 Manitou MB25C, 1978 JCB 3D III. **Also:** 1991 Alanco Sprayranger, 2011 Kverneland Accord TS EVO 6000 drill 6m, Amazone ZA-M MaxiS fertiliser spreader, cultivators and trailers etc.

TUESDAY 27TH SEPTEMBER 2022 AT 10.00AM

Catalogues available from the auctioneers two weeks prior.

Happy harvesting in Norfolk

AFTER A TWO-YEAR BREAK, the 18th Little Ellingham Vintage Working Weekend was held over 13-14 August in the village of Little Ellingham, Norfolk, writes David Pullen. Money was raised for the East Anglia Air Ambulance and the weather over the weekend was perfect for harvesting the field of wheat set aside for the event. Trailed combines working over the weekend included an Allis-Chalmers All-Crop 60 from the 1940s and a 1950s International B-64.

Working combines dating from the early 1960s included a Massey Ferguson 735 and 400, Ransomes 902 and Claas Standard Matador. Matching tractors and trailers were available to haul grain. Away from the working combines there were static displays with a good selection of vintage tractors, implements and horticultural equipment. The next working weekend will be held on 12-13 August 2023.



New tractor documentary

PATRICK KIELTY WILL PRESENT a new documentary for BBC North Ireland called 'Tractor Wars'. The programme will explore the feud between Harry Ferguson and the Ford Motor Company following the breakdown of the 'Handshake Agreement' and the subsequent multi-million pound court battle. The documentary will be broadcast in the autumn.

Potato harvesting theme at Carrington

4 POTATO FROM THE FIELD to the home' was one of the main themes at the Carrington Rally over 28-29 May in Lincolnshire, where many of the tractor clubs rose to the occasion. Robert Crawford put on a great display of potato harvesters, including the Crawford Potato Gathering System manufactured by John Lysaght of Bristol. Also, the 1951 Wota Crawford mounted harvester built by Wota Ltd, Wolverhampton. This example was attached to a Fordson Major E27N.

Extensive displays of potato harvesting equipment featured on the Lincolnshire Fenland Preservation Group, NVTEC Notts group and other club stands. Cooch potato sorters and riddlers, original local hessian sacks, trailers and various implements were all shown.



LEFT: Edna Penny, now in her 90s, posed in front of an original wartime Fordson N at the show.

BELOW: Luke Phillips' 'Land Utility' Fordson N was displayed among many wartime tools and artefacts in the WLA display.

WLA theme at Hants show

THE OLD TIME FARMING SECTION at the 2022 New Forest and Hampshire County Show, held over 26-28 July, featured a wartime farming theme focusing on the activities of the Women's Land Army (WLA). A re-enactment group brought along various original artefacts and tools while dressed in period clothing. A number of them helped with the threshing and baling demonstrations and a few others helped with the tractor timber sawing demonstrations. A static display featured various tools, plus Luke Phillips' wartime era Fordson N 'Land Utility' model and matching trailed plough, as well as some simulated crops.

The highlight of the event was the special appearance of former land girl Edna Penny. She was born in Southampton before joining the WLA and

spending time on a farm in Lulworth in west Dorset. One story she told involved her driving an Allis-Chalmers tractor when a German fighter plane approached. The farmer pushed her off the tractor and she jumped away relatively unharmed, as the plane strafed the tractor causing considerable damage. It was a very lucky escape! Despite this, Edna carried on farming after the end of the war. During the ring parade she was welcomed by the show's dignitaries and loud applause from the crowd.



Share your news with others

This is your place to share your news. Help us to keep the vintage farm machinery world informed of what's happening in your area and even in your collection. Send your news to: editor@heritagetractormagazine.co.uk or contact us by telephone on 020 8639 4401.

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VINTAGE VIEWPOINT

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SEEN IN *HERITAGE TRACTOR* OR VOICE AN
OPINION ON THE VINTAGE SCENE

FORDSON PLOUGHING AWARDS

◆ I read with great interest about the Fordson Ploughing Awards mentioned on the Farming Bygones page in the summer issue of *Heritage Tractor*. I won two of these awards at ploughing matches in 1962 and 1963. The badge was presented in a blue box and contained a 'Ford passport', which listed around ten prizes that you could pick from. You would tick the prize you would like, send it back to Ford and they would send it on to you. I believe I selected a holdall on each occasion which were very well used, but now



ABOVE: The Fordson Ploughing Award; Mike Hole won two in 1962 and 1963 and still has them today.

long gone.

In these matches, I took part with a Fordson Dexta and Ransomes Motrac three-furrow trailed plough fitted with YL points. I used this plough for four to five years before later participating in matches with a Ford 4000 and Ransomes TS59 two-furrow plough. I first started ploughing with a Ransomes RSLD trailed plough, which my

father may have used during the Second World War.

Later, in the late 1960s and early 1970s, the ploughing award was dropped and Ford would present a wooden shield about the size of a side plate, but stopped

presenting the 'passports'. I have stopped taking part in ploughing matches now, but I do judge at some and we have a small collection of Ford tractors in the family.

Mike Hole
Sydlings St. Nicholas, Dorset

AUBREY REES & SONS

◆ I enjoyed reading your article on Aubrey Rees in the summer 2022 issue of *Heritage Tractor*. The problem is that some of your captions were misleading as to what machine was in the picture. Aubrey Rees carried on as a dealer right up to the takeover by Case, which became Case/International. It could be said that your article fell somewhat short as, although you said it was R.A. Lister that owned Aubrey Rees, what you don't tell the readers is the fact that R.A. Lister also merged with the Hawker Siddeley Group, which in this area also owned Farrell Sons & Cooper at Yatton Keynell (Fiat Claas dealer), near Chippenham, Wiltshire, and Lister Farm Sales, both at Cirencester and Gloucester.

In around 1980 Aubrey Rees sold its premises at Whiteway Works in Spitalgate Lane, Cirencester, and moved to a new purpose-built workshop and store complex at Fosse Cross around five miles north of Cirencester. Also, about the same

time, a completely new depot was opened in Cockleberry Road in Chippenham, although I am not sure, but it may have been to take over from another International Harvester dealer in Calne Wiltshire, which ceased to exist by 1979.

What I do know for sure is that Aubrey Rees did not last too long in Chippenham. Around a year to 18 months later they took over the buildings and workshops that were formally occupied by Farrell Sons & Cooper, leaving Farrell to just sell garden machinery. As I said earlier, the demise of Aubrey Rees came when Case/International was formed and because the local dealer for Case was West Midland Farmers Association, which was a farmer co-operative, the name of Aubrey Rees vanished into the history books.

Since then, West Midland Farmers was sold or taken over



ABOVE: David Ford's International 354 was supplied by Aubrey Rees and replaced a 1957 International B-250.

FORDSON APPLE CRATES

◆ Further to Allan Condie's response to Matt Bryne's enquiry about his Fordson apple crate in the summer 2022 issue of *Heritage Tractor*, I can clarify more of the story. In 1930, while travelling in England, Henry Ford purchased Boreham House, near Chelmsford in Essex, together with 2000 acres of farms and woodland. The land and farms were formed into Fordson Estates Ltd to show that good profits could be made from

agriculture by careful planning and marketing, and making the best of modern farming methods with, of course, Fordson tractors.

The whole enterprise came under the control of Sir Percival Perry, the head of the Ford Motor Company in Britain. Perry visited Covent Garden wholesale market to find out which commodities were most needed by London's grocers. The Fordson Estates was established as a farming

co-operative with a scheme to return surplus profits to the employees. The estate's activities covered mixed agriculture, horticulture, greens,

fruit and salad crops. The Fordson name was trademarked for the produce. The crates were used to transport apples from the orchards to Covent Garden.

Herds of sheep, cattle and pigs were also raised on the estate.

Meanwhile,

LEFT: One of the original crates with the remains of its Fordson label still in place.



by Ross Farm Machinery and only a few years ago Ross Farm Machinery was sold to a management owned firm that is now called Cotswold Farm Machinery and is still selling Case/International tractors today. I have included a photo of my International 354, which at the time of writing (June 2022) has just turned 50 years old. It was supplied by Aubrey Rees and I have known this tractor since it was around four days old.

In 2005 the first owner, Miss Ruby Brown of Southfield Farm, Tetbury, died and I inherited it. The International 354 replaced a 1957 International B-250 (TDF 454). The B-250 was sold to B.L. Bartrop in June 1972. I have never seen it since, although I know through the DVLA website that it is no longer taxed, in fact the last tax was due in 1988.

Just out of Interest I wonder if any of your readers know what happened to the tractor, as I would love to know. Going back to the new International 354, although it was supposed to be on a K registration plate, Aubrey Rees registered the tractor on 1 August 1972 and it still carries the plate DDF 213L.

David Ford
Via email

TURNER YEOMAN TRACTORS

◆ I received a copy of the spring 2022 issue of *Heritage Tractor*

and read the letter by Larry Hopkins on Turner Yeoman tractors. During my research into Reginald Tildesley, the Fordson dealers in the early 1980s, I met Bert Hemmingsley who had been a contractor based at Cannock in Staffordshire. He had owned three Turner Yeoman tractors and I can remember them in the 1970s, parked on a farm along the A5, but I don't know what became of them.

The Yeomans were prototyped on the farm of Peter Clark from Tettenhall, near Wolverhampton - could they be the two depicted in the photograph? They still own a Yeoman and the prototype tricycle tractor fitted with a Turner V-2 engine, but with no three-point hitch. It was given to Peter Clark by the Dunbell family who owned Turners and has been restored and occasionally appears at shows.

The last Yeoman was fitted with a Perkins engine and was used as a shunter around the Turner factory. It was then taken to the Dunbells' farm at Craven Arms, Shropshire. It has now been preserved by a collector in the Craven Arms area.

Also, when I visited Peter Clark many years ago, he told me that Turners had sent a prototype Yeoman fitted with a V6 engine for trial. They were considering manufacturing them to sell in Africa in the early 1950s for the

Agricultural Engineering was later moved to Writtle Agricultural College.

In 1953 Boreham House became the Ford Mechanised Farming Centre as a training centre for tractor division staff and dealer personnel. It remained separate to the farming activities, which were eventually wound up after the farms were sold in 1973.

Stuart Gibbard
Spalding, Lincolnshire

Boreham House, together with 32 surrounding acres, was set up as the Henry Ford Institute of Agricultural Engineering, running short courses in agricultural engineering and the care and use of machinery for farmers, farm workers and staff from the dealerships. In 1946, the Fordson Estates were restructured into a new company known as Co-Partnership Farms Ltd. The work of the Henry Ford Institute of



ABOVE: Bill King's photograph of the modified M-H 780 combine harvester, which first appeared in the winter 2021 issue of *HT*, has been the cause of much discussion among *HT* readers.

Ground Nut Scheme to compete with the Marshall MP6. This V6 tractor was returned to Turners and was presumably broken up.

David Bate
Madeley, Telford

MASSEY-HARRIS 780 MODIFICATIONS

◆ I have just been shown your winter 2021 issue of *Heritage Tractor*. If it has not already been said, on page 57, the Massey-Harris 780 combine platform has been extended to carry the sacks to each end of the field, so they can be easily unloaded on to the parked trailer. The platform is higher than the trailer and the field is then clear for baling. The wheel dish is reversed to counteract the extra weight on that side of the combine, which led to lifting the other wheel, thus losing grip and drive, as well as posing the risk of the combine tipping over on a slope.

The fuel tank had to be moved to make room for the platform and the sacks. If the photos were taken at the same time, there were two machines. The first one

has a silver rear wheel centre, which looks to be reversed and is fitted with an oversize tyre, and with two men on the platform. The other one has a cream rear wheel with a standard tyre and only one man.

The sacks look to be the very big ones that were used for grains and beans, before electric powered mechanical handling was available for bulk handling. I am not sure what their weights were, depending on the type of grains/beans, but they were very heavy and would have needed two men to lift them off the ground and one on the trailer to arrange them. Apparently, they were made so big to save time in the docks and feed mills where there were cranes and hoists.

When I was young the standard sack used was much smaller than those in the photos, but it still weighed 1.25cwt or 140lb, which was really too much and they were later cut to 1cwt or 112lb and far more manageable.

C.V. Cateaux,
Goodwick, Pembrokeshire

Contact us

Write to The Editor, *Heritage Tractor*,
Sundial Magazines, 17 Wickham Road,
Beckenham, Kent, BR3 5JS

E-mail editor@heritagetractormagazine.co.uk

Website www.heritagetractormagazine.co.uk



CROPMASTER HELPS WITH THRESHING IN CUMBRIA

Here we have a rather unconventional threshing operation taking place at Tarnbank Farm, near Cockermouth, Cumbria, owned by a Joseph Musgrave in August 1952. The sheaves are being brought to the scene, possibly straight from the stooks in the field, by a David Brown Cropmaster fitted with a rear-mounted sweep. The sheaves are being placed on the Ogle elevator by the two ladies and delivered to the 'band cutter' on the drum. I doubt that he is receiving them regularly spaced

with the ears first and the knot in the string to the top (the right way to do it!) The tractors in the background are a Minneapolis-Moline and a narrow-winged wartime Fordson Model N. Although the operation pictured is saving quite a lot of time and labour, it would certainly be frowned on by the 'Boys of the Old Brigade'.

Photo: Museum of English Rural Life



IN THE
PICTURE



The white stuff

Appearing in the mid-1960s, Britain's second generation of post-war tractors delivered many fine machines in the important 40-50hp class. **Stuart Gibbard** explains why he believes the David Brown 880 Selectamatic was the best of them all

Photos Ken Topham and Stuart Gibbard

Stephen Marsden's 1966 David Brown 880 Selectamatic was purchased from a dealer in Boston, Lincolnshire, and restored by Stephen to a high standard 10-12 years ago.



We need to begin by putting things into perspective. In the 1960s, a model in the 40-50hp class was not regarded as a small tractor. It was a middleweight all-rounder suitable for general farm work. This was one of the most important segments of the market and it was a

hotly contested sector. The so-called second generation of post-war British tractors arriving in the mid-1960s brought in sleeker styling, multi-speed transmissions, more sophisticated hydraulic systems, ergonomic controls and greater driver comfort with extended ranges from most of the major manufacturers. The benchmarks in the 40-50hp class were the Massey Ferguson 135 and

the Ford 3000, both launched at the end of 1964.

David Brown's 'white' 880 appeared a year later. Introduced as part of the new Selectamatic range, along with its smaller 770 and large 990 siblings, it was a major model upgrade and more than just a change of colour from DB's previous 'red' machines. The 880 had first appeared during the 'red' era as part of an important upgrade to David Brown's Implematic

RIGHT: A pre-launch publicity image for the Selectamatic range taken on a farm near Ripon with David Brown 'tech rep', Andy Ker, at the wheel of the new 880 tractor.



line in 1961. The main focus of the upgrade at that time was the new 990 model with a redesigned engine incorporating several significant features.

Although the original plan had been for 'red' 880 model also to feature a redeveloped engine, the pressure on the engineering schedule meant that this was temporarily shelved. As an interim measure, the 880 Implematic, as it first appeared in 1961, was no more than a hybrid machine created by dropping the existing four-cylinder 950 engine into the 850 chassis. This left David Brown in an anomalous situation with two Implematic models (880 and 950) of identical horsepower (42.5hp). It was justified by the heavier 950 offering greater traction for ploughing/cultivations, while for the 880 the emphasis was on light field operations.

THREE-CYLINDER ENGINE

By the time the revamped Implematic range was launched, a new power unit for the 880 was already under development. David Brown's engineering team, led by technical director Bert Ashfield, was based at Scarr Bottom Mill – a mile away from the main Meltham Mills factory. Ashfield had already decided that the new 880 engine should be a three-cylinder unit. It was designed by Maurice Booth, the chief experimental engine engineer at Scarr Bottom, in collaboration with DB's chief engineer, Charlie Hull. The design was based on the 990's four-cylinder AD4/47 unit, but with just three cylinders. This gave the desired power characteristics with added cost savings through some shared parts.

Features included a four-bearing crankshaft and a cross-flow cylinder head with similar porting to the AD4/47 engine. The 114.3mm (4.5in) stroke was also identical to the

AD4/47 engine, but the bore was slightly larger at 97mm and the cylinders were integral with the block. The displacement was 2526cc.

Rather unusually, the DPA injector pump was mounted vertically on the offside of the engine and was driven from the camshaft via a spiral gear in a similar arrangement to a distributor on a petrol unit. This simplified the timing train, which consisted of just two gears in a pressed-steel cover. The engine was also fitted with a large

flywheel, which generated tremendous energy and had an enormous effect on boosting torque.

"The 880 had first appeared during the 'red' era as part of an important upgrade to David Brown's Implematic line in 1961"

With the engine undergoing trials by mid-1961, the development of the three-cylinder tractor became one of the engineering priorities and



'Tech rep', Peter Murray, with a pre-production David Brown 880 at a photo shoot held at Wood Farm, Carbrooke in Norfolk in summer 1965 prior to the launch.

LEFT: Sales brochure that was issued in November 1965 for the launch of the new white Selectamatic tractors.

"The new three-cylinder model had a narrower and stronger mainframe than the existing four-cylinder 880"

The wheelbase was lengthened and the air cleaner was located in front of the radiator as on the 990. For the production version of the engine, designated AD3/40, the block was fitted with dry cylinder sleeves. It developed 42.5hp at 2200rpm.

PRODUCTION LAUNCH

The 880 Implematic with the three-cylinder engine went into production in September 1964, having established the basic design criteria for what was to follow. And what followed was the 'white' 880 with the arrival of the Selectamatic range, announced just over a year later in November 1965.

Selectamatic was actually the name given to the hydraulic system, which was, in engineering terms, the only completely new part of the tractor. Its development had been prompted by criticism levelled at the previous Implematic system after some

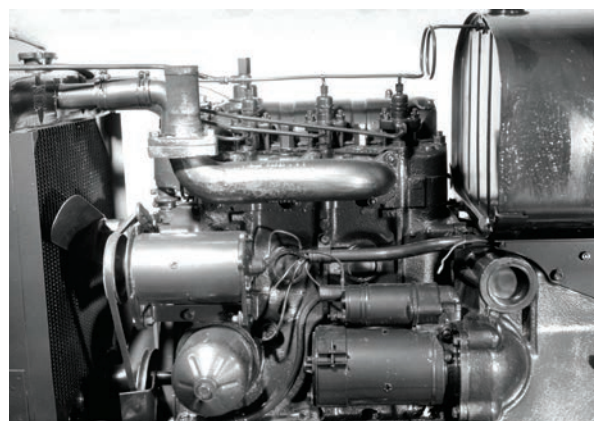
proposals for the chassis were finalised in November. The project designer was Trevor Hargreaves, the drawings were prepared by Cecil Berry, and Mike Brogden was

appointed project engineer. The first prototype was built in February 1962. The new three-cylinder model had a narrower and stronger mainframe than the existing four-cylinder 880.

Serial Number chart

SERIAL NUMBER	DATE
530001	Oct 1965
531022	Jan 1966
539410	Jan 1967
546000	Jan 1968
551553	Jan 1969
557013	Jan 1970
560766	Jan 1971
563379	Dec 1971

Note: Serial numbers are prefixed 880A Livedrive or 880B Non-Livedrive



ABOVE: Prototype installation of one of the new three-cylinder engines for the white Selectamatic tractors with a sleeveless block replacing the previous dry liners.

LEFT: At the heart of the 880 was David Brown's Selectamatic system, which was controlled by a single lever with the facility to allow the operator to dial-in the required hydraulic service at the flick of a switch.



This view of Stephen Marsden's restored DB 880 shows the Selectamatic lever to the right of the driver's seat.

customers complained that Implematic was more complicated than and not as user-friendly as the Ford and Massey Ferguson systems.

Implematic, which appeared in 1959, was a logical progression of David Brown's earlier hydraulic systems, which included a unique feature known as TCU. Developed in 1954 by Charlie Hull, TCU stood for Traction Control Unit – a system of weight transference that overcame wheel-spin by momentarily lifting the implement to restore weight to the

tractor wheels. It was a novel attempt to replicate draft control without infringing Ferguson patents.

By the late 1950s, certain Ferguson patents had lapsed, which allowed the other manufacturers to develop more sophisticated hydraulic systems. Implematic was the first David Brown system to incorporate draft control. The system used top-link sensing but with the compression unit incorporated into the actual top-link rather than in the ram-shaft housing as on most

WHY WHITE?

David Brown didn't change its colours from red to white at the whim of its marketing department, but to appease its North American dealerships. Although the company's engineering department had some futuristic designs among its proposals for the new tractors, the original plan was for the Selectamatic models to be released in the same colours and styling as the outgoing Implematic range. In fact, the first of the Selectamatic tractors, the red 770, retained the old livery.

DB's American distribution network, the National Equipment Dealers Association (NEDA), was concerned that the appearance of the Implematic tractors was outdated and that the red was too close to International Harvester's colours. NEDA asked if the DB tractors for America could be repainted and restyled to match the Bolens garden tractor, which was one of its core product lines. Jack Thompson, the managing director of David Brown Tractors Ltd, agreed to the request and bullied his board into accepting the changes.

The proposals and drawings for the new sheet metalwork were prepared by Trevor Hargreaves from preliminary sketches made by Charlie Hull. The publicity department got involved and the new American colour scheme was finalised with a startling combination of orchid white (wheels and tinwork); polychromatic chocolate brown (chassis); poppy red (silencer, seat and lower front grilles); and (often forgotten) South African gold (upper grille).

Shipments of Implematic tractors finished in NEDA's white livery began in September 1964. Once word of the new identity got out, the UK distributors asked if they too could sell the restyled tractors. David Brown had no option but to release the new colours and styling across all markets with the launch of the full Selectamatic range. The redesigned tinwork, with a one-piece grille, simplified servicing. The bonnet had internal strengthening ribs and was structurally much stronger than the previous version as fitted to the red Implematic tractors.

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Specification

David Brown 880

Engine David Brown AD3/55
three-cylinder diesel

Capacity 164.4cu.in (2695cc)

Bore x stroke 3.9in (100mm)
x 4.5in (114.3mm)

Maximum horsepower 46hp

Governed engine speed
2200rpm

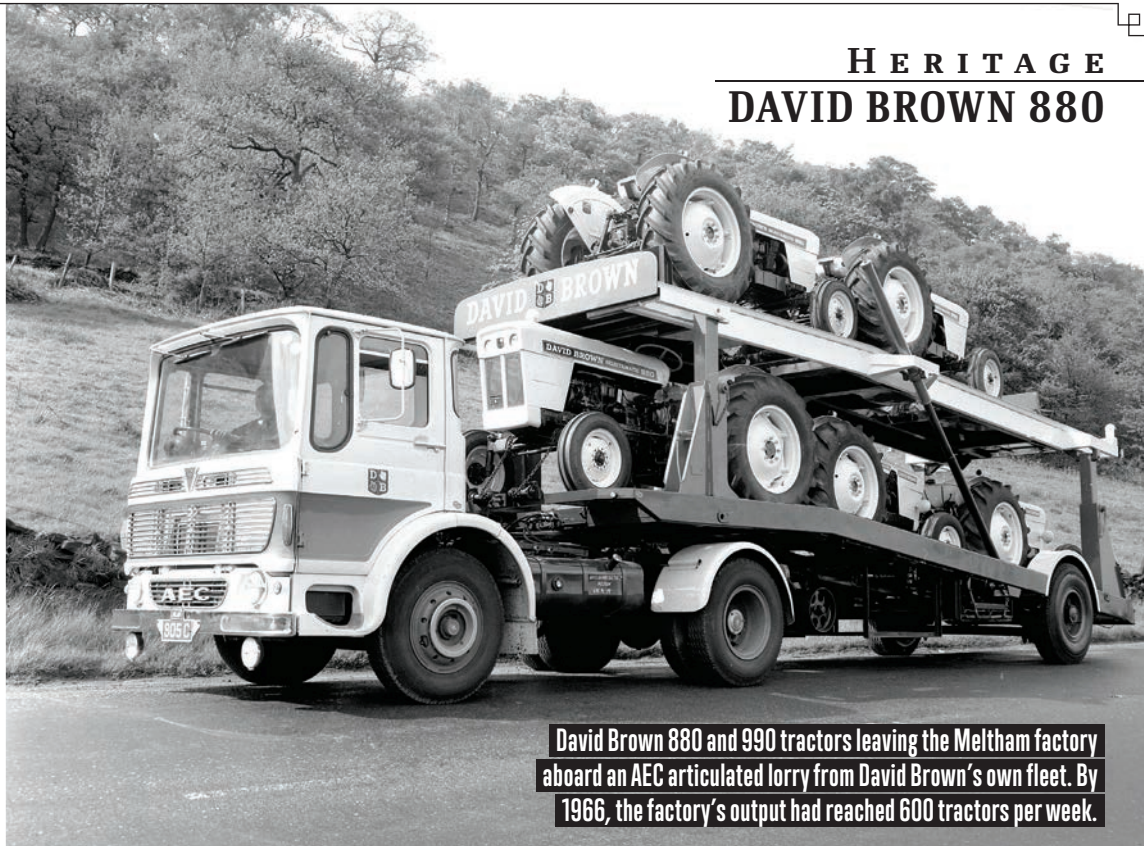
Transmission six forward and two
reverse or 12 forward and four
reverse speeds

Clutch (Livedrive) double dry plate;
foot operated

Fuel tank capacity 11.5 gallons

Dimensions length, 121.5in;
wheelbase, 79.75in; width,
64in; height, 54in

Weight 3985lb (1807.6kg)



David Brown 880 and 990 tractors leaving the Meltham factory aboard an AEC articulated lorry from David Brown's own fleet. By 1966, the factory's output had reached 600 tractors per week.

"Apart from the changes to the hydraulics, the 880 Selectamatic was largely based on the previous three-cylinder 880 Implematic"

tractors. Signals were sent from the top-link to the depth-control valve via a Bowden cable.

Implematic incorporated both automatic depth control and TCU, and the driver could select either function or use a mix of both. However, the system did have its limitations, notably a lack of position control. Attempts to remedy this led to the development of a prototype Implematic Mark 2 system, but this was shelved after it proved to be no better and even more complicated. As

an interim measure, an Implematic Mark 3 system incorporating position control was introduced on existing tractors in April 1963. Meanwhile the engineers were working on an entirely new SDC (Selective Depth Control) hydraulic system.

The SDC developments were overseen by Charlie Hull, but most of the design work was done by Harry Horsfall, who was DB's section head for hydraulic systems. The design was protected by various patents filed between 1962 and 1964. The operation

of the implement was controlled by the movement of a single lever, and the Selectamatic name was coined to reflect the ingenuity of the system and its facility to allow the operator to dial-in the required hydraulic service at the flick of a switch.

880 SELECTAMATIC

Apart from the changes to the hydraulics, the 880 Selectamatic was largely based on the previous three-cylinder 880 Implematic. However, it had a new AD3/55 variant of the engine with no cylinder sleeves and the bore integral with the block. This increased the size of the bore from 97mm to 100mm. It was also fitted with high-lift cams and the output was 46hp. As with all three tractors in the Selectamatic range, the 880 could be supplied as a Livedrive model (880A) with live power take-off and hydraulics or as a Non-Livedrive (880B) version. Both it and the 990 had two gearbox options – a standard six-speed or an optional 12-speed unit.

The 12-speed transmission, which had been first introduced on the Implematic range in 1962, was basically a six-speed box with an auxiliary reduction unit mounted in a sub-housing on the front



LEFT: A David Brown 880 at a NEDA presentation in Texas of the new white Selectamatic tractors to the National Equipment Dealers Association. Note how the styling for the North American market differed to the UK spec.

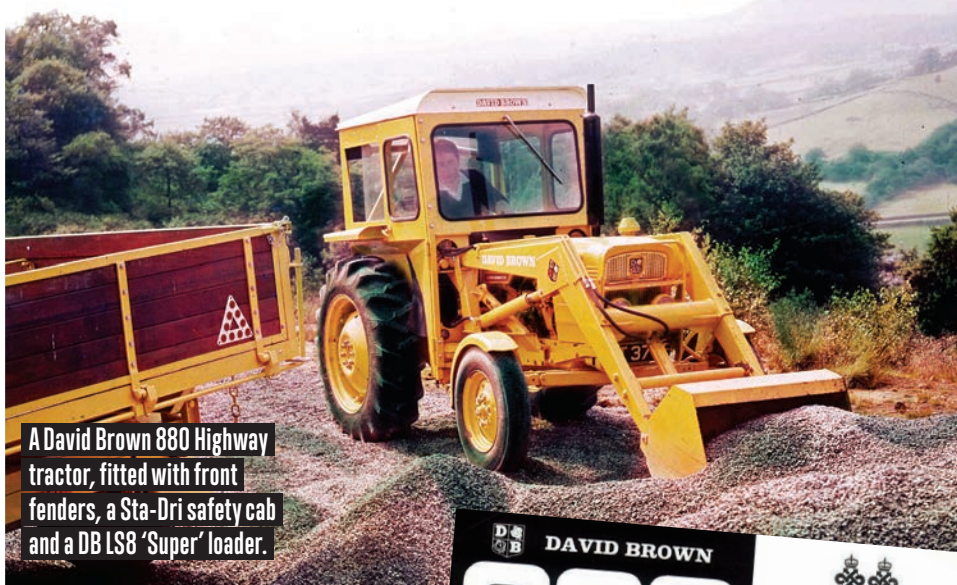
SWITCH TO SELECTAMATIC

I first drove a David Brown 880 Selectamatic while taking my tractor proficiency test and was very impressed with how sophisticated it felt compared to the Fords we were running on the farm. It was one of the later models with a foot throttle as standard, which seemed very modern. During the 1980s, we moved over to David Brown with a 1390 as our main tractor and a second-hand 880 was purchased as a yard tractor and for trailer duties and hoeing sugar beet. It replaced a 770, which was too light and underpowered when it came to handling a four-ton trailer.

The 880 was a revelation: so much power for its size and its relatively long wheelbase meant it was extremely well balanced. It had tremendous lugging ability, unbelievable traction and was very manoeuvrable. It was a 'Livedrive' model with a 12-speed gearbox and this, in conjunction with a two-speed power take-off, gave endless options for PTO-work and field operations.

The Selectamatic hydraulic system was a little complicated to operate, but once you understood all of its functions, it proved to be very versatile, powerful and responsive. Unfortunately, in later years, it suffered from valve-chest wear, which led to some porpoising of the implement when raised. This could have been rectified if we'd been prepared to spend the money on a reconditioned valve-chest. But the best part of the tractor was its engine - willing and lively with bags of torque. And it would start so easily in cold weather, provided you turned the wing nut on the injection pump to activate the excess-fuel device. Of course, as soon as the engine was running, the device had to be turned back or the tractor would run erratically with the exhaust emitting black smoke.

I have driven both Massey Ferguson 135 and Ford 3000 tractors, both icons of their age in the 40-50hp class, but for me the 880 will always be the best. I would put the 3000 a close second, but I was never a Massey man.



end-plate. Operated by three levers, it was originally developed to provide three creeper speeds below the range of the standard gearbox.

Prior to the launch, during the summer of 1965, David Brown's team of technical representatives, led by the chief demonstrator, Roy Morris, were sent to Wood Farm at Carbrooke in Norfolk to shoot the publicity photographs. As the designs had yet to be officially released, just three pre-production tractors were available for the shoot. The 'tech reps' involved were Peter Murray, Charles Clayton, Andy Ker and Mike Robson.

QUEEN'S AWARD

The Selectamatic range went into production in October and announcements were made to the press the following month prior to the public unveiling at the Royal Smithfield Show in December 1965. Prices for the 880 began at £749 7s 6d. The 'white' tractors proved to be an unprecedented success and new production records were set month after month during 1966. By the end of that year, Meltham's output was up by an incredible 33 percent and had reached 600 tractors per week. Exports accounted for an astounding 92 percent of production and David Brown was presented with its first Queen's Award to Industry for Export

Achievement.

The 990 was the best seller in the range, but the 880 also proved to be immensely popular. From 1970 it was offered with a factory-fitted Victor Sta-Dri safety cab for the UK market, but there were no other major changes during its production run, which ended in December 1971 after it was replaced by the DB 885. Total production for the 880 Selectamatic was nearly 33,400 tractors, not including any special variants such as skid units for various equipment, Highway tractors and American-spec machines including the gasoline (petrol) 4600 version.

HT



ABOVE: A 1969 sales brochure for the David Brown 880 Selectamatic tractor.

ACKNOWLEDGMENTS

Our thanks to Stephen Marsden for the use of his DB 880 Selectamatic.

"From 1970 it was offered with a factory-fitted Victor Sta-Dri safety cab for the UK market"



The DB Specialist

Launched in 1965, the 46hp 880 featured new livery, a 2 speed PTO option, and David Brown's innovative yet simple to operate Selectamatic hydraulic system that allowed the driver to select depth, height and traction control all by means of a single lever.



880



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Life with the E1A

Stuart Gibbard's personal story of his involvement with Fordson Major tractors continues into the E1A era as he focuses on the famous Diesel Major - its features, foibles and traits

By the early 1960s the Fordson E27N Majors had gone from the farm, and we were firmly into the E1A era with a Diesel Major, a Power Major and a Super Major - all purchased new between 1956 and 1961. The E27Ns would return after I began collecting vintage tractors in the 1970s, but that is another story. Our foreman, Ed, always got the newest tractor and so, after 1961, was the man in charge of the Super Major. Ed was a natural tractor driver and a natural mechanic who could turn his hand to anything including welding, plumbing, building, electrical work and glazing our glasshouses - flowers and bulbs were still the main enterprises among our farming activities.

One of Ed's more unusual traits was that he didn't feel electrical shocks. It was said that when we had an International Farmall A on the farm, he could stop the engine by spreading his hands across the exposed ends of the spark plugs and grounding the current. Do not try this at home! Ed's brother, Blake, was our stockman and

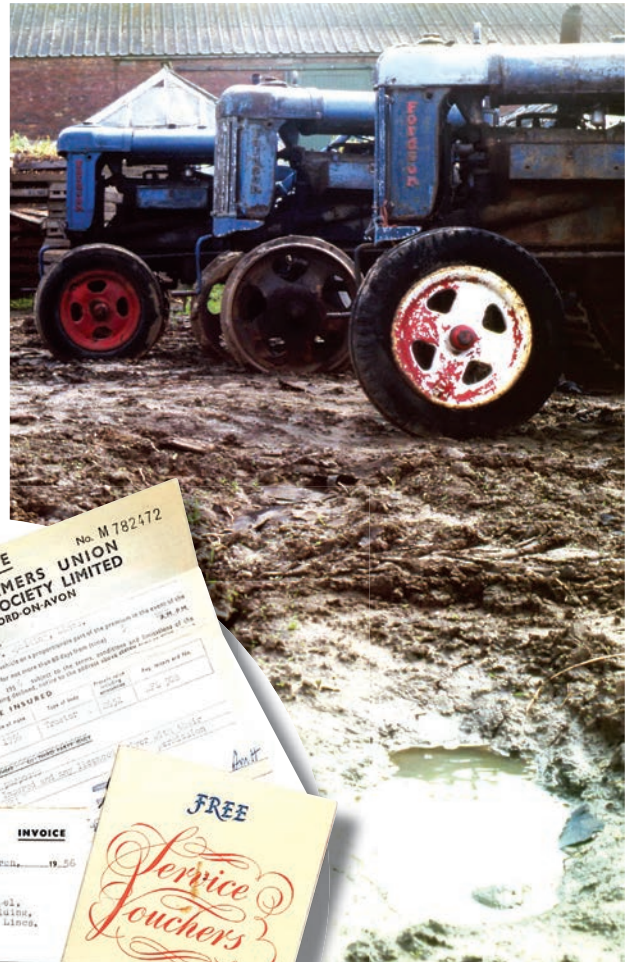
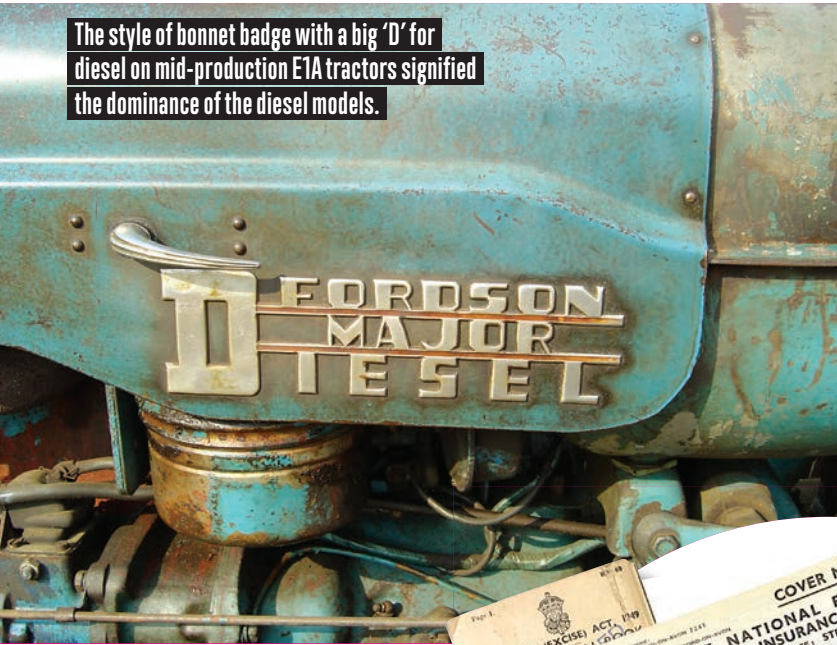
ploughman. His responsibility was the Power Major. He had grown up with horses and was not as gifted with tractors as his brother but had previously worked for a local agricultural contractor and was a very competent ploughman, used to covering a lot of land in a very short time.

When employed by the contractor during the Second World War, Blake's steeds had been a Case



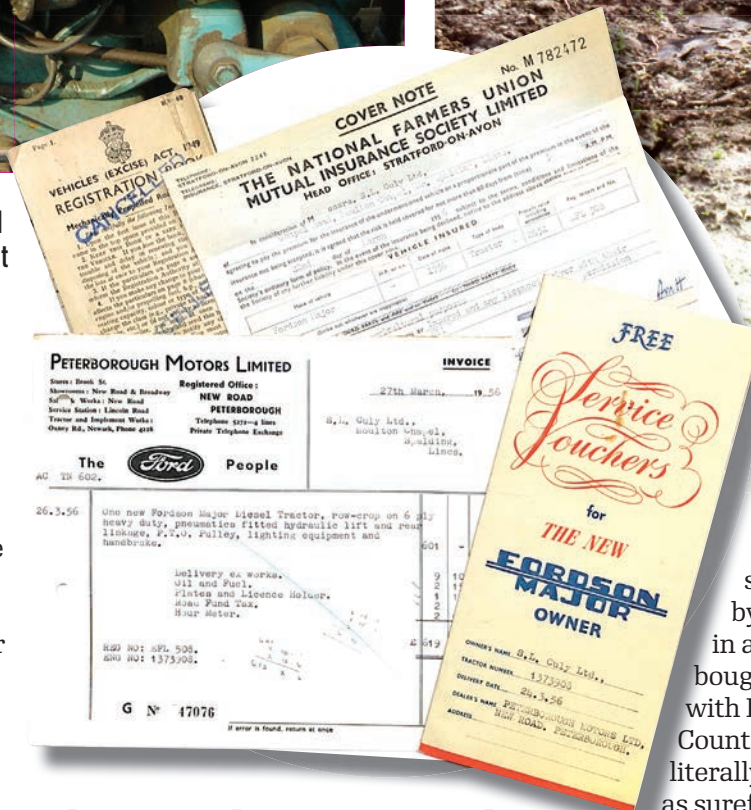
Advertising the Fordson Diesel Major at the 1956 Smithfield Show. The two Diesel Majors used on Stuart's family farm both dated from that year.

The style of bonnet badge with a big 'D' for diesel on mid-production E1A tractors signified the dominance of the diesel models.



ABOVE RIGHT: The Fordson E27N Majors had all gone from the farm by the early 1960s but would return after Stuart began collecting vintage tractors in the 1970s.

RIGHT: Invoice, documentation and free service vouchers for the Fordson Diesel Major, EFL 508, which Stuart's father bought new in March 1956 for just over £619.



LA or a Caterpillar D2. With the LA hitched to a three-furrow plough, he would usually manage to plough ten acres per day, which was good going at that time. "The first time I ever drove a tractor," he liked to recount, "when I came to the end of the field, I shouted 'whoa', but the bugger didn't stop!"

Diesel Major EFL 508

The Fordson Diesel Major, EFL 508, which my father had bought new in 1956, was driven by whoever else was available, including one of the ladies who worked in the flowers. My father, as I explained in the previous issue, hadn't come from an agricultural background. He had been a surveyor and architect in a previous profession until he married my mother and took over the running of the farm. He became an expert bulb grower but preferred not to drive a tractor unless he really had to.

"By the early 1960s the Fordson E27N Majors had gone from the farm, and we were firmly into the E1A era"

My father liked to supervise, which he did by riding around the farm in a green Bedford CA van, bought new in 1962. Fitted with Firestone 'Town & Country' tyres, it would literally go anywhere and was as surefooted as a Land Rover. It had a three-speed column shift and in later years I learnt to drive it. Eventually, the gearlever came off in my father's hand but, undeterred, he replaced it with a set of mole-grips and kept it going for a good few more years.

The Fordsons weren't the only tractors on our fleet. We also had a 1948 Ferguson TE-A20, registered EG 8573, which did a few odd jobs around the yard. The problem was that the Ferguson's rear wheels were too small to follow in the ruts left by the Fordson Majors, so it spent most of its time stuck. The TE-A20 was also the spraying tractor and was usually left attached to the 45-gallon Vigzol Blitzweed sprayer, which was used once a year to apply MCPA to the cereals. The sprayer was actually a rebadged Weedmaster model made by Pest Control of Cambridge. If you agreed to



LEFT: Stuart as a young lad with the only Ferguson on the farm – a 1948 TE-A20 model used for spraying and yard duties.

BELOW: The farm used Vigzol tractor oil, Vigzol agrichemicals and had a Vigzol Blitzweed sprayer.

buy a certain amount of Vigzol herbicides, you got a special deal on the sprayer. The rep must have been persuasive because we also used Vigzol lubricants in all the tractors.

Daffodil lifting

In the late 1960s we bought a Whitsed Super Duplex to harvest our bulbs and potatoes. During the daffodil lifting season, Ed's Super Major drove the harvester, while the Power Major and Diesel Major, hitched to three-ton trailers, shuttled the crop from the farm to the grading line at the nursery – some two miles distant. There was always some rivalry between the drivers to see who could do the turnaround in the shortest time.

In 1969, a young lad from the village called Terry was employed to drive the Diesel Major. Terry, a motorcycle enthusiast who usually had the internals of his bike spread across our packing shed floor, discovered that he could get more speed out of the tractor on the shuttle run by removing the pre-cleaner dome from the air intake. Again, do not try this at home!

With the engine breathing more freely, the throttle stop screwed out, the revs screaming away and sparks coming out of the exhaust, the old Diesel Major was on borrowed time. Inevitably, one of the con-rods eventually made a break for freedom through the side of the block. My father was none too pleased and Terry left our employment soon afterwards. He was replaced by Roy and a new Ford 4000 replaced the Diesel

Major, which was ignominiously stripped of anything 'useful' before being sold to the local scrapman for £25. Ed took over the 4000, Blake inherited the Super Major and Roy was appointed driver of the Power Major.

By this time, having reached the legal age of 13 to drive a tractor on the farm, I applied to school for an employment permit (having proved I was of sound mind and body to want to work on the land). I then began helping out evenings, weekends and school holidays, which was eminently preferable to doing homework. Presumably, I was of some use, because sometime later my father offered to buy me my own tractor.

It was another 1956 Fordson Diesel Major, registered UAH 276 and originally new to a farm in Norfolk. The tractor had eventually ended up with a smallholder in our village and my father bought it off him for £100. It came with mismatched tyres and no battery. "If you get on all right with the tractor," my father said, "I'll buy you a battery." I had to be

tow-started every morning, but it certainly focused the mind when it came to not stalling my Fordson.

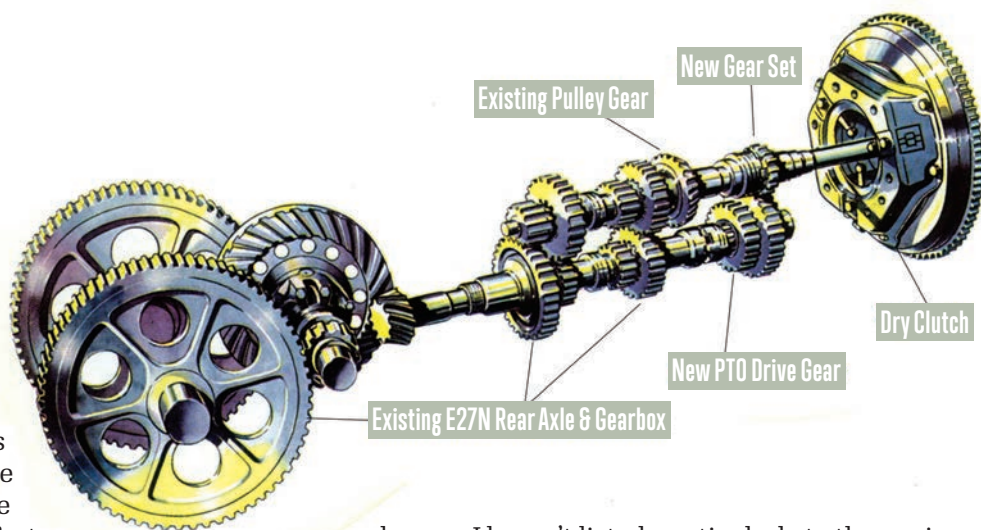


Mid-production models

So, the two Diesel Majors we had on the farm were both 1956 tractors, which offers us an opportunity to discuss the features of a mid-production model. Most noticeable was the style of bonnet badge and a big 'D' for diesel to signify the dominance of the diesel model. Sales of the petrol and TVO versions of the E1A Major were in terminal decline and were phased out in 1957. On earlier tractors made before 1954, the diesel model was identified in small script beneath the main bonnet badge. Other characteristics of the early E1A Majors included a wide fan belt, a short shaft for the starting handle that protruded from the front tombstone, wide-mesh grille inserts and the pre-cleaner for the air intake tucked away under the bonnet.

By 1956 the Diesel Major had a narrow fan belt and pulleys, the mesh in the front grilles had changed to a tighter weave, the shaft for the starting handle had gone and the inlet-pipe for the

RIGHT: Diagrammatic layout of the E1A transmission showing the new gear-set designed by John Foxwell to provide a six-speed gearbox.



air cleaner had been altered: a domed pre-cleaner now protruded through the top of the bonnet. The mounting for the injector pump, which was upright on early tractors, was also inclined through 10 degrees to give the truck version of the engine the necessary clearance to fit into the chassis of the Ford lorries. The very first E1A Majors had a flat drawbar without the clevis and a primitive locking-latch for the brake pedals. The clevis drawbar quickly became standard equipment and the locking-latch was replaced by a locking handle that lifted and turned.

By 1956 the tractors had a proper handbrake in addition to the locking handle. Rear lights were fitted from 1954 and on mid-production models the sidelights had an inner ring to prevent their glare dazzling the driver. There were many more

changes I haven't listed, particularly to the engine after the arrival of the Mark 2 Diesel Major in 1957, but we didn't have one of those.

'Live' drive

'Live' drive had been introduced as an option on the Major in December 1956. A two-stage clutch operated two friction discs in the clutch assembly, each transmitting power to its own drive shaft. The solid drive to the transmission ran inside a hollow shaft that drove the power take-off. The

“Our Power Major and Super Major were both ‘live’ models, but our Diesel Majors were standard tractors”

An original 1956 Fordson Diesel Major with all the correct features for a mid-production model: close-mesh front grilles, sidelights with an inner ring and a domed pre-cleaner above the bonnet.



FORDSONS AT WORK

result, as denoted by a badge on the grille, was 'live' PTO and 'live' hydraulics, both now independent of the tractor's forward motion.

Our Power Major and Super Major were both 'live' models, but our Diesel Majors were standard tractors. One of my first summer jobs on the farm was driving a tractor and trailer alongside the Whitsed Super Duplex while harvesting bulbs. It was normally bottom-gear work. Previously, I'd only driven the Power Major and Super Major. On these 'live' drive models the primary gear lever was down for low and up for high.

This caused me some confusion when I got to drive the Diesel Major because I couldn't get it to go slow enough to run alongside the harvester without dipping the clutch. Then the penny dropped: on 'non-live' Majors, the primary lever was up for low and down for high, which was one of the vagaries of the Fordson transmission.

Another lesson I learned the hard way about 'non-live' tractors was when my father sent me 'top-bashing' bulbs with my Diesel Major. This involved clearing all the dead foliage with a Gloster Haulmchop. On my first bout, covering two rows, I reached the end of the field and dropped the clutch. Nothing happened. Because there was a solid drive between the power take-off and the transmission, the inertia from the revolving flails was still driving the tractor's wheels forward. I went down the ditch and up the other side and into the adjoining field before I came to a standstill.

Luckily, nothing (including me) was broken, but I had to suffer the embarrassment of explaining to my father why he caught me coming out of the gateway of our neighbour's field with the tractor and chopper. I now understood that when using a 'non-live' tractor with high-inertia equipment you anticipated when you needed to stop, dropped the clutch in good time and promptly disengaged the power take-off.

E1A gearbox

In another life, after I became an author and while researching my Ford Tractor Story books, I had the opportunity to speak to John Foxwell, who had been the executive engineer in charge of Dexta and Major developments at Dagenham. He enabled me



ABOVE AND INSET: The tools that designed the 'New' Major - the drawing instruments and slide rule used by John Foxwell (inset) who was the executive engineer in charge of Dexta and Major developments at Dagenham.

"'Live' drive had been introduced as an option on the Major in December 1956"

to learn about the development of the tractors I so fondly remembered from my youth. He was particularly proud of his involvement in the development of the E1A gearbox.

After the design team's various proposals for the transmission had proved to be unworkable, John, lying in bed on a Friday night in October 1949, dreamt up a simple arrangement to insert a new gear-set into the old three-speed E27N box to obtain six forward and two reverse speeds. He went into the drawing office early on the Saturday morning to sketch out his ideas on paper - and the E1A gearbox was born.

John and I became firm friends and, before he passed away, he gave me the drawing instruments and slide rule that he'd used to design many seminal Ford products from wartime trucks to the 7000 tractor and, most importantly, the E1A Major. My journey through life with the Fordson Major had gone full circle.

Next time, we'll look at the Fordson Power Major and Super Major and discuss the E1A engines in more depth.

HT

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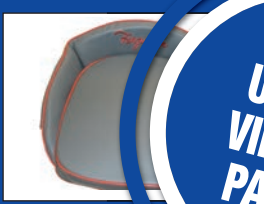
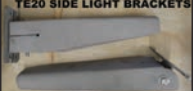
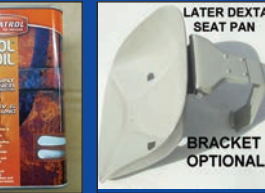
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Parts from the vintage Ford-Ferguson of the 1940s to the classic Massey Ferguson 690 of the 1980s

Development of the diesel

The move from petrol/TVO to diesel in farming in the UK was a big jump for many, but inevitable as mechanisation progressed throughout the 20th Century. **Allan Condie** explains how many different manufacturers made the switch and how diesel power eventually became the industry standard in the UK

In the years of post-war austerity, the use of vaporising oil as a tractor fuel predominated in the United Kingdom. The fact that this product didn't attract excise duty made it the most cost-effective fuel for farm work. Diesel engines in tractors were nothing new. In the late 1920s and early 1930s, several oil engine manufacturers dabbled with multi-cylinder oil engines in tractors, but they were expensive units and the only real move into using diesel came with Marshall of Gainsborough and their single-cylinder 15/30, later 18/30 and 12/20 models. However, production was limited and the customer base tended to centre on contractors who had previously run steam threshing sets.

US manufacturers too were not behind in offering diesel alternatives, despite the low cost of petrol. By 1939 most of the mainstream builders like International, Case, Allis-Chalmers and Oliver were offering some form of oil engine as an alternative. The disadvantage of such engines was the means of starting them, as hand cranking was the norm with spark ignition engines back then. International, for example, developed a petrol start diesel engine where separate combustion chambers with spark plugs were separated from the main chambers by valves. The engine was fitted with magneto ignition and started on petrol with the valves open; the valves were closed and the engine then ran as a compression ignition unit.

Although Perkins had dabbled in tractor engines in the 1930s, when a small number of Leopard engines were fitted to Fordson Ns, no mainstream manufacturer offered a diesel engine until 1948 when Massey-Harris launched its 744PD, which was a US-designed 44 fitted with a Perkins P6(I) engine, later designated P6(TA). Ford soon followed by

offering the E27N Major with the P6(TA), following trials with both P4(TA) and P6(TA) engines, and from then on the 'Conversion Pack' came into being. Morris Motors had launched the Nuffield Universal in 1948 and again had to go to Perkins to provide the engine for its diesel model launched in 1950 by using the P4(TA). However, the number of tractors fitted with diesel engines was still low compared with the preference at the time for TVO engines.

First 'in-house' diesels

The 1949 Smithfield Show brought the first diesel engine by a UK tractor manufacturer built 'in house' on to the farming scene with the Cropmaster Diesel from David Brown. Numbers built were again low in comparison to TVO models. Ford had its range of OHV diesel engines in development from 1944, but circumstances prevented their final arrival until late 1951 and the launch of the New Major. Again, the first year saw almost equal production figures for spark and compression ignition engines, but the success of the diesel in this case and its low cost compared with the competition, saw sales of TVO New Majors dwindle away until the model was axed in 1957.

Meanwhile, one post-war success, the Ferguson TE-20, had been firmly placed in the spark ignition camp, even to the extent of there being originally no TVO model. This was spurred on by the end of rebated petrol, but it took some persuading to get Harry Ferguson to allow the development of a diesel model. After several experiments with other engines, including Meadows and Perkins, the Ferguson TE-20 diesel was launched in January 1951, using a Standard 20c diesel engine. Perkins had by that time launched the P3(TA), and after trials with

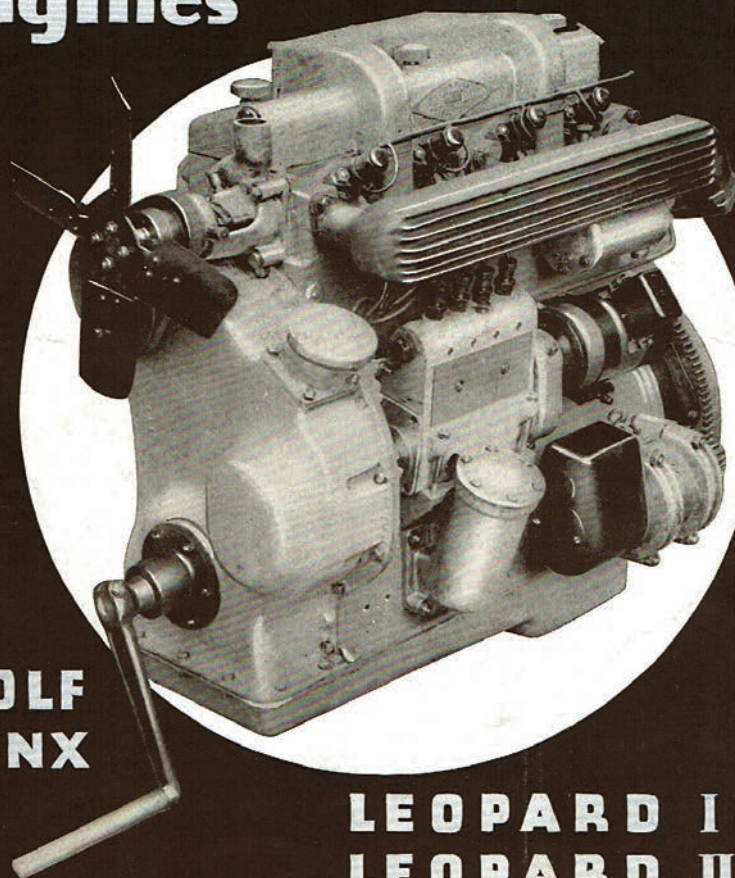
“The 1949 Smithfield Show brought the first diesel engine by a UK tractor manufacturer built ‘in house’ on to the farming scene with the Cropmaster Diesel from David Brown”

RIGHT: Perkins’ early efforts in promoting a diesel engine to the tractor market in the 1930s with the Leopard engine aimed at the Fordson Model N.

BELOW: The Perkins P6 was probably the first high-speed diesel to be successfully adapted for agricultural use and found widespread adoption in the late 1940s. However, demand tailed off in the 1950s following the introduction, by most tractor builders, of their own diesel engines.

PERKINS

Diesel Engines

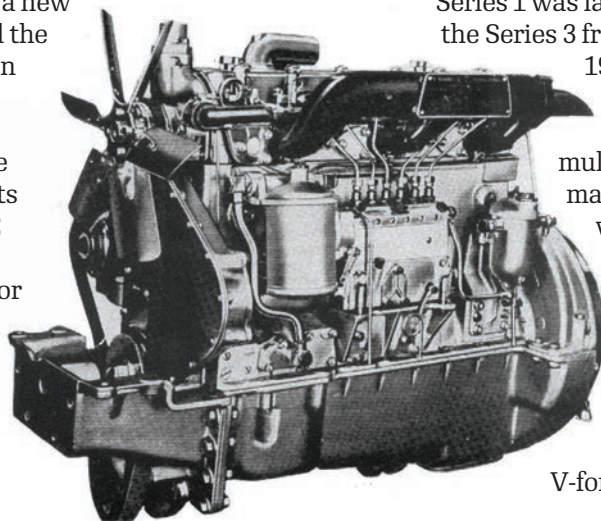


**WOLF
LYNX**

**LEOPARD I
LEOPARD II**

this engine Ferguson went for the Standard built unit, although Perkins cashed in by offering conversion packs for existing Ferguson tractors. One disadvantage was, however, that the Standard 20c engine would not fit existing Ferguson models.

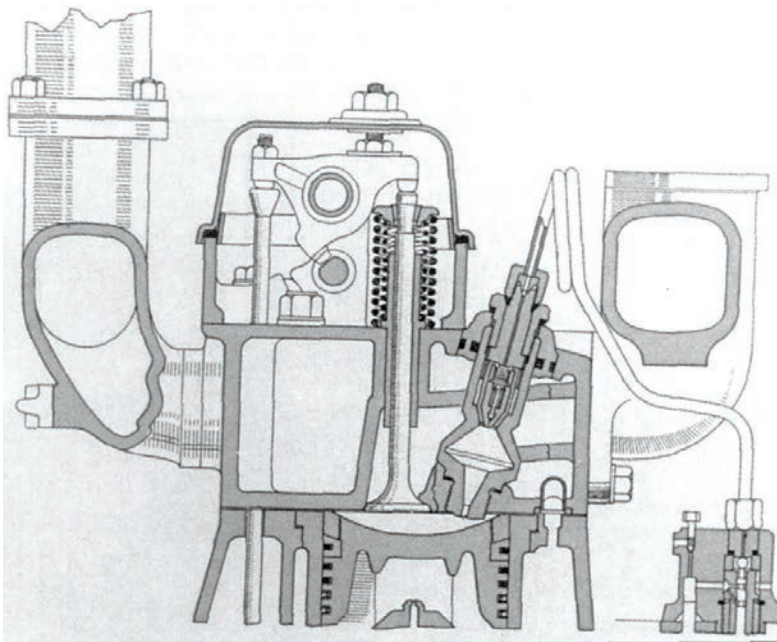
The next manufacturer to produce a diesel engine was International, which launched its Doncaster-built BMD in 1952, followed by the standard model Super BWD6 in 1954. They used a new BD264 engine, which eliminated the petrol start that had been used in the equivalent MD and WD6 US models, from which the British models had been developed. The same BD264 engine also found its way into the BTD6 crawler. 1952 saw the merger of Austin and Morris to create the British Motor Corporation. This facilitated the design and manufacture of a new diesel engine, which was first seen at the Royal Highland Show in June 1954. The OEA2 engine replaced the



P4(TA) in the Nuffield Universal. Again, the new BMC diesel virtually removed the demand for the TVO-engine Nuffield and this too was dropped from the line in 1957, after which Nuffield only offered a diesel engine tractor.

Other manufacturers were of course around, and Marshall continued to offer improved models of their single-cylinder design when the Field Marshall Series 1 was launched in 1946, the Series 2 in 1947, the Series 3 from 1949-52 and Series 3A from 1952-57. Attempts to get the Field Marshall into the 50hp bracket failed and with the rise in popularity of multi-engine diesels from other manufacturers, Marshall dropped wheeled tractors and concentrated on crawlers, all using bought-in engines.

There were other players in the field whose products didn't stand the test of time. Turner Manufacturing of Wolverhampton launched their 'Yeoman of England' in 1946, fitted with their own build V-form four-cylinder diesel. The



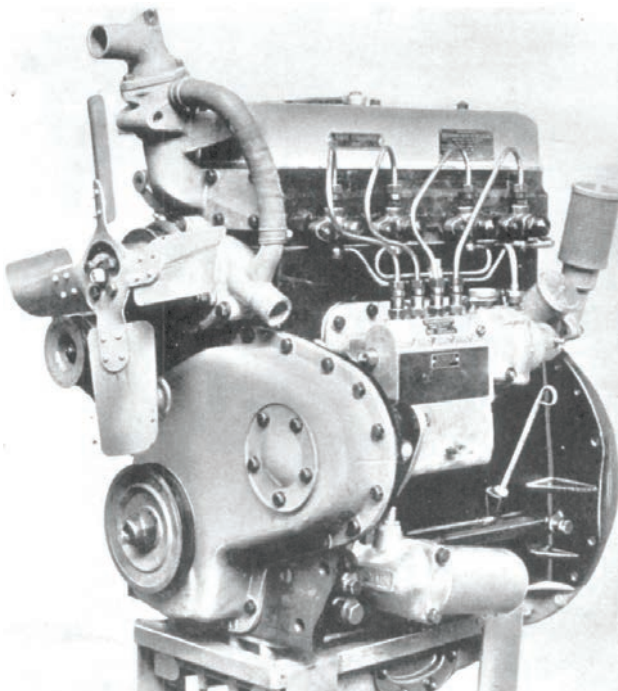
✎ tractor lacked a substantial enough transmission and was in trouble from the start. It was eventually withdrawn from the marketplace. Turner then obtained sub-contract work from the Ford Motor Co, including the development of a petrol engine Dexta.

Diesels moved into the light end of the market too: Allis-Chalmers offered the Perkins P3(TA) in their Model B in 1953, and the model received updates in 1954 as the D270 and finally as the D272 in 1957, production having been moved from Totton near Southampton to Essendine in 1954. The final UK-built model, the ED40, used a Standard Motor Co 23C engine and was built from 1959 until 1968.

International launched their B-250 in 1956 with their own BD144 diesel. The big event of 1957 was the launch of the Fordson Dexta, which used a customer tailored version of the Perkins P3.144 engine modified to suit Ford requirements and called

ABOVE: Caterpillar's form of cone-shaped pre-combustion chamber.

BELOW LEFT: After various tests, the Standard 20C engine was adopted for use in the Ferguson TE-F20. The engine was developed with the assistance of Arthur Freeman Sanders, as the Standard Motor Co also wanted to use it in cars and light commercials. Being an indirect injection design, the engine had a reputation for being a bad starter.



the F3. This put Ford in the lead in regard to UK tractor production; sadly the 1956 Ferguson FE-35 failed to impress due to the bad starting characteristics of its Standard 23C diesel engine. It was only after Massey Ferguson acquired Perkins in 1959 and the adoption of the 3.152 engine that restored market confidence in the product.

End of TVO

By 1960 the TVO tractor was virtually extinct from the sales literature; spark ignition engines were still offered by most but for petrol only. Even exports, such as that of the Fordson New Majors to the USA, increased the popularity of diesel power in a country where petrol was cheap and spark ignition models still predominated in some areas into the 1960s. Despite the success of the diesel in the 1950s, there were problems. Farmers were not used to the maintenance and fuel cleanliness regimes required by diesels and it took some time before dealers got the message home to customers. Perkins also strongly promoted their conversion packs, which enabled existing tractors to be converted to diesel. The launch of their 'cheaper' L4(TA) engine in 1953, designed specifically for the agricultural and industrial markets, allowed the conversion of many current TVO models.

Combines too were not immune from the diesel revolution. While Massey-Harris had been using spark ignition engines adapted to run on TVO with Newage conversions, the availability of the Perkins L4 saw this unit adopted as a production option and many conversion packs were also sold to re-engine existing units. The advantage was a reduction in fire risk. Ford actively pursued the sale of their four-cylinder overhead valve diesel engine launched initially in the New Major in 1951-2 as a stand-alone power unit. Along with the later six-cylinder version dating from 1957, it became a popular power unit for combine harvesters – Ransomes and Clayson being two prominent users.

Starting

Due to the fact that all diesels have a much higher compression ratio than petrol engines, it is of course impossible to hand start them without some form of assistance. Before the days of electric starters, or should that be reliable electric starters, the normal way of starting a diesel engine was to provide some sort of compression relief so that the engine could be turned over by hand. Indeed, the usual method of doing this was to provide an independent means of keeping a valve in each cylinder open until the engine had been turned over sufficiently to build up momentum. The decompression lever was then flicked into the shut position and hopefully the engine would start. This type of starting is still

popular today on the smaller single-cylinder units used in dumpers and similar vehicles.

The next method would be to provide an electric starter. By the mid-1930s, these were reliable enough, but there was a tendency on passenger and commercial vehicles to move to a 24v system. Tractors, with few exceptions, tended to have 12v systems on diesels. 6v was the norm on petrol and TVO engines where starters were fitted (which was the exception rather than the rule until the 1950s). It was only in the post-war period that spark ignition engine tractors, like cars, adopted 12v as standard.

In some cases, of course, starting electrically was still aided by some sort of decompression device, which was almost essential in cold weather conditions, and so we come next as to how that problem was overcome. It was usual to provide some way of preventing the exhaust valves closing properly until the engine had been cranked at sufficient speed to enable ignition to take place.

Most of us are familiar with the hand-starting procedure on the Marshall, where a combination of decompression and a paper torch were used, but this of course was a two-stroke engine. This technique was more widely used on some oil engines in the 1920s and 1930s, indeed Rustons and Dormans were examples of this. Some engines even had separate torch holders for each cylinder. By the mid-1930s reliable starters almost eliminated the need for decompression devices, but then it all depended on the design of the engine. We will come to that later, but for the moment we need to look at other ways of starting diesels, or helping them to start.

International Harvester provided a most interesting method whereby each cylinder was provided with an antechamber accessed by a third valve. This antechamber

contained a sparking plug, and the tractor was also provided with a magneto and carburettor. The tractor was started with the extra valves open, ran on petrol for a short period, whereupon the valves were closed by operating a lever and the injection pump cut in, enabling the tractor to run as a diesel.

It was also possible to provide other means of starting by petrol. Caterpillar diesels were best known to have auxiliary petrol starting engines, a completely separate donkey engine, which turned over the main engine. Not so common with tractors, but sometimes used on large plant, was air starting,

where compressed air was injected into the cylinders to cause rotation and then starting. This was more familiar on larger marine engines; whatever application used, the engine had to be equipped with a compressor that charged up an air reservoir. But why, you may ask, do some engines start better than others? If we compare Perkins with Ford and Ferguson we may get an idea of the reasons.

Diesels come in two basic forms: direct and indirect injection. In a direct injection example like the Fordson Major Diesel, the injector sprays fuel directly into the top of the cylinder. During indirect injection application, like the Perkins P series, or the Standard diesel, the injector is fitted into a combustion chamber, which is 'remote' from the cylinder. There were various ideas about this, as can be seen from the drawings; indeed, pre-combustion chambers came in all shapes and sizes. In general terms, direct injection diesels have less need for additional starting devices than indirect injection ones, but there are no hard and fast rules on this.

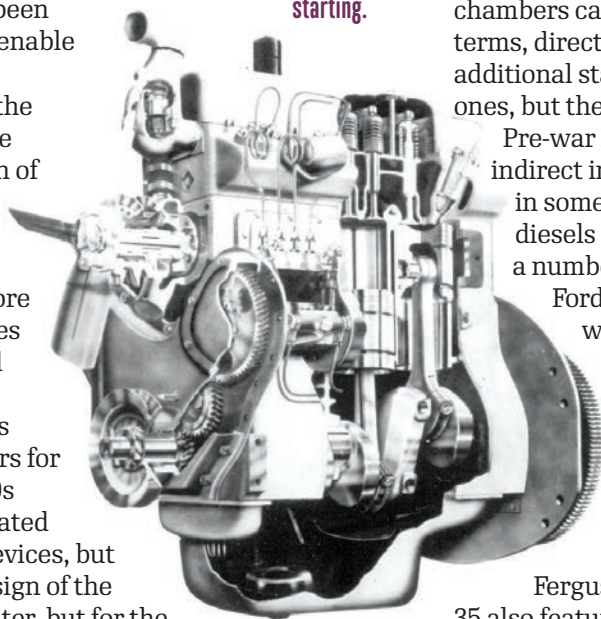
Pre-war Leyland engines, for example, were indirect injection yet had no starting aids, while in some colder territories direct injection diesels needed 'help'. That 'help' could come in a number of forms. In some cases, as with the Fordson Major Diesel, the injection pump was fitted with an excess fuel device, which delivered extra fuel to the cylinders when starting. Perkins used the Kigass system, which involved injecting diesel into the inlet manifold, which was also fitted with a heater plug.

The Standard diesel used in the Ferguson TE-20 and the later 23C used in the 35 also featured a similar system. In some cases, a heater plug was provided for each cylinder. The American Ford diesels, for example, used ether injection to aid cold starting. This last method is no doubt familiar to many in its oral form! With the invention of the aerosol can, 'easy start' was soon available. Who has not seen the use of this somewhat addictive aid, especially with Perkins P6 engines?

Fuel systems

The original design concept for fuel injection pumps very often saw, expressly on larger engines, a separate fuel pump for each cylinder. Indeed, in some applications the fuel pump and injector were even combined into one unit, driven by a suitably placed camshaft. In the light of experience, fuel pumps gradually became smaller in size, the

BELOW:
International
based its
BD264 diesel
engine on
earlier designs
but eliminated
the petrol
starting.



Two-stroke diesels have not been over popular in agricultural and industrial applications

THE MOVE TO DIESEL

normal pattern of CAV or SIMMS units being of the plunger type.

In the 1950s, CAV developed the rotary pump based on the US Roosa Master unit. Prototypes were tested on various engines, including Perkins P series units, before the design was finalised and made available to engine manufacturers. Two types of governing systems were also general on diesels: the pneumatic governor and the mechanical one. The pneumatic governor relies on the variation in air pressure in the inlet manifold for its operation, whereas the mechanical one is purely reliant on the actual engine speed for control.

By the 1960s there was a general move away from pneumatic governing, as tractor engine sizes increased; the application of such a unit to a turbocharged engine was impracticable. Simms introduced their 'Minimec' series of pumps, which were smaller in size than hitherto and equipped with a built-in mechanical governor.

There has been tremendous development in the field of lubricants over the past 50 years. In the early days of diesels, detergent oils were not available and, as the nature of diesel fuel in those days, with high sulphur content, was conducive to the build-up of much more carbon than petrol engines, problems inevitably occurred. The 1930s saw the development of so-called detergent oils, which keep carbon deposits in suspension, the result being a much cleaner engine interior and a consequent reduction in wear.

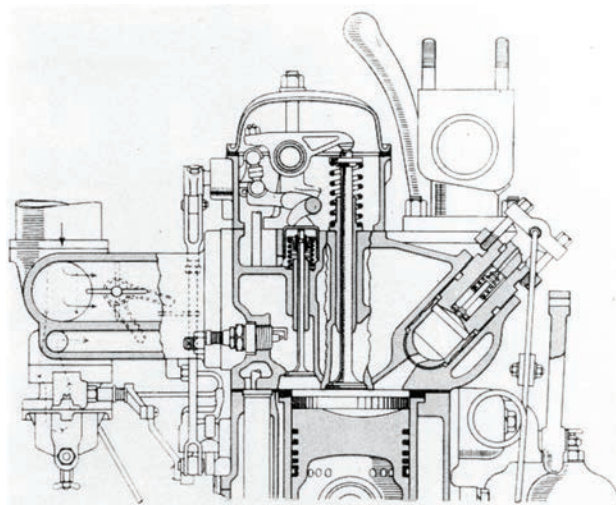
Size vs power

Two-stroke diesels have not been over popular in agricultural and industrial applications. Their advantage is of course that they develop around 1.75 times the power of a four-stroke unit for a given size. Disadvantages are, expressly with valve-less types, that in most cases the lubrication system is of the 'total loss' type, where the oil is eventually consumed in the combustion process.

Although turbo-charging had been around on larger diesels, such as marine and railway applications, for many years, in the late-1950s its application to smaller units became more evident. The amount of power an engine can develop is dependent on the amount of air available in the cylinder for combustion. By forcing more air into the cylinder during the inlet stroke by means of what is in effect an engine-driven compressor, it is possible to boost the power output. There are limits, however, and above certain levels temperatures become critical.

This can be overcome in part by

RIGHT: The layout of an International diesel designed for starting on petrol. Each cylinder had a third valve, which exposed the auxiliary combustion chamber on starting. Note also the cup-shaped swirl chamber.



“By the 1960s there was a general move away from pneumatic governing as tractor engine sizes increased”

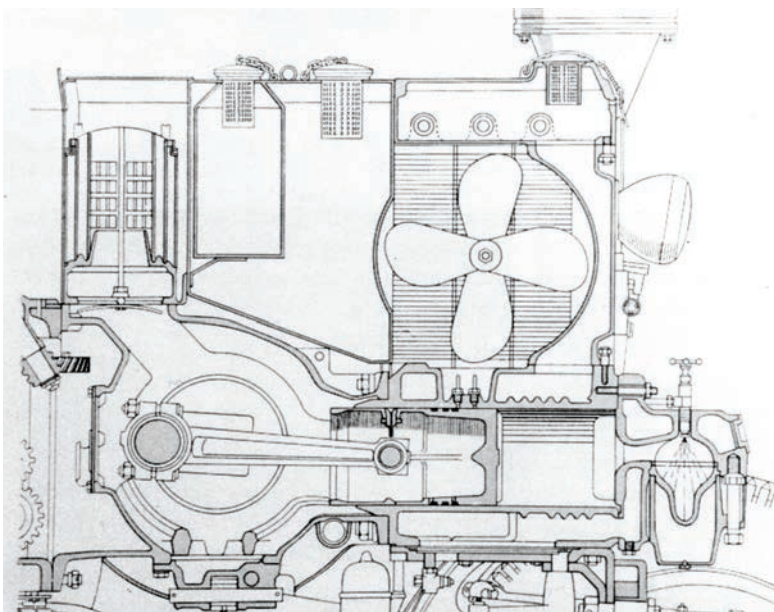
the use of inter-cooling to reduce the temperatures, and oil coolers to keep total engine temperatures down. Many manufacturers have now used turbo-charging to take engines originally developed in the 60-plus hp range into the 100hp bracket. There are advantages to this in terms of vehicle or plant design, and for a given size and weight can offer some 25% more power at the outset.

Despite the higher initial cost of diesels, the interesting thing to note is that in the western hemisphere, where 'gas' prices were low, it was the 1960s before diesels were really becoming the trend on the farm and even the construction scene. In the United Kingdom, where petrol has always been subject to a high duty, we all know of course that the TVO engine was the answer for the farmer. As demand for diesels increased in road transport, the engine manufacturers were able to cut production costs, and this meant that the diesel engine tractor no longer cost almost double its TVO or petrol engine counterpart.

The New Fordson Major probably did more than any other tractor to move the farming industry away from TVO. On the construction side, Caterpillar were of course diesel pioneers, and diesels have been a necessary part of life in construction industry for much longer.

HT

RIGHT: A diagram of the surface ignition semi-diesel engine of the Lanz-Bulldog tractor.



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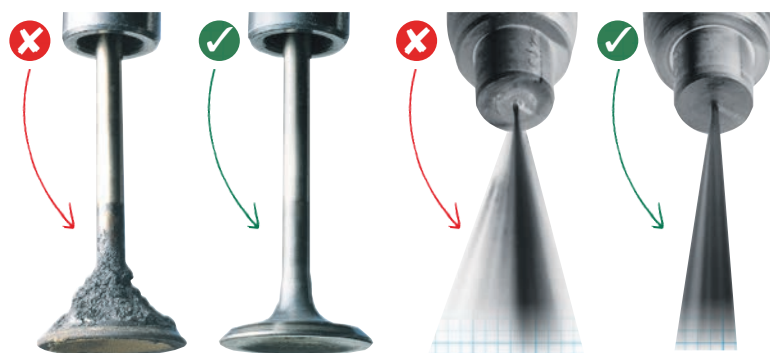
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The tractor workshop in 1959; the building was formerly the foundry.

Recollections FROM A FAMILY FIRM

In his second instalment, **Graham Kirk** talks us through the history of F. Randell Ltd through the years of WWII and its post-war activities, including his time with the family firm in the 1960s

The Second World War saw several changes for F. Randell Ltd. The government's drive for increased food production resulted in farming becoming a very important industry, as most new tractors and other farm machinery sales were authorised by the War Agricultural Committees. Randells already had an association with Massey-Harris, who had an agreement with the government to supply farm machinery in the event of war. Randells was therefore in a favourable position to supply a wide range of farm equipment.

All the additional acres being

ploughed up for growing grain crops led to an unprecedented demand for many implements including corn drills. Some new ones could be supplied, some larger farms had invested in new tractor-drawn drills before the war, but the majority of medium and small farms simply couldn't afford to buy much machinery at all. Many drills hadn't received maintenance for some years, therefore large numbers had to be re-conditioned and at the same time most were converted from being horse- to tractor-drawn, which also applied to many other farm implements.

This created a great amount of work both at the North Walsham and Reepham branches. Binder sales

increased – they were delivered in knockdown units packed in wooden crates, most of which were assembled on the farm. If for some reason a binder could not be repaired, it was stripped of all the useful parts. They were then painted silver and housed on rows of shelving in one of the storage areas and were mainly used for keeping older machines working when spares became difficult to obtain.

Then the revolutionary Massey-Harris 21 self-propelled combine arrived. They were in great demand, but were limited in the numbers that could be supplied. They were introduced in 1942 but manufacture was restricted due to the American and Canadian governments limiting

the supplies of materials. The combine harvesters were again delivered in large wooden crates and mainly assembled on the farms.

The stores were kept busy with many more spares to handle. Binder twine had to be supplied in accordance with the government's Binder Twine Order (No 1- 1942) of 4lb per acre of corn crops. Shops were supplying large amounts of hardware and gardening tools to help carry out the Dig for Victory campaign. They were selling galvanised air raid shelters for £9 15s, including delivery. The foundry was still producing various pieces of equipment but in reduced numbers and the range was limited.

Post-war developments

When the war ended in 1945, the problem now was one of supply. As American aid came to an end and the country's finances were in a very poor state, sales of new equipment dropped sharply. British-made machines had to be largely exported and material costs rose sharply. Imported machines incurred heavy duties, but Massey-Harris partly overcame this by assembling machines in Manchester, using some British hardware and components.

It was during this period that some serious decisions for the future of the company took place. The conclusion from Randells was that Power Farming with tractors and related implements was the way farming would be carried out in the future. Larger and more complex implements would be required; therefore, the view was that they would be far better manufactured by the larger equipment builders than trying to compete against them.

Randells also could foresee electricity being made more available for use on farms and this would herald a new range of larger, electric-powered barn machinery, making their range of barn equipment



obsolete. Therefore, the range of products manufactured in the foundry was reduced. Some implements, such as rolls and harrows, together with their sliding axle inter-row hoe and water carts, were manufactured and continued in production until the mid-1950s. Randells would now mainly concentrate on selling products from many of the major machinery manufacturers.

When new pieces of equipment became more readily available in the early 1950s, Randell was selling a wide range of Massey-Harris machines being manufactured at Manchester and Kilmarnock. Large numbers of 720A corn drills, 717 fertiliser distributors and 712 farmyard manure spreaders were the most popular. Ransomes and Bamford equipment was also sold in large numbers, together with a range of machines from many of the main major manufacturers.

The most disappointing products from M-H in terms of sales were their tractors, as they were never as popular after the war as they were prior. The 744D was quite a powerful

tractor and sold albeit in small numbers. This, however, was offset by selling large numbers of Ferguson tractors and several Nuffields. It is not surprising that large numbers of M-H combines were sold during the 1950s, as annual sales of combines peaked at 85 in one year during the mid-1950s.

This brought about vast amounts of work. Apart from general repairs, several of the combines had Raussendorf straw presses and Rekord straw choppers fitted, and conversion work was required to change over early type feed augers and bat reels to pick-up reels. Also, many pick-up attachments were fitted for combining peas and grass seed. There were also conversions of bagger to grain tank units and changing Morris engines for Perkins L4 diesel engines in 726 combines.

It is worth noting that another large area of expansion was into machinery for recreational grass. Randells always made servicing a top priority. Stocked reconditioned engines for M-H machines included Chrysler, Wisconsin, Morris, Austin and the Perkins L4. During the peak harvest periods, head storeman George made up a wide range of service boxes consisting of spares and hardware that related to different breakdowns.

The engineer would quickly pick up the relevant box for the breakdown he was going to attend, then on his return George would book out the parts used and then replenish the box. This was a very good and efficient system.

“The Second World War saw several changes for F. Randell Ltd”



ABOVE LEFT: An F. Randell Ltd badge as attached to a preserved Massey-Harris seed drill.

LEFT: An M-H 744 can be seen on the Randell stand at the 1949 Royal Norfolk Show.

Implement makers

Randells produced a new implement in 1954 for singling sugar beet plants, known as the 'Up the Row' thinner. There were a small number of manufacturers producing this type of machine, which had rotating blades turning at 90 degrees to the rows and driven via a gearbox operating from the land wheels on the outside of the machine. The Randell thinner was different as it comprised individual units, which were attached to the customer's existing inter-row hoe. The rotating blades were not power driven, but revolved by the forward travel of the hoe when the unit was in the working position.

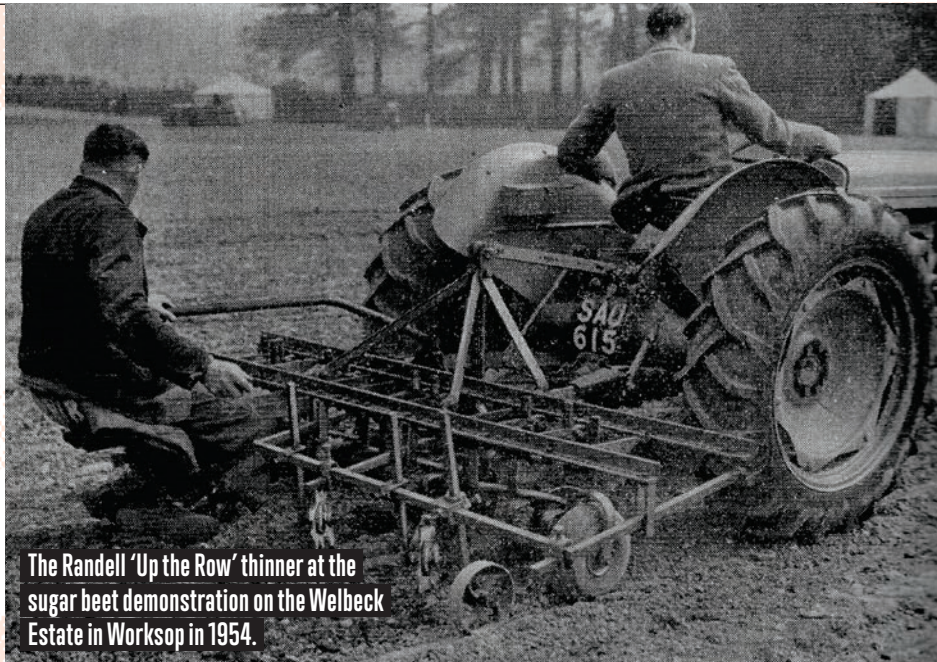
The advantage was that both inter-row hoeing and thinning the plants could be carried out simultaneously, which also saved money. The demise of all these machines came when monogerm seed pellets and precision root drills were introduced. Another manufactured item was a grain tank and fitting assembly to convert a bagger unit on the Ransomes trailed MST42 and 56 combines.

When the foundry finally ceased production in the mid-1950s, the building became the new tractor workshop and its adjoining building the fitting shop became the implement repair workshop. They retained the line and pulley system to operate a wide range of workshop machines. There was still a large blacksmiths shop with a series of forges and machine tools including a die-punching machine. The carpenter's shop was kept busy making many various wooden parts, including swath boards for mowers and floorboards for trailers.

Randell always had a stand at the Royal Norfolk Show, where they were noted for their hospitality. New tractors had sign-written number plates. One evening the sign writer would paint the black background, the following evening he would sign write the white numbers and letters, even in the 1950s this was quite unusual.

Loss of M-H agency

The merger of Massey-Harris and Ferguson created the MHF



The Randell 'Up the Row' thinner at the sugar beet demonstration on the Welbeck Estate in Worksop in 1954.

"Randells produced a new implement in 1954 for singling sugar beet plants, known as the 'Up the Row' thinner"

organisation. When the company became Massey Ferguson, they implemented changes to the Ferguson and M-H agencies with the intention of having fewer agents, but they would cover larger areas. With their long and successful association with M-H, then selling Ferguson tractors, F. Randell Ltd became an obvious choice for one of these new Massey Ferguson agencies.

Randells was offered a large part of Norfolk and also an area that extended into north-east Suffolk, but it wasn't to be. One of the conditions laid down by MF was that Randells would have to exclusively sell MF products. The only exception was that if no MF product was manufactured, then and only then could another make be supplied.

John Randell was in charge of the agricultural business and this was like waving a red 'MF' flag to a bull. Randells had had a very close relationship with

Ransomes, Sims and Jefferies since the 1890s. They sold vast numbers of ploughs together with the complete range of Ransomes implements. In no way was he going to be told by some sweet-talking marketing department from MF how to run his business and so Randell's MHF agency came to an end. Ransomes was by then manufacturing a self-propelled combine, therefore Randells supplied them.

I joined the company in early 1961 and Randells had recently taken on the David Brown tractor agency. The hydraulic system was rather more complicated to use than that on a Ferguson tractor. However, when the operators became familiar with the tractors, they were received quite well. The hydraulic pump and control valves on the 950 and 990 Implematics did require periodical attention.

When we all became conversant with overhauling and setting up the pumps and valves, they were really not a big problem. Randell had many loyal customers and if they preferred

RIGHT: The TE-D20 that was the yard tractor at F. Randell Ltd, North Walsham, with the jib conversion on the horndraulic loader boom. Photo: P. Culley



an MF tractor or combine, then they would purchase them from Randell. Several Nuffields were also being sold, which all resulted in quite buoyant tractor sales. It has to be said that the Ransomes combines were not that popular, but also the dominance of the Massey-Harris and Massey Ferguson combines was coming to an end. Claas, Clayson and to a lesser extent Allis-Chalmers were becoming increasingly popular.

End of the road

In late 1963 came the rather unexpected and shocking news that Randells was in negotiation with Dalgety Franklin, an Australian grain trading company, to sell the business. A few months later, the takeover went ahead, regretfully so in the opinion of many. F. Randell Ltd became F. Randell & Co but there was no large-scale re-branding. Actually things didn't change that much for about three years and by that time Dalgety Franklin had acquired many

more agricultural engineering businesses. They then naturally introduced their own style of business management and marketing.

I consider myself privileged to have had an apprenticeship at F. Randell Ltd, where you had to be very adaptable working on tractors, harvesting equipment and a vast range of farm machinery. One of the first things you had to master was sharpening drills accurately, filing and fitting jib head keys and correctly grinding and lapping valves in cylinder heads, all this before you were taken on as an apprentice.

Mr John Randell was a very stern 'governor', a rather Dickensian figure, but many of the staff and I respected him. Praise from him didn't often happen but when it did it was very

LEFT: A David Brown 950 supplied by F. Randell in excellent original condition in the ownership of Jane de Fayter. On the left is Graham Kirk who, as a young apprentice, assisted with the pre-delivery inspection (PDI). Jane's husband Edward is keeping a check on proceedings. In the centre is Jane's mother, Mrs Muriel Callow, whose father, Mr Roberts, the senior sales representative for F. Randell Ltd, sold the tractor when new in March 1961. Also still visible is the sign-written number plate. Photo: P. Culley



much appreciated, as you knew it was genuine.

My life in the 1960s was far removed from the swinging '60s lifestyle portrayed in the media. It is rather difficult to explain my fond feelings being employed there, as the pay wasn't great and working conditions were tough. Most repair work had to be carried out on the farms. Splitting tractors to repair clutches on uneven floors in open-ended buildings with wind and freezing temperatures to contend with; removing combine engines and shaker cranks in the heat of summer.

Harvest always heralded a plague of minute black midges that somehow managed to creep all over you. You would be hot, covered in grease and grime and you would be itching terribly. What an existence! Would I have changed it, of course not. To be able to say I was employed by the family firm of F. Randell Ltd – a very well-respected company in business for 140 years – is something I am rather proud of.

HT



LEFT: An aerial photo of the St Nicholas Works at North Walsham in the early 1960s. The larger buildings in the centre were formerly the foundry and the fitting shop.

The yard tractor

A Ferguson TE-D20 tractor with a horndraulic loader had been taken in on a sale from a new tractor and it became the new yard tractor. The yardman, Jimmy, gave her the name Phoebe. Brian, one of the fitters, manufactured a jib assembly for the loader. I

hadn't been at Randells for very long when Brian, Walter and this young 15-year-old had the task of converting the loader booms and fitting the jib assembly. This all had to be completed by lunchtime as there was a lorry to unload in the early afternoon. Although

Jimmy was the main user of Phoebe, others including myself used it in his absence. About 35 years later when I was making a business call on one of the Norfolk Broads boatyards, I spotted Phoebe. "Phoebe!" I exclaimed; the proprietor was taken aback

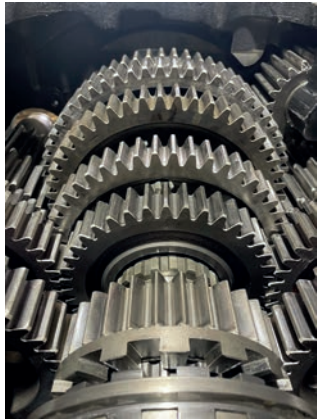
wondering what I was referring to. After explaining the story, I asked if I could purchase the tractor if it became available. About two years later, I did purchase Phoebe and it is one of my cherished exhibits in the Vintage Harvester's collection.



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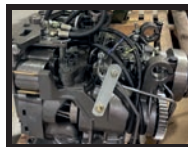
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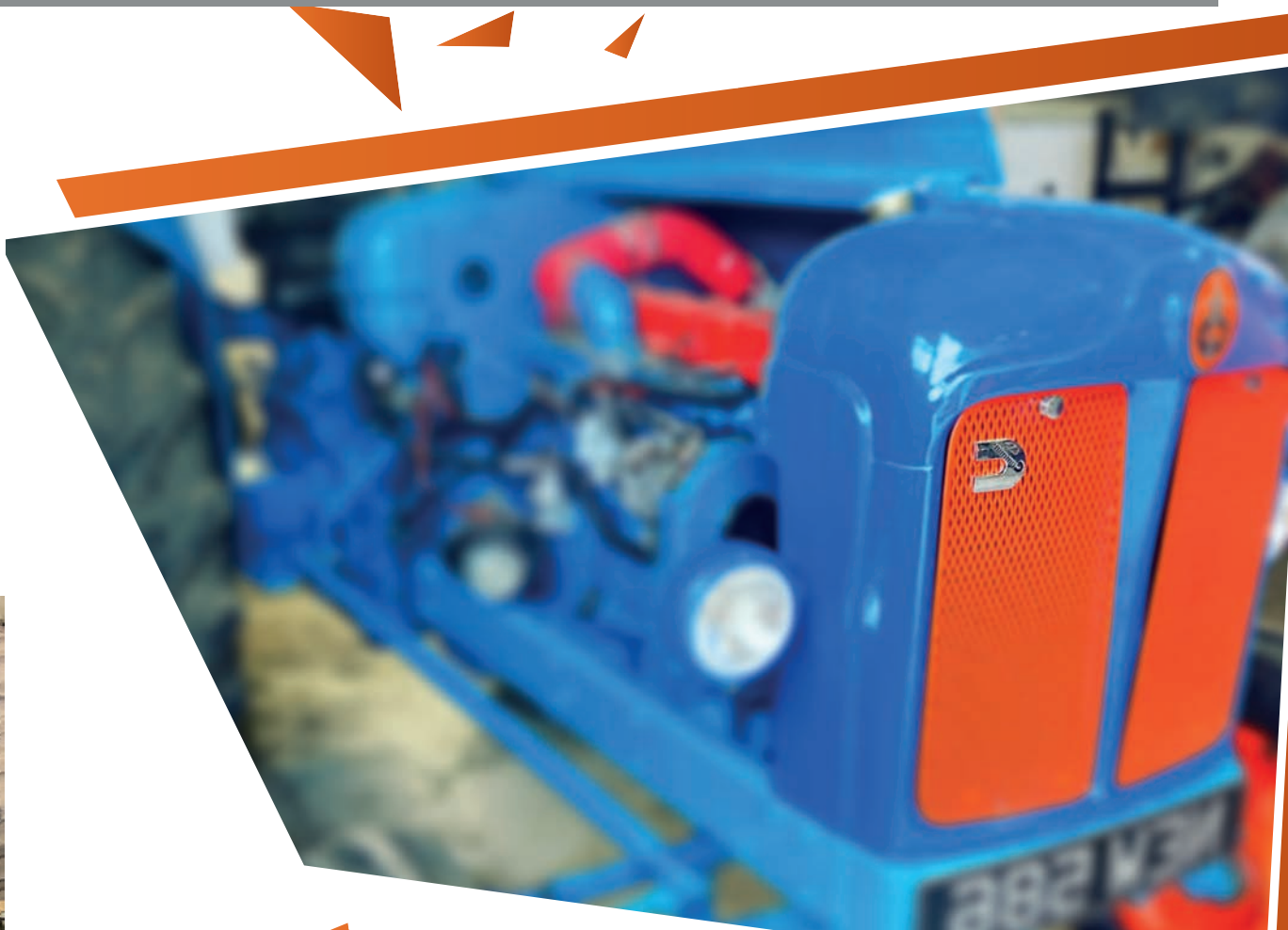
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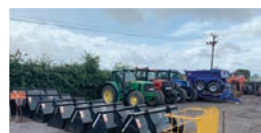
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Strimech
Attachments



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Very tidy



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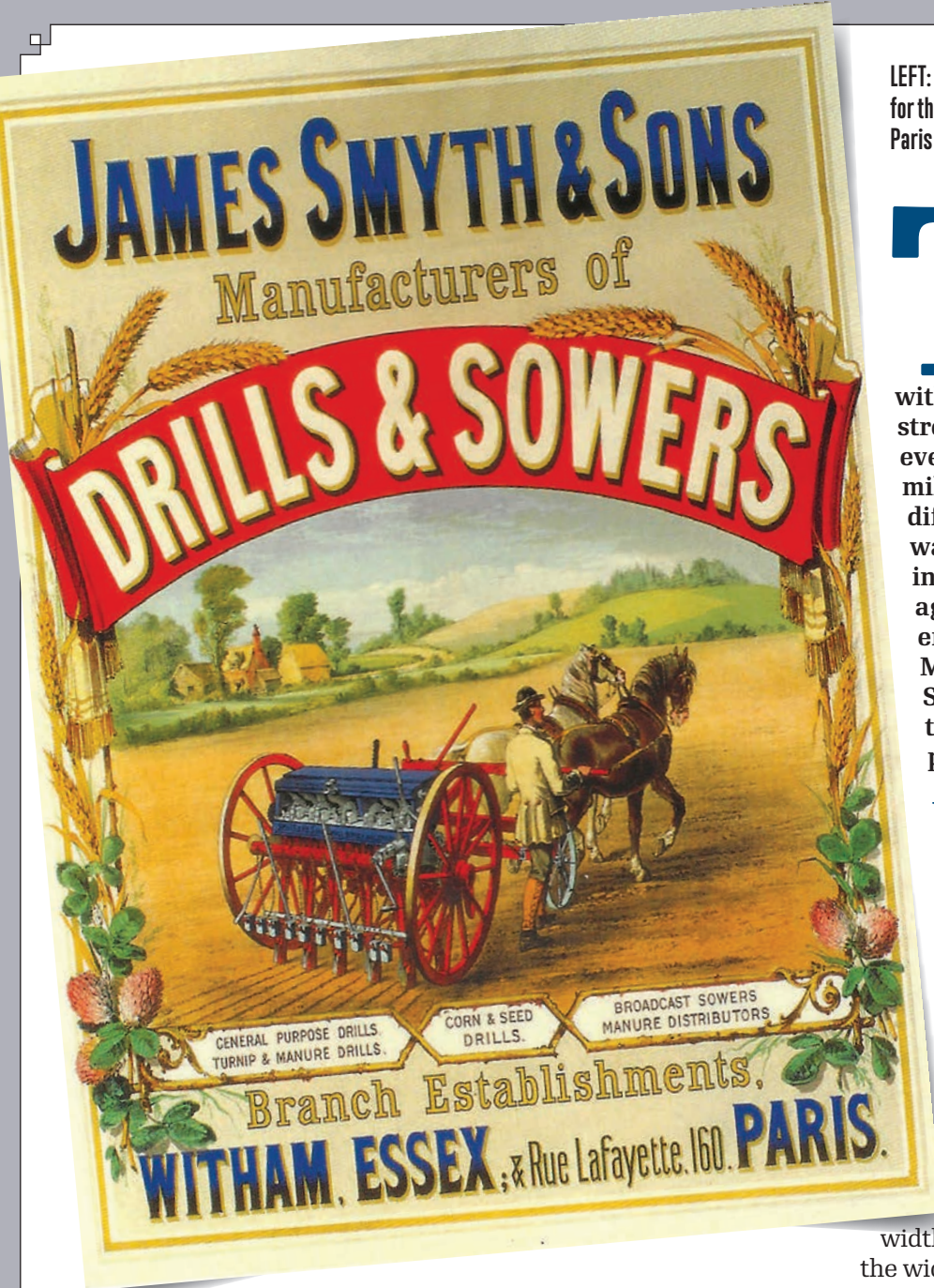
2011 New Holland T7.210
Auto-Command - Front linkage



1997 Rau 14 GM 2500Ltr
20/21m Very Tidy



Simba Culti Press 80% Metal
Very good condition.



LEFT: An early and vibrant advertisement for the drills of James Smyth & Sons; the Paris agency is worth noting.

The village of Peasenhall, nestling among the arable farms of East Suffolk, is typical of many villages in the area. Period houses and red-brick cottages jostle with each other down the long village street, either side of a small stream that eventually flows into the River Yox a few miles down. What made Peasenhall different to the other villages in the area was the collection of red-brick industrial buildings that grew up against the churchyard wall at the top end of the village. This was the 'Drill Manufactory', home to James Smyth & Sons for over 160 years, employing up to 140 mostly local craftsmen at the peak of their production.

WHEELWRIGHT'S SHOP

Our story goes back to around the turn of the 19th century, when two young men, James Smythe and his brother Jonathan set up a wheelwright's shop in nearby Sweffling, a village a few miles up the road. Their work included the repair of a number of seed drills in use at that time based on the Cook drill, invented by a clergyman from Lancashire, which had a number of inherent shortcomings. The major fault was that all the coulter were fixed to a frame throughout the drill

width, so variations in drilling depth across the width occurred as the drill traversed uneven ground. Henry Baldwin and his clever workman, Samuel Wells, at nearby Mendham developed independent coulters and adjustable axles to suit various-sized stretches.

James Smythe formed an association with a local farmer, Robert Wardley, who occupied Grove Farm in Peasenhall. With his

Suffolk drillmakers

Some of the history of Great Britain's implement makers has lain forgotten, while the history of the tractor manufacturers is largely well documented. However, here, **Chris Thomas** gives us an in-depth account of the story of long-standing Suffolk drill manufacturer Smyths of Peasenhall

encouragement and financial assistance, much time and effort were spent improving the drill locally. It is interesting to speculate if James knew of the work of Henry Baldwin, who was also improving seed drills about 15 miles up the road at Mendham. We will never know, but his early drills incorporated all the improvements of the Baldwin drill. To this he added a number of other improvements.

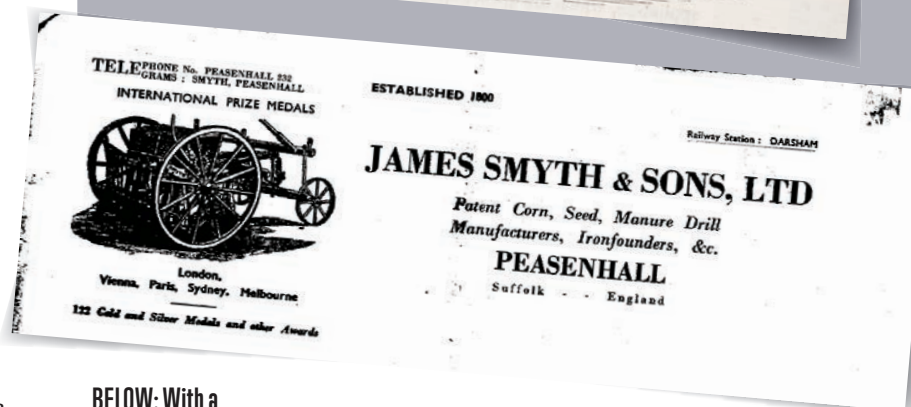
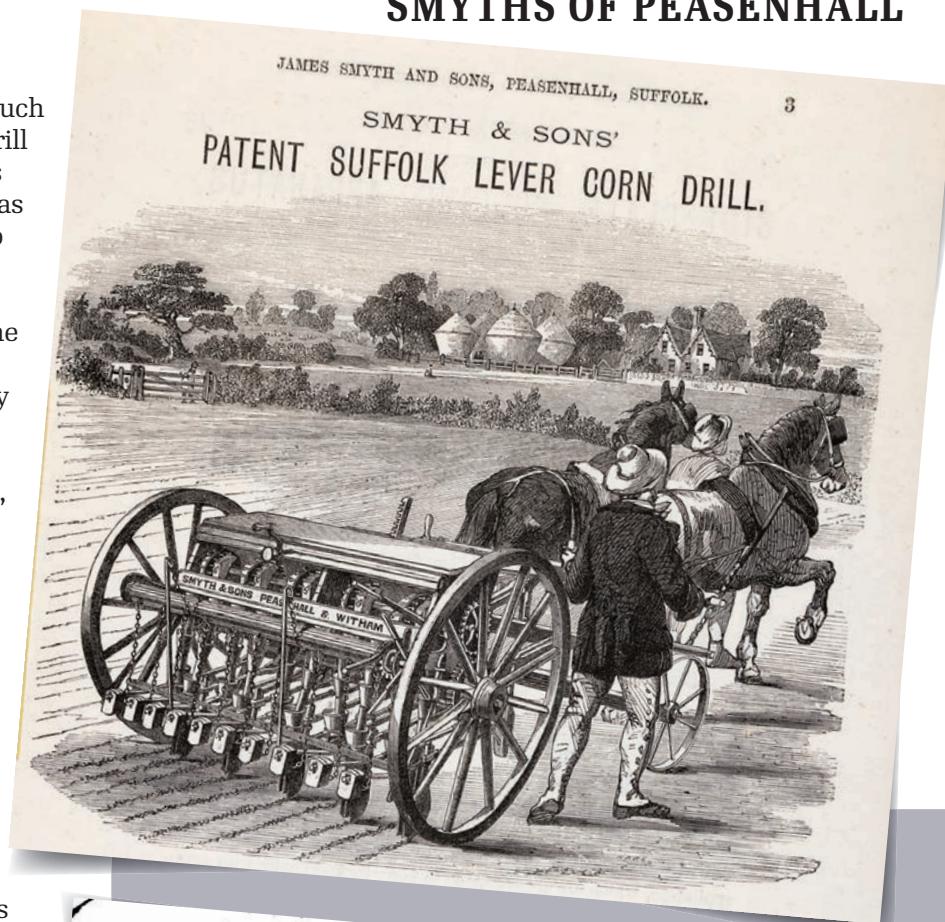
Firstly, he made the coulters adjustable by width, so rows could be spaced at any distance from 4.5in upwards. Secondly, he made the whole coulter assembly steerable, so that adjacent bouts could be kept at the right space from adjoining bouts, and this would assist in keeping the drilling straight, essential if the crop was to be horse-hoed later on in the year. He called this 'swing steerage'. Thirdly, improvements were made to the cup-feed mechanism, both in the position within the seed-box and in the gear wheel drive, so that different size gears could be fitted easily to change seed rates for different crops.

Seed rates could be varied from two pecks per acre up to six or seven bushels of seed per acre. An additional barrel could be fitted for drilling turnips and mangels. Finally, he made improvements to allow the sowing of manure at the same time as sowing the seed, an early attempt at combined drilling.

DRILL MANUFACTORY

James was also good at marketing his product. He called his machine the 'Suffolk' drill and began to build them in large numbers. We are not sure of the arrangements between James and his brother Jonathan, but in 1800 James established his 'Drill Manufactory' beside the churchyard in Peasenhall, while his brother stayed in Sweffling, making drills on his own account. His son Joshua carried on the business for a number of years.

Having produced an improved implement, and sold many in his immediate locality, James needed to go further afield. In those days, communications and a means of advertising were quite limited. He advertised them in Covent Garden Market in London. He also recruited some local



BELOW: With a horse steerage fore-carriage, this is an early example of a surviving Smyth drill.

TOP: An illustration of a horse-drawn James Smyth & Sons 'Suffolk' corn drill. Photo: Museum of English Rural Life.

ABOVE: A James Smyth & Sons Ltd letterhead.



"He called his machine the 'Suffolk' drill and began to build them in large numbers"



ABOVE: A Smyth catalogue dated as 1949, which is advertising both horse-drawn and tractor-drawn corn drills. Photo: Museum of English Rural Life.

trustworthy men, instructed them in the use of his drill, and sent them around the country where they stood in various markets and corn exchanges offering to contract drill for local farmers at 2s.6d an acre.

He also rented out drills to local farmers for 2/-, and a horse could be obtained in the village for 1d per day. These early salesmen were given a £5 note to live on with the understanding that this would be repaid in instalments out of the profits they made. Landowners and farmers, seeing the benefits of the improved drill, purchased their own and Smyths of Peasehall was established. By 30 April 1836, at which date their earliest sales ledger survives, serial numbers had reached 1658. Whether it is an accurate indication of the actual number of drills made and sold is unknown, but from then on, we know they were making 200-300 drills a year.

EXPORT MARKET

At the age of 13, James Smyth Jnr began working in the business, which led to him accumulating experience in all aspects of the manufacturing process – forge work, carpentry, marketing and sales. In 1840, at 33 years of age, he became the head of the business. Just as well, as three years later, his father James died. James Smyth Jnr was just as entrepreneurial as his father and immediately saw potential in the export market.



ABOVE: The instruction and spare parts manual for the Smyth multi-row Model 22 and 32 drills.

and leisure industry, but during the first half of the 19th century it was a busy port, not only serving Smyths, but also the products of Richard Garratt of Leiston, who were also exporting to all corners of the world. Drills were transported there by horse and wagon and loaded on to sailing ships, which would then take them to other ports nearer to their final destination.

James Smyth Jnr was very keen for the new East Suffolk Railway to pass through Peasehall, but that was not to be. Instead, it was laid another four miles further east, the nearest station being Darsham, where drills were taken for onward shipment home or abroad. To further help distribute his drills nearer to a main line, another

The firm started attending all the great exhibitions. They exhibited at the RASE show in 1840, as well as exhibitions in Paris, Vienna, Sydney, Melbourne and Amsterdam, where they gained many awards and gold medals for innovation and workmanship. The export trade, particularly to Western Europe, was seen as very important, and a depot was set up at Rue Lafayette, Paris, to service the continental trade.

In other parts of the world, agents were appointed to sell and distribute their products.

Such was the importance of this export trade, James sent his two sons for schooling in London and then Germany so that they could acquaint themselves with the language and continental customs with the idea of bringing them into the business when they were older. Herbert Smyth eventually travelled to France, Belgium and Spain and his brother, James Josiah, travelled to Holland, Germany and Austria.

So how did a small country firm get their products to their destination in all parts of the globe? Before the railway came to East Suffolk in 1846, a large majority of the completed drills were sent to all parts of the UK and abroad by sea. Slaughden Quay, near Aldburgh, is now occupied by a couple of boatyards serving the yachting

small depot was set up in Witham in Essex. This was purely an assembly point from parts already made in Peasehall, but it enabled the firm to get drills out to customers quickly. By 1896, however, the Witham depot had closed down.

By now, with improvements, the 'Suffolk Drill' had become the 'Eclipse' and was made right up to the 1920s. In about 1880, their final wooden drill design, the 'Non Pareil', was introduced, many of which can be seen today. Everything was made at the works. They had 14 forges and two steam hammers, and up to 25 skilled blacksmiths working there, many being the sons and grandsons of former Smyth employees. Local and bought in timber was all sawn and processed on site, and copious amounts of powdered blue and red paint was mixed up to paint them. They needed it, at its peak over 350 drills were being made a year, that's over six a week.

VILLAGE BENEFACTOR

James Smyth Jnr died in 1891 and the business passed to his eldest son, James Josiah, who had been effectively managing the works since 1857, and it was James Josiah who took the business forward to its peak of popularity. He was also a great benefactor to the village. A mechanics institute was formed, and a building erected in the village street. It contained over 200 books and anyone, with a payment of a small fee, could belong to the institute. Interestingly, female members could use the institute up to 5pm each day.

A few years later, a Benefit Society was formed to help workers in time of need through sickness, or to help pay funeral costs. All this was practically unheard of in Suffolk at this time. Smyths also financed and helped build the village school, opened in 1875, and built a village hall, previously known as the Assembly Room in 1888. Opposite the works, a small terraced row of seven cottages were built to house some of their workers not already living locally. Any employee who died always had their coffin made at the works.

James Josiah died in 1908 and left no successor. Both his brothers Herbert Ambrose and Ralph Alexander had pre-deceased him, so the company was without a natural leader. Another family member, James Smyth Blackford, took over as managing director until he died in 1918, but he was really no more than a caretaker. The reins were then taken on by another branch of the family, Thomas Henry Thirtle, a businessman and ironmonger shop owner from Lowestoft.

“Business was still brisk up to the First World War when a large proportion of production went to Western European countries”

CHALLENGES TO THE BUSINESS

Business was still brisk up to the First World War when a large proportion of production went to Western European countries. This was all to change with the outbreak of war, although home orders flourished. Much of the workforce enlisted into the forces and a few never came back, but the company was able to carry on. From then on, the agricultural depression and later the general Depression all took their toll on the company.

An even more devastating event occurred in 1923, when part of the works was engulfed by fire. Fire brigades were not as quick then as they are now, and it took 90 minutes for the Saxmundham Brigade to arrive, and another from Halesworth 15 minutes later. By then the works was reduced to not much more than a shell. However, the company rebuilt the works, having rented temporary premises at a nearby estate workshop.

An export market of any great significance was never regained after the war, and through the depression years the works were on short time and making other things like wheelbarrows, sack barrows, farm carts and tumbrils. They still attended all the local, county and national shows in an effort to attract what business there was. Meanwhile a number of different negotiations with other parties to sell the company as a going concern occurred, all to no avail.

Five Smyth drills assembled in chronological order during a vintage drilling day back in early March 2022, organised by John Chapman.
Photo: Chris Lockwood



The earliest Smyth drill present at this drilling day was Chris Thomas's 1919 example, which is pictured behind Chris's 1936 Fordson Model N.
Photo: Chris Lockwood



SMYTHS OF PEASENHALL



So, James Smyth & Sons limped on until the outbreak of the Second World War. This was a different war for Smyth's. With the 'ploughing up' campaign in operation, new drills were in high demand. By now Thomas Thirtle had handed the reins to his son Frank Elvin Thirtle, and during the war, many of the component parts were farmed out to other companies to help keep up with demand, especially cast-iron components. Also, for the first time, a few women were employed to help assemble the drills. Nearly 400 drills were ordered during 1942 and a further 275 the following season.

After the war, the firm resumed its spiral of recession. They seemed unable to progress from a wooden machine mounted on wooden cartwheels, all hand made. Each drill had its own carpenter's mark on it to denote who built it, and all recorded in the works ledger! They were modified somewhat to accommodate being tractor drawn with a strong drawbar and a rear platform for someone to ride on the back. This design remained until 1962 when, on the death of Frank Thirtle, two local men John Levett-Scrivener and Alec Stearn took the company over.

There was no delay in designing and producing a new all-steel drill, which was developed during

1963. It was launched and shown at events in 1964 as the Smyth Multirow Model 22 Corn and Seed Drill. It had a hollow steel mainframe and steel wheels with rubber tyres and could be entirely operated from the tractor seat with hydraulic controls to all the main functions. However, it was still a cup-feed drill and didn't have the capacity for the high-speed drilling demanded by the market. The following year a new, bigger Model 32 drill was introduced, still with the cup feed, but up until 1968 only 25 drills were made.

END OF THE COMPANY

The company was bought out by the Ross Group of Grimsby, a food processing company managed by Johnson's Engineering, also part of the Ross Group. Drills made during this time were branded 'Johnson Smyth'. Johnsons were in turn purchased by Ransomes, who kept a small supply of spare parts for a time. The works actually closed on 30 April 1967, and the last drill was made to an order from Ernest Doe & Sons and made at Catchpole Engineering of Stanton, also by then part of Ransomes.

Johnsons introduced an all-steel combine drill with a force feed drilling system, using the Smyth coulter and lifting mechanism. Called the Johnson Smyth and later the Catchpole-Smyth, only a few were made, mostly by Catchpole, before they were quietly dropped out of the Ransomes price list.

During the lifetime of the company, Smyths built over 33,000 drills. The works were divided up into small industrial units for a while, including a vegetable packing plant, but eventually they were all demolished to make way for a housing development on the site. So now, where there was once the constant rattle of horses and carts bringing in supplies, and new drills out, we have the twice daily commute of cars to and from Saxmundham, Ipswich, and other centres of employment away from the village, and we no longer hear the constant thud of the two steam hammers.

HT

“There was no delay in designing and producing a new all-steel drill, which was developed during 1963”

The five drills make a pass down the field together, being led by the oldest (1919) through to youngest, believed to have been the last ever Smyth drill manufactured in 1969. Photo: Chris Lockwood





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Ransomes No 13 RSLD
2 furrow trailing plough
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ABOVE: The MF 165 was just one of the 100 Series tractors which David Lee tested during his time with Massey Ferguson.

MF field test memories

A steering box that turned the wheels the wrong way and near misses ploughing in freezing fog were just some of the hazards faced by David Lees in his early career as a field tester with Massey Ferguson. **Sandy Cox** spoke to him and looked back at those days in the sixties

Photos Stuart Gibbard

Driving prototype tractors 12 hours a day probably wasn't the sort of job that a family friend had in mind when he steered David Lees into a student apprenticeship with a firm making electric cables and tyres. But cables didn't turn out to be David's idea of a lifetime career. After four years with the firm he gained a mechanical engineering HNC and a further three years later a degree from Sunderland tech.

However, farm machinery was something that did interest him. Brought up in Northumberland, he spent many weeks of

his summer holidays on a farm on the edge of the moors near Hexham. The Clydesdale horses and Dales ponies that he remembers as the motive power in the war years were gradually replaced by petrol, TVO and diesel-powered Ferguson TE-20s.

The grey and gold Ferguson FE-35 that followed didn't impress him much, but the MF 35 with its three-cylinder Perkins was



LEFT: David Lees joined MF in Coventry in August 1960, starting as a field-test operator driving the MF 35 and MF 65 tractors. Photo: Rory Day

quite an improvement. Little did he realise at the time how he would later be involved with their now classic successors.

Conversations with recruitment people visiting Sunderland Tech led to an interview with Massey Ferguson. "I was a keen admirer of the Ferguson System," says David, "and because of my lack of real farming experience – I was too young to drive tractors during most of my holidays – I asked for an interview for the Field Test department. Previously, a year or so in a drawing office had shown me that design wasn't my forte, so development seemed a sensible choice."

ENDURANCE TESTING

He got the job and arrived at MF in Coventry in August 1960, starting at the bottom as a Field Test Operator, later becoming a Field Tester. "I had never driven a tractor, but I had a kind boss who set me up at a local farm, and I found myself a good book on ploughing! A big part of our job was endurance testing, with tractors working 24-hours-a-day on two, 12-hour shifts. As well as identifying and ironing out potential problems, it allowed the company to say that the tractors had been tested for so many hours before going on to the market.

"We were testing components, or sometimes complete machines, and ploughing and cultivating were the ways that we did it, as they were part of the normal heavy-duty work that a tractor would do. So, during my three years in field testing, I learned to plough conventionally, which was very satisfying." While David was to spend many days and nights at work in the field, one of the early jobs he was involved with was chassis strength testing for the introduction of a direct injection engine in the MF 65.

"The new engine was the AD4.203, which was to replace the A4.192 indirect injection engine," he explained. "Something that may be of interest is the slightly odd Perkins engine numbering system that only used a 'D' denoting direct injection if there was a previous indirect version of the same engine. So, for example, the AD3.152 and A4.236 are both direct injection engines – there's no 'D' in the latter as there was no previous indirect injection version."

This chassis test was to take place in Scotland because Massey Ferguson had become the

"The engine in the MF 35 was good but the 3.152 engine used in the 135 was so much better"

BELOW: MF's three-cylinder engine in the MF 35 was good but the direct injection AD3.152 engine used in the 135 was so much better, says David.

derivatives, had come into the fold following the merger of Harry Ferguson and Massey Harris. This wasn't like the circular track that visitors to the Banner Lane may have seen, where tractors were operated by remote control without a driver in the seat. This was real seat-of-the-pants stuff with a driver on board. There were two tracks side-by-side, each 100-150 yards long. One, which wasn't used much for tractors, had half telegraph poles fixed to the concrete base at irregular intervals and angles.

"The other was an uneven track of Belgian pavé, which imparted different loads and stresses according to the traversing speed, tyre pressures and other factors," David recalls. "While we had an excellent chassis rig at Banner Lane, which imparted considerable twisting moments to a complete chassis, the track test was meant to simulate the more varied loads that might be experienced in the field."

MASSEY FERGUSON 65

So, for a six-week period prior to the Smithfield Show launch of the re-engined MF 65, David and his colleagues tested the strength of the chassis and their own endurance by driving up and down the track, night and day. "In those days, real live operators drove the tractors," he says. "Through a process of trial and



David tested the re-engined MF 65, both day and night, prior to the launch at the Smithfield Show.



HERITAGE

MF FIELD TESTER

error, we and our engineer arrived at the gear and engine speed that would give the tractor something to think about.

"We each worked six 12-hour shifts a week, one hour on and half-an-hour off. So, there were three testers for two tractors. Every half hour a torque check was done on various fasteners. The rear wheels needed the most attention and there were lots of stoppages to weld the Winsam cabs, fitted for weather protection. After six weeks, they weren't up to much!"

David had volunteered for the night shift because it paid slightly more money and bumping up and down the track on dark and cold November nights had its compensations. From the seat of the MF 65 he watched the dancing lights of the Aurora Borealis on several nights and was able to observe the rotation of the Plough constellation around the Pole star during the course of his shift.

He gained useful early-morning car driving experience on packed snow and ice too by working without breaks on each sixth night so that

RIGHT: Field test work wasn't always fun. On one assignment David had to drive a Massey Ferguson 500 combine round the bump track at Kilmarnock - at night and during the winter.

he could finish early and head down to Hexham to see his fiancée, Kathleen. Those trips from Kilmarnock were accomplished at the wheel of a Standard 10 pick-up with questionable tyres, and sometimes in the luxury of a four-gear Ford Prefect.

MF 500 COMBINE

He found himself back on the track a year later, in the New Year, this time with an MF 500 combine. Now married to Kathleen and keen for some extra money, he was on the night shift again in freezing weather. The combine, of course, wasn't designed for winter work, and the long outside fuel feed from the tank to the engine caused problems. Every half hour a bonfire was started under the combine to thaw the fuel line, because that was as long as the engine could otherwise keep running!

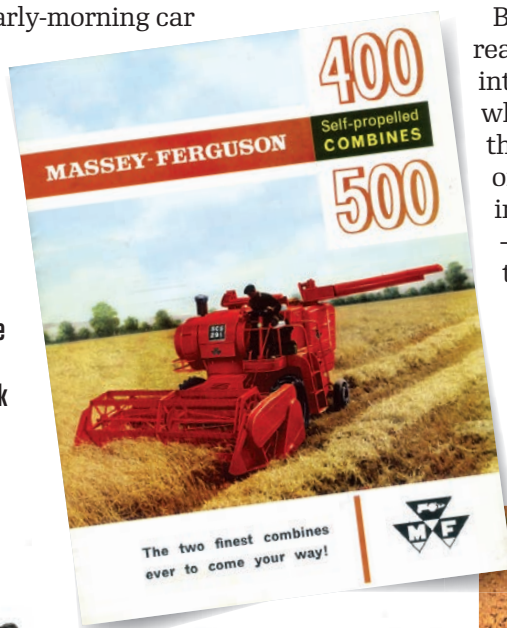
But these were really the interludes in what became the main work of David's time in field testing - preparing for the launch of the new MF 100 series tractors. The 135, launched at Smithfield in December

1964, has become the 'classic' classic tractor. It introduced a new era in styling and heralded the modern epoch, moving away from the more utilitarian look of the '40s and '50s. And David, with another operator, was the first to drive the 100 series prototypes in the UK.

"They were fitted with front-end loaders and had no power steering, so I soon learned to keep my thumbs out of the way on the steering wheel," he says. "They were North American tractors, and tractor use here is much more intensive than there, so testing was needed to identify where changes were needed. We used to write a whole story of things that needed improvement. For example, the front axle spindles on those first tractors were very weedy and we eventually got stronger ones. Then we got our own prototypes from Banner Lane."

100 SERIES

Initially the tractors under test were the 135, 165 and 175, plus the 130 from France. "The engine in the MF 35 was good but the 3.152 engine used in the 135 was so much better. The change from indirect to direct injection was very effective. Initially the prototypes had the new direct injection engine but still had the hydraulics of the MF 35. We didn't get tractors with the real 100 series hydraulics with pressure control until just before the tractors were launched.



ABOVE: As well as having to drive the Massey Ferguson 500 combine round the bump track at Kilmarnock, later on David would have an interesting experience loading a 510 combine on to a low-loader.



ABOVE: David spent many long hours driving and ploughing on clay with a prototype Massey Ferguson 175 on field testing duties just north of Lincoln during the winter of 1962/63.



LEFT: Ahead of their launch at the Smithfield Show in December 1964, David spent most of 1963 and 1964 field-testing the MF 100 series 'Red Giant' tractors.

BELOW: While testing the prototype 175 in Lincolnshire, a fitter came from Coventry to fit a different steering box. However, once replaced it soon became apparent that although it worked well, the wheels went in the opposite direction to the steering wheel!

"We spent several weeks ploughing with the earlier prototypes on a farm where we were asked to plough 12in deep. The farm manager probably thought our little tractors couldn't hack it and he cross ploughed using Caterpillar D2s and D4s with trailed ploughs. He admitted the only real work these did was on our openings and finishes and was most impressed with the work of our tractors."

The prototypes were painted grey, although that probably wouldn't have fooled anyone because the three-point linkage was obviously MF. A lot of ploughing with the 175s was done on clay just north of Lincoln, and on day shift the Vulcan bombers from Scampton were taking off overhead. The ploughing was mostly done round and round, because it made things easier for the night shift in the dark, but one day when David arrived for night work, he found the field had been ploughed in lands.

"We arrived to be confronted with what I can only describe as a triangular finish," he says. "We were never sure whether it was due to incompetence or the desire to give us something interesting to do!" The problems of working in bad weather didn't seem to occur to management, he said. The winter of 1962/63 was cold and, despite permafrost conditions near Lincoln, the team was expected to carry on ploughing. When they reported

that the ploughs wouldn't penetrate the ground, they were told: "Keep on trying." So, they did.

"We also had freezing fog, and two of us were on night shift trying our best in the same field. I couldn't see the other tractor until suddenly there was more noise and a pair of headlights came out of the fog extremely close to me. We stopped feet away from each other!"

The monotony of the 12-hour shifts was relieved by stops for refuelling and maintenance. If anything went wrong, the operators weren't allowed to mess about with these prototype machines and had to wait for someone from the Coventry factory to come and fit a new part. And when filling in their reports, the field testers had to tread a careful line between making remarks that would help ensure the final product was successful in the market while not offending the designers.

"The design engineer and his men had spent a lot of time on these tractors, so far be it from us to say that they needed changing," says David. Sometimes, however, it was

"We also had freezing fog, and two of us were on night shift trying our best in the same field"



blindingly obvious that the designers had got it wrong. On one occasion a design engineer and a fitter came out to Lincolnshire from Coventry to fit a different steering box to the prototype 175 that David was using.

It gave him a break of a couple of hours while the work was done but when he came to drive the modified tractor out of the yard there was obviously a problem. While the steering moved both ways without difficulty, unfortunately the wheels went in the opposite direction to which the steering wheel was turned!

"I pointed out that although I might get used to it in the field eventually, there was the little matter of making it a mile down the road, and I didn't think it would catch on. The old steering box was refitted, and a red-faced engineer and fitter headed back to Coventry."

HT

In the papers

Farming periodicals of yesteryear from the editor's library

QUOTE OF THE ISSUE

“Our skilled male workers have declined from 470,800 in 1939 to 447,440 in June this year

The editor of *Farmer & Stock-Breeder*



Farmer & Stockbreeder
30 October 1945

Following the end of the Second World War, the editor of *Farmer & Stock-Breeder* made a stark labour shortage warning in this issue. He referenced those who had fought for their country, but who had never come home, and the rural people who were more likely to now be attracted to a town life. Of course, the 43,000 members of the Women's Land Army (WLA) were praised, and the 57,800 prisoners of war who contributed were acknowledged. The editor encouraged RDCs to consider offering better housing and infrastructure to try and draw some people back to rural communities.

Elsewhere, US-built machinery brought over through Lend-Lease was praised in a House of Commons debate and it was stated by one member that UK-produced machinery was 'inferior' in comparison!



Fordson promoted its new Major E27N by emphasising we were now fighting a 'war of scarcity' and that thousands of E27Ns were already at work.



Two new working frames were being advertised by Case: a two-row beet lifting frame and the 12ft hoe frame 'Scam' 6 made for the Case SC.

WARWICK W.A.E.C DEMO

A report from a demonstration at Lea Marston praised the Gilmore hedge brusher built by a Sutton Coldfield farmer on top of his Fordson and belt-driven by a Lister engine. It was claimed to be readily adjustable on height and easy to manoeuvre in 'practised hands.' Also making good impressions was a DB single-furrow deep digger plough and a new beet elevator from Wolseley.

WLA MEMBERS 'RELEASED'

A House of Commons statement by Tom Williams said that members of the WLA may be allowed to step down from 1 Dec 1945 if they wish to do so and if they had signed up prior to the end of the war. However, there were warnings that this would increase the burden of the labour shortage and its members were encouraged to stay on for an extra year.



Farming on Film: IHGB called on IH dealers, War-Ag Committees, YFCs etc, for recordings to feature in their film scheduled to tour the UK over the winter months.



Massey-Harris claimed a slot on the front cover encouraging orders of their new Dickie combined swath turner and collector in preparation for the 1946 harvest.

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YOUR MEMORIES

A nostalgic selection of photographs and memories that have been sent in by the readers of *Heritage Tractor*



Robin Genge has sent in these two photographs of a fairly new c.1918 Fordson Model F at work with a binder, thought to have been taken near Dover in Kent at an unknown date. Sadly, little else is known about the photographs or the gentlemen pictured.



The 12-spoke wheels would indicate that the Fordson F is an early example and dates from around 1918.



These photographs depict Syd Gilson working on Manor Farm at the helm of the Austin K2 lorry, following his stint in the army that ended in 1953.
Photos: Trish Wade



Harvest in full swing at Manor Farm in Thwing, East Yorkshire, around 1955. A Massey-Harris 726 combine harvester is loading the Austin K2, registration EBT 619.



What looks like a relatively new Massey Ferguson 400 combine harvester and its driver having a break during harvest at the headland of a field. Photographed by David Fitches, it is likely to have been taken in the Littlehampton area of West Sussex.



A Massey Ferguson 35, registration number 1388 PX, waits in a field on corn carting duties near Littlehampton, West Sussex, during harvest in the late 1950s or early 1960s. The photograph was taken by the driver, David Fitches.

Roy Burden standing to the left of his David Brown 900 using what looks to be an Allis-Chalmers All-Crop 60 trailed combine in the Silchester area, north of Basingstoke, Hampshire, possibly during the harvest of 1961. The family now live and farm on the Isle of Wight. Photo: Stephen Burden



Sending pictures

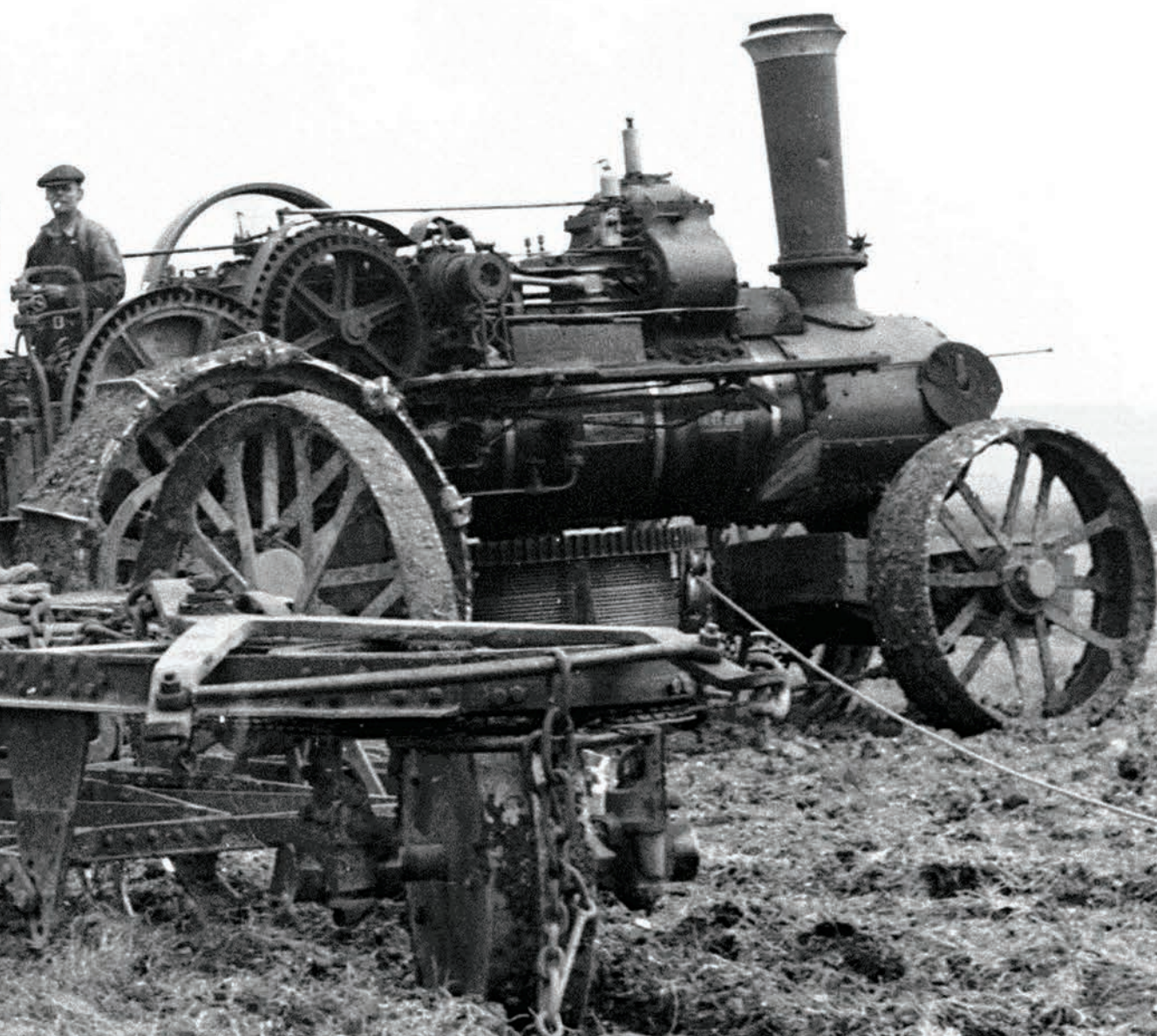
We would like to see inside your farming photo albums. If you have some nostalgic pictures of the machinery that was being used on farms over 50 years ago, please share them with Heritage Tractor and its readers. E-mail us at: editor@heritagetractormagazine.co.uk or telephone 020 8639 4401. If you are scanning your pictures, set the scanner to at least 300dpi and save the images in 'jpg' format.

STEAM HARROWING IN HERTFORDSHIRE

Here we have a scene taken at East Wych in East Hertfordshire in 1950. John Patten's Fowler AA7 ploughing engine no. 15358, named 'Darby', is working with a folding turning harrow. This implement would be a very light load for the 18nhp engine. The water cart is a standard Fowler 200-gallon model converted for use with a tractor. The cable going away from no.15358 is being pulled out by 'Darby's' mate 'Joan' ready to be hauled back by 'Darby' when both cables will be ready to be connected to the harrow. The harrow in this posed photograph is not yet connected to either engine. Sadly, both engines were scrapped.

Photo: Steam Plough Club





MELTHAM MUSEUM

The David Brown Tractor Club is in a unique position as it can lay claim to having its own dedicated museum. In 2022, the club was very fortunate to be able to take up residence in part of the old David Brown factory at Meltham Mills, **Jim Gerrard** went to find out more



The David Brown Tractor Club Museum reopened on 22 May 2022 after moving to Block of the former DB factory at Meltham Mills from another building on the other side of the site.

Before we start exploring the current museum, we must trace our steps back to 1996 when the David Brown Tractor Club was first formed by Martin George. The initial meetings took place at Durker Roods Hotel, Meltham, Huddersfield, which David Brown called home until the early 1970s. Then in 2000, the idea of creating a club-run David Brown museum was first mooted.

The DBTC's historian, Stuart Gibbard, tells the story of how the museum has developed over the years and how, amazingly, it has now ended back in the original DB factory at Meltham Mills.

After no suitable premises could initially be found in the Meltham area, club member Geoff Wolfenden offered the use of an old mill building at Colne in Lancashire for a peppercorn rent. The museum premises, renamed Albion House after DB's factory at Leigh, were

officially opened by Adam Brown on 2 December 2001.

The collection soon outgrew the premises and a new home for the museum, archive and club shop was found at Spinksmire Mill in Meltham. The building, on the lower end of the site, was opened on 22 January 2005 by the late John Hudson, the archivist at Park Works.

The club relocated yet again in March 2008, this time to larger premises at the top end of the Spinksmire Mill site. This remained

the home of the museum, archive and club shop for next 14 years until its move in May 2022 to its present location in building J1 at Meltham Mills – the former David Brown tractor factory.

J BLOCK

The building known as J Block, together with the north-eastern extension of H Block on the high level of the plant, was originally built in 1890 by Jonas Brooks & Bros Ltd when the site operated as a cotton mill. After Meltham Mills was acquired by David Brown in 1939, H Block eventually became the main factory area for tractor production while J Block acted as a storage area and handled specialised machining, assembly and fitting of any non-standard components.

A 1969 inventory of Meltham Mills prepared for David Brown Tractors Ltd describes J Block as a two-storey structure built of brick and stone with a concrete floor and a slatted and glazed north-light roof on cast-iron columns and steel stanchions. The upper level of J Block (J2) was used for tractor testing, with an office area for production control.

The lower ground floor area (J1), now



ABOVE: Another original building at Meltham that survives from DB days was originally three storeys higher and made a vital gear component for the Spitfire during WWII – thus a target for the Luftwaffe.

occupied by the DBTC Museum was described as forming a storage area in three bays with natural light from the side wall only. A partitioned area at the rear was used as the battery store. The total area of J1 was 3,593sq.ft.

During the DB Selectamatic era, J Block was used for K Orders, which was when a production tractor was pulled off the line to have non-standard items fitted such as three-way valves, power steering etc. It has also been suggested that the building was used to fit wiring looms on 780 and 885 narrow tractors, as well as

assembling specialised hydraulic components. J1 was also used for snagging – checking and rectifying any minor faults on tractors that were discovered during final inspection.

THE MUSEUM TODAY

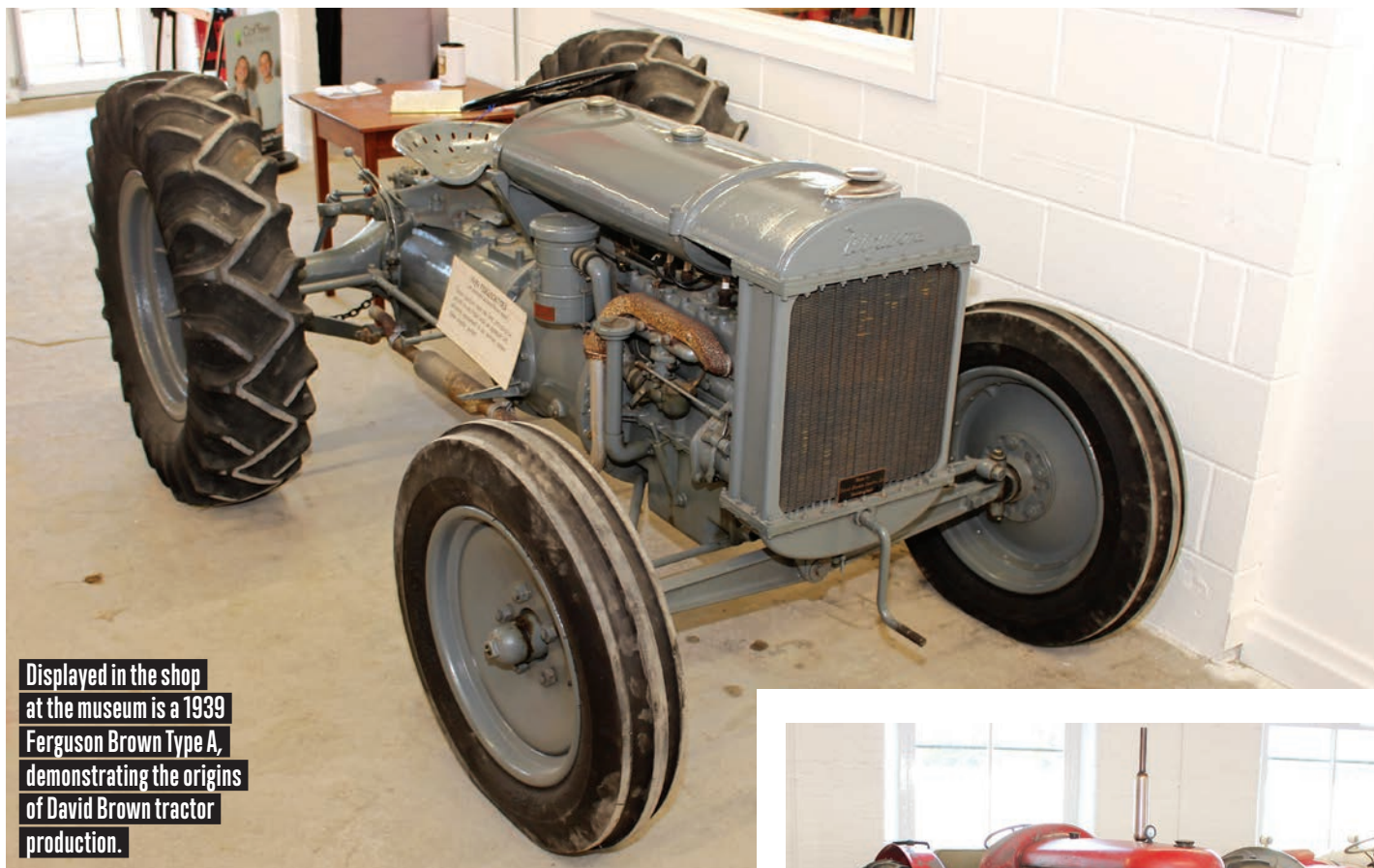
When the DBTC first viewed the condition of J Block in February 2022, it had been used as a storage and maintenance facility for quad bikes and was in a bit of a state. Fortunately, this was all swiftly removed as were a few non-original walls and partitions before a big clean-up and repaint of the walls. It is worth noting that landlords, Towndoor Ltd, who own much of the Meltham Mills site today, were very helpful during this period and in general are very supportive of the club's cause.

As mentioned earlier, the new museum was officially opened on 22 May 2022 and visitors numbered over 400. The site offers a great view over other surviving buildings of the old factory, a large open area to display tractors and implements, separate areas for the club's shop, café and archive room. There's also a seating area that can double as a small function room where there are also several large glass cabinets, which can display smaller DB artefacts.

So, let us now explore the tractors displayed in the museum. One thing that must be made clear is that the club rotates what tractors and machinery are on display. A

"On 22 May 2022 the new museum was officially opened and visitors numbered over 400"





Displayed in the shop at the museum is a 1939 Ferguson Brown Type A, demonstrating the origins of David Brown tractor production.

majority are owned by members of the DBTC and every few months are swapped for other members' tractors. Thus, the display of tractors is different at each open day. During open days, local DB owners often bring their tractors along, which are parked outside on land known as Burma Road. During DB days, the road would have continued down to the main factory buildings. At the time of *HT*'s visit, 16 tractors were on display.

RIGHT: Owned by the DBTC's vice-chairman John Torley, this 1948 DB Cropmaster spent all its life on a farm owned by Mr L. Martinson of Blackcroft, Lincolnshire.



"Starting at the beginning of the DB story, a 1939 Ferguson Brown Type A takes pride of place in the shop area of the museum"

DAVID BROWN TRACTOR CLUB

The club was founded by Martin George in 1995, 'To preserve and further the name of David Brown, David Brown Tractors, implements and machines worldwide. To bring together all David Brown tractor owners, past employees, past and present distributors and anyone interested in the former David Brown Tractor organisation.'

The initial meeting took place, as mentioned elsewhere, at the Durker Roods Hotel in Meltham, former home of David Brown until the early 1970s. The club has grown to over 1000 members worldwide with a quarterly magazine produced called 'Tractor News' - after David Brown Tractor's Ltd own in-house publication, which ran from 1954 to 1985. Its 100th issue was produced in 2021 and Stuart Gibbard is the current editor.

If you are interested in joining the DBTC, annual membership costs £25 and payment can be made via post or online. Please visit www.dbtc.co.uk for more information.



ABOVE: One of the most unusual tractors in the museum at the time of *HT*'s visit was this David Brown 2D vineyard model owned by Charles Hare.



LEFT: A very recent addition to the museum, and its owner Roger Brereton, is this 1943 DB VAK1, which started its life on a farm in Lancashire before ending up in Yorkshire.



LEFT: The classic DBs also get a look in at the museum, as Alistair Pearson's c.1970 DB 990 stands proudly on display beside a sectioned DB 900.

Starting at the beginning of the DB story, a 1939 Ferguson Brown Type A, serial no. 1270, takes pride of place in the shop area of the museum. Thought to have a retrofitted Coventry Climax engine, the tractor came from France around three years ago and is on long-term loan to the museum. Nearby is a DB VAK1 that is owned by the museum/club and it is believed it was rebuilt by the apprentices at Meltham in the 1970s. It is the one tractor that children are allowed to climb on during the open days. Also owned by the museum are a number of cut-away exhibits of engines, gearboxes and hydraulic systems.

MEMBERS' TRACTORS

One of the rarest machines in the museum at the time of *HT*'s visit in July was Charles Hare's David Brown

2D vineyard model, which at only around 3ft wide did not take up much space at all. The 2D is to be replaced with Charles's DB 50D. Close by are two tractors owned by the DBTC's vice-chairman, John Torley. The first is his DB Cropmaster petrol/TVO model, which was sold by Belton Bros & Drury Ltd of Eastoft, near Scunthorpe, Lincolnshire, to a Mr L. Martinson of Blackcroft, on 13 January 1948.

It remained on the same farm all its working life until it was purchased for preservation by DB enthusiast Steve Walker of Goole and then entered John's ownership 11 years ago. The tractor has gained a nice, aged patina and John has barely had to carry out any mechanical work on the machine. It even featured on the BBC's *Antiques Road Trip* five years ago when the series visited Meltham. The presenter was driven around on the

tractor by *HT*'s own Stuart Gibbard.

John's second tractor is a rarity in the form of a 1970 petrol-powered DB 3800 Selectamatic. Built with the North American market in mind, the tractor was repatriated from just north of Niagara Falls, Canada, first heading to Ireland then to a number of collectors in the UK. Prominent features of the tractor are its underslung exhaust and large air filter. Bought by John in April 2022, the rare tractor remains incredibly genuine and has only clocked 1683 hours.

The DBTC's secretary, Roger Brereton, also houses his David Brown VAK1 in the museum. He only recently purchased the tractor, which was sourced through the club's archivist, Lee Roebuck, after Roger had been searching for the right VAK1 for some time. It was completed on 23 March 1943 and was destined for shipment to a distributor named Brooks in Herefordshire, but never made it.

Instead, the tractor was later delivered to a Mr J. Loftus of Fir Trees Farm, Salwick, near Preston, Lancashire, with no PTO, belt pulley or power lift. It then ended up in Yorkshire before being bought at auction by the previous owner, Chris Astell, around nine years ago and stored ever since in his DB collection until entering Roger's ownership.

Other noteworthy machines in the museum at the time included Paul Beevers' well-restored DB Thresherman and a DB Super Cropmaster owned by DBTC chairman Neil Singleton.

A rather eye-catching tractor in the line-up was Tom Pepper's 1954 DB 25D, which he used to embark on his 1000-mile charity road run from John O'Groats to Land's End back in the spring of 2019, raising money for Cancer Research UK and well documented by Tom. Well-wishers signed the tractor's bonnet along the journey, for which a pair of DB Implematic rear wheels and lights were fitted. The tractor had been used on the family farm and remains in its working clothes.



"It is not just tractors housed in the museum, a few implements and many other DB artefacts are on display"

DAVID BROWN ARTEFACTS

Of course, it is not just tractors housed in the museum, a few implements and many other DB artefacts are on display. One of these implements is a 1940s DB 1A mounted two-furrow plough owned by Peter Murray. It was rescued from a scrapyard in Carlisle about 20 years ago and then completely stripped down and repainted by Peter.

Another lovely asset to the museum is John Cook's incredibly well-restored DB Albion 'Hurricane' forage harvester. Other DB-related artefacts include two large wooden clocks and

a fire hose, which were rescued from the DB Huddersfield gear factory. Also originating from the Huddersfield site is Sir David Brown's wooden desk, which is now used in the museum's archive room.

In the seating area/function room are a number of large glass cabinets that feature DB models, glasses, awards, cups, badges, keyrings, as well as other DB paraphernalia. They include original DB playing cards, presumably made as a promotional item for shows and dealerships. Awards include the Queen's Award to

ABOVE: On long-term loan from Meltham Mills owners Towndoor Ltd is this scaled model of Meltham as it was in the heyday of DB. It is a useful tool to show visitors what happened on different parts of the site and what survives today.

ABOVE LEFT: It is not just tractors that feature in the museum, various other DB items are also on show such as this original gear cutter, replacement filter element and tin of paint.

Industry presented to DB during the 1970s. Space has been reserved in the cabinets for the collection of ploughing cups and awards of the late Edgar Davis, which are due to arrive at the museum shortly along with Edgar's DB 950 and prototype two-furrow plough.

However, one of the most impressive 'non-tractor' exhibits at the museum is the scaled-down model of Meltham Mills, depicting how the site looked during the heyday of David Brown. During open days this is a perfect way to show visitors how the factory operated and where certain jobs were carried out around the site. The model is on long-term loan from Towndoor Ltd.

HT

RIGHT: A popular exhibit that has been part of the DB museum for many years is Anthony Marsh's sectioned DB 900, which was produced specially for the DB stand at one of the Smithfield Shows.



ACKNOWLEDGMENTS

Our thanks to Roger Brereton and John Torley of the DBTC for their help and contributions to this article, and to Stuart Gibbard for the further research into J Block and the DB factory.

How to find it

The David Brown Tractor Club Museum is located in Unit J2, Gate 4 on the Meltham Mills Industrial Estate, Meltham, West Yorkshire, HD9 4DS. Admission is free, but donations are gratefully received. The museum is open one Sunday a month throughout the year from 10am to 3pm, however no open days take place in November. Upcoming open days are scheduled for 25 September, 23 October and 3 December. Pre-arranged visits from other clubs and societies are very welcome. For more information, please visit www.dbtc.co.uk or ring 07762 832690.



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WORKING TRACTORS AT WELLAND

Claimed to be one of the premier steam rallies in the UK, the Welland Steam & Country Rally in Worcestershire returned in fine form this year, featuring a pre-1930s tractor theme and an extensive working area. *Heritage Tractor* was there to catch the action



With the Malvern Hills providing a picturesque backdrop, Roy Durose's and Gerald Mundy's 1919 IH Titan 10-20s took part in a pre-1930 tractor theme at the 2022 Welland Steam & Country Rally.

Veteran tractors were the stars of the vintage tractor section at this year's show, featuring a number of International Titan 10-20 tractors. Six were entered, but only three were able to make the show. All the way from Dorset came Gerald and Serena Mundy's 1919 Titan, which remains in remarkably original condition. The tractor was delivered by rail to Gillingham, supplied by A. Bradick & Sons, and remained on the same farm its whole working life.

Once it was saved for preservation it attended the early Great Dorset Steam Fairs and has been in its current ownership for 30 years. It was parked beside Roy Durose's

Titan, also of 1919, which was only purchased by Roy and son Jack six months ago. They have given some attention to the valves and reground them in, but carried out very little other work. It is believed to have been imported to the UK in the last 20 years and has R. Wallut & Cie of Paris, who were agents for IHC, painted on

the fuel tank, which would indicate that it spent some of its life in France.

This Titan had been restored at some point in the past, in contrast to the final Titan, which appeared in hedgerow condition. Owned by Roger Wilkinson, the tractor had been parked in the undergrowth surrounded by old bits of wood and



RIGHT: Presented as a hedgerow-find display was Roger Wilkinson's 1919 IH Titan 10-20 demonstrating how a great number of vintage tractors are discovered prior to restoration.



“Veteran tractors were the stars of the vintage tractor section at this year’s show, featuring a number of International Titan 10-20 tractors”

scrap. Despite its condition, it is thought the tractor is largely complete as it was partly dismantled around 30 years ago for restoration, but no more progress was made.

Of course, it wasn’t just IH starring in the veteran section: Rob Jenkins brought along his very original Rumley Oil-Pull 25/40 of 1928, which he only bought in the last year and is reported not to have been seen in public for quite some time. Although its early history is unknown it is thought to have been in the UK for many years.

Rob also brought along his restored 1925 Hart Parr 16/30 Model E, of which it is thought there are only two other examples currently in the UK. It wasn’t just tractors that Rob had at Welland, he also had his 1907 Clayton & Shuttleworth 6nhp traction engine no. 39400 ‘Clive’ in steam at the event.

Rob Jenkins brought along two fine veterans from his collection to Welland - his 1928 Rumley Oil-Pull 25/40 and 1925 Hart Parr 16/30 Model E.



This wonderfully original 1930 Case R fitted with ‘tip-toe’ rear wheels and an IH mid-mounted mower is possibly thought to have worked in France during its working life.



Other rarities in the veteran line-up included Tony Windridge’s 1920 Samson Model M and Ivan Partridge’s very unusual 1924 Lanz HM8. Turning a lot of heads was a 1930 Case R fitted with ‘tip-toe’ rear wheels and an IH mid-mounted finger-bar mower. The current owner has had the rare machine for around 20 years and has carried out an engine rebuild but retained its very original patina. It came from a dealer in Belgium, and it is possibly thought to have originated from France where it was used to cut reed beds. Due to its rear wheels, the tractor rarely attends events as understandably it is difficult to transport around.

Another rarity attracting



PRESERVATION WELLAND STEAM & COUNTRY RALLY



Rivalling the Pattison tractors, this Moxons Estate Tractor was based on a Ford Model TT. It was converted in London.



“Among the working vintage plant section was an interesting exhibit, which was the Blatchford family’s Vickers Vigor crawler”

BELOW: Making for a stirring sight while at work was this Fowler Challenger 33 crawler in the earthmoving display.

BELOW LEFT: Weeks of scarcely any rain meant ploughing conditions weren’t ideal in the working field, but Rupert and Ed Astbury gave it a good crack with their Field Marshall Series 2 and Cockshutt plough.

attention was Ross Stow’s 1921 Moxons Estate Tractor, based on a Ford Model TT and fitted with reduction gearing. It was converted in London, possibly in competition with Pattison tractors. For the rally it was displayed on pneumatic wheels, but the owner also has the rear rollers for when the tractor was used on golf courses.

A few John Deere tractors also featured, including Richard Peel’s very original 1936 Model B shown with a JD corn planter in the same condition. Spending much of its time in the working field was Ian Tandy’s 1935 John Deere Model B, again in original patina and working with a trailed cultivator.



A good number of crawlers were in action on cultivation and earth demonstrations in the working field, including Andy Tustin’s wartime Caterpillar D4, which originally worked in the Pershore area.

RARE FERGUSON AND MF TRACTORS

The local branch of the Ferguson Club displayed some interesting tractors: the first was Peter Evans’ 1951 Ferguson TE-D20, subject to a vineyard conversion by Reekie. Although it has obtained a Scottish registration, the tractor spent its working life in the Worcestershire/ Herefordshire area since its conversion and has retained its original paintwork. Beside it was Paul Johnson’s equally rare petrol-powered 1966 Massey Ferguson 135,

Some very impressive tractors featured in the earthmoving display: the Blatchford family's rare c.1954 Vickers Vigor crawler caused some considerable attention when it was put to work.



WORKING TRACTORS

The working field could be described as an event in itself with ploughing and cultivation demonstrations, both by tractor and steam, trenching, road making and earth moving. The latter involved the impressive site of a number of vintage crawler tractors and other vintage plant machinery in action. Although the ground was

rather hard due to the lack of recent rainfall, father and son team Rupert and Ed Astbury were ploughing with their Field Marshall Series 2 and trailed Cockshutt two-furrow plough. The tractor came from the north-east and was purchased by Rupert's father in 2015 as he had worked with Field Marshalls all his life. It has now been given to his grandson Ed.



Also working with a trailed cultivator was Andy Tustin's 1941 Caterpillar D4, which arrived in the UK during the Second World War and then worked in the Pershore area of Worcestershire. It was from here that the crawler was bought and then restored. John Crowder was working two Internationals in the form



A lovely rare and original, straight petrol Massey Ferguson 135 starred on the Ferguson club stand.



LEFT: A tap from the exhaust manifold allowed a small milking machine to be operated in the field from the 135.

which, like the Reekie TE-D20, has remained in its original working clothes. The tractor was new to the Netherlands before Paul bought it from a dealer in northern England around eight

years ago. Very fortunately, virtually no work has been required on the tractor in that time. An unusual feature of the tractor is the tap on the side of the exhaust manifold, which could be used to

operate a small milking machine out in the field. A display of period milking apparatus was displayed with the tractor to demonstrate this purpose. A few other eye-

catching Ferguson tractors could be found in the static tractor line-up, one of which was Richard Belwood's restored 1953 Ferguson TE-F20 Hi-Crop. It was fitted with a Howard high/low ratio gearbox

and had a 1950s Ransomes Cropguard sprayer attached. Beside it was Richard Bateman's well restored 1955 Ferguson TE-T20 industrial and Ken Gibbard's 1950 Ferguson Reekie vineyard conversion, like the other Reekie, in very original condition. The latter is thought to have spent most of its working life in the Herefordshire area and was fitted with a factory rebuilt engine in 1959.

“The working field could be described as an event in itself with ploughing and cultivation demonstrations”

of his 1967 IH Farmall B-450 row-crop and an IH TD-9 crawler, both working with sets of harrows. The TD-9 was purchased from the Nicholson Collection of Faldingworth in 2005 in hedgerow condition and required tinwork and steering clutches. However, it was then sold on to due to a lack of time and was subsequently restored by Walker Plant Services Ltd. Fortunately, John was able to buy it back in 2020.

Something a little different that could be found in the working area was James Morris' 1955 Lanz-Bulldog, which was presented in a very pleasing oily rag condition. The 60hp tractor spent its working life in Argentina, the agent being based in Buenos Aires, and arrived in the UK in 2005. When purchased by James, the tractor's fuel system received an overhaul as did the electrics and the lights.

Dating from 1934 was Roy Durose's Case C, which looked very much at home working with a trailed cultivator. It was purchased in the late 1990s and had been rescued by a previous owner in the early 1960s

John Crowder's recently purchased 1967 IH Farmall B-450 row-crop takes a break from harrowing duties.



from a scrapyard and then used to power a saw bench. It was retired from timber sawing duties in the 1980s and restored, and has only needed a little mechanical work since this restoration.

Among the working vintage plant section was an interesting exhibit, which was the Blatchford family's c.1954 Vickers Vigor crawler. It has

been with the family for 40 years and was purchased from a landfill site between Oswestry and Shrewsbury and was worked for a while but is now only demonstrated at shows. Very little mechanical work has been required on the crawler during this time and the family hope to fit a Boughton winch on the machine in the near future.

HT

STEAM CULTIVATION

Two Fowler ploughing engines were hard at work in the working field over the course of the weekend. Mark Jones's 1916 K7 ploughing engine no.14257 'Linkey' was sold with sister engine no.14258 'Sevington' to Pickering & Higgins of East Bridge, Kent, and then went to the Link Brothers of Newchurch. It was first restored in the early days of steam preservation and bought by the current owners in 1999. 'Linkey' was working with a Fowler heavy cultivator

with Guy Debes' much earlier 1875 Fowler ploughing engine no.2528 'The Chief'. It was first sold as a left-hand engine to the Derbyshire Steam Cultivating Company and then to Angrave & Burrows in 1899 before ending up with the Beeby brothers. The engine was dismantled and stored as spares until 1988 when the restoration began at the hands of Charles Daniel, before passing to the present owner and the work was completed.



ABOVE: New to the Derbyshire Steam Cultivating Company in 1875, Guy Debes' Fowler ploughing engine was hard at work with a Fowler heavy cultivator during the weekend.



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Cat D2 Crawler £4,650
A lovely unrestored example, both engines run well, drives and steers as it should, very good tracks and sprockets.



MF135 £5,850
An early example fitted with the hinged battery lid, runs and drives well, recent new clutch, very straight tin work.



International 10-20 £3,995
A fantastic example, early restoration has mellowed well, starts easily and runs well, engine and manifolds crack free, comes with V5.



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Mark 2 65, ideal project, runs and drives and hydraulics working, solid tin work.



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LUDBERSHALL, BUCKINGHAMSHIRE



LEFT: David Henderson's son Fulton sitting proudly on his father's B-250 while carrying out some haylage work.

BELOW: David Henderson with his very neat B-250.



MID-LIFE McCORMICK

After hitting the magic age of 50, some people decide that life is for living and treat themselves to a luxury holiday or a new car, writes **Fergie Henderson**. However, this was not the case for his father, David, who has recently become the owner of a very straight, vintage McCormick IH B-250

Photos Angus Wilson

David Henderson, who runs a herd of 60 suckler cows plus followers and 700 ewes on his 400-acre mixed, upland farm decided to purchase a tractor after skimming through the small ads of *Classic Tractor* magazine in early 2021.

He was interested in hunting for an IH B-250 as he had been a keen user of International and McCormick tractors in previous years. Having owned a trusty International 414 scraper tractor and driven many other International badged machines, including his own Case 5120 and McCormick MTX140, he had developed an interest in what the brand had to offer through simplicity and ease of use.

LINCOLNSHIRE TRACTOR

After spotting an unrestored B-250 in *Classic Tractor*, David contacted Mr Ward of Sutton St. Edmund in Lincolnshire who was looking to sell the tractor. Although the original history of the tractor, from when it was first registered in August 1957 is unclear, David was informed that the tractor was sold second-hand by dealers, Bodger Bros of

Wisbech, to H. Ground & Sons in 1964. The latter were farmers based in the village of Throckenholt who purchased the tractor to operate their Hume pea cutter and perform spraying using a 100-gallon Ransomes sprayer. During the tractor's time with H. Ground it was also fitted with a square frame, which stuck out ahead of the tractor's grill. This frame was used to place potato trays

SERVICE
RECORD
65 YEARS



on when the tractor was used for drilling and setting potatoes. Mr Ward had then acquired the tractor many years later and used it for pottering about and doing the odd day's light work managing his grassland on Ash Tree Farm.

After some deliberation and a number of friendly phone calls to Mr Ward, David decided to buy the neat B-250. On arrival in the small village of Banton, central Scotland, where David Henderson farms, the tractor looked very promising and having only seen the B-250 in a number of photographs, he was very pleased with how correct and authentic the tractor looked, especially with its original paint and honest bodywork.

However, despite the tractor's very respectable aesthetic condition, it soon became apparent it was reluctant to fire its four-cylinder diesel engine into life. After unloading it, David quickly hatched the plan that he would simply tow the tractor through the village and up his tight farm road to the farm using his pick-up. The tractor was then gently pulled up the farm road and rolled into the barn for the night. The next day, David made a phone call to Mr Ward and was educated on how to properly start the tractor using its pre-heating system, and since then has had very few problems when trying to get the classic going.

PUT BACK TO WORK

After getting his local agricultural engineer, Ian Hosie of Torrance, to have a thorough look over the tractor and fit a new battery, David was excited to put his new purchase to work. He grows and bales

TOP: The International B-250 can easily handle single bales and is a very well-balanced machine.

ABOVE: The B-250's early history is unknown, but it was sold second-hand in 1964 through Bodger Bros of Wisbech to H. Ground & Sons.

around 80 acres of grass silage every year using his own kit and so was eager to see how his B-250 would perform on drying duties using his old PZ hay bob. He said, "The B-250 is an excellently balanced tractor and was well suited to the old hay bob. The tractor has a very strong and controllable lift, which made it superb for turning and manoeuvring quickly at headlands."

Having tilled the best part of 30 acres using the B-250 and PZ hay bob, alongside his more modern eight-rotor Kuhn tedder on his Case 5120, he was pleased with how the little tractor had performed. He was so enthusiastic about using the tractor again, that he bought a single bale spike specifically for it that summer and intended to shift bales into twos in the field so that they could be collected more easily by his large MTX 140 McCormick, for transport back to the farm.

Although one bale of David's haylage is nearly as big as the tractor, and easily as tall, the McCormick B-250 showed no weaknesses when lifting bales around his hilly silage parks. He said, "The B-250 effortlessly handled one large bale of haylage at a time and still managed to keep its front wheels firmly planted on the ground. Its cab-less design also gave my son Fulton a rare chance to top up his farmer tan in the sunny July weather!" he chuckled.

When operating the B-250 David compliments the tractor's simple, user-friendly gearbox and clutch set-up, which is immensely easy to use and does not tire the driver's leg compared to some other tractors of a similar era. He also hints on the sweet engine hum emitted from the tractor when under load, as he manoeuvred bales up and down the hilly fields.

Although the tractor's paint looks slightly weathered due to its 65-year lifespan, David plans to leave it in an untouched and completely original state as he feels this is the best way to keep it connected to its history and have it feeling like an honest working classic.

He always stores his B-250 in a dry, weatherproof barn and regularly starts the tractor during the colder winter months to prevent the tractor from becoming lazy. In the near future he hopes to add other tractors, such as a B-275, or even a slightly more modern International Harvester, to his newly established classic fleet of elderly, but functional working tractors.

HT

Working Wonders

If you own or use a vintage tractor or machine that's over 50 years old and is still working commercially, we would like to hear from you. Our 'Working Wonders' section is dedicated to these grand old machines that just keep going. Send us a few details and a good picture or two and we will do the rest. Let's give those golden oldies some praise!

Email: editor@heritagetractormagazine.co.uk or write to: Heritage Tractor, Sundial Magazines, 17 Wickham Road, Beckenham, Kent, BR3 5JS.

FARMING FAVOURITES

There's just no stopping some golden oldies. Here is a selection of the vintage tractors, all over 50 years old, that are still working for a living

1953

Dating from 1958, Elwyn Jones bought this Fordson Dexta from his father-in-law, Gwyn Harries, who

bought it from Davies of Pencader when the tractor was almost new. It once had a Quicke loader fitted which was later removed. It has been at Cefn Fedw Isaf Farm at Heol Senni, near Sennybridge, Powys, since the mid 1980s, where sons Huw and Geraint currently use the Dexta. It is still used with a Vicor fertiliser spreader in the spring and is fitted with row crop wheels which Elwyn bought from a dispersal sale near Felinfach, Brecon, a few years ago. The tractor remains in original condition apart from a section of the bonnet which originated from another Dexta. The clutch, engine, gearbox and starter are all in original condition and the Dexta has only clocked up about 3500 hours.



1950

This Ferguson TE-D20 received the Perkins P3 engine conversion in the mid-1950s and has been fitted with the Ferguson A-TE-118 epicyclic reduction gearbox since. The tractor spent its whole life in Essex and has been owned by Alex Baines for the last 20 years. The Fergie still carries out many small tasks on Alex's uncle's farm for jobs such as mowing, log cutting and carting soil. It has recently been used with an MF 726 fertiliser applicator and a Ferguson ridger with the P-PE-B20 potato planter kit fitted. Over the last 18 months, the tractor has received a new clutch, some work to the bonnet as well as a few other small jobs.

1967

Guy Hingley still uses this John Deere 710, which was bought by his father from Roy Dorrell of Leigh Sinton on 6 December 1968 for £1203.10s. The tractor did all the cultivation work, ploughing and drilling on the farm until 1976 when a JD 3130 was purchased. As a teenager, Guy of Barnhill Farm, near Kidderminster, took the 710 to many young farmers ploughing matches with a four-furrow conventional plough. Today, on Guy's sheep and arable farm, it is used for small jobs such as towing the combine header, working a concrete mixer and a hole borer.



1962

Primrose Bank Farm is solely an upland grassland sheep farm near Longtown on the Welsh-Herefordshire borders, which Mark Pritchard runs with his family. Mark has owned this 1962 Massey Ferguson 35 since 1985. It is still used, as seen here, on a Vicor haybob; Mark finds conventional hay-making and small bales handier for feeding to the ewes. The tractor is also used with a transport box for taking lambs out to fields in the spring during lambing season. The engine was overhauled 25 years ago and the tractor itself was purchased at a farm dispersal sale.



Working Wonders

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A strong Case for farming

During the Second World War, most of the UK's tractor manufacturers had to focus on production for the war effort and so, through the Lend-Lease agreement, many tractors poured in from across the Atlantic. One of the most popular US tractors was the Case LA. **Harry Henderson** talks us through the tractor's history and provides a buyer's guide to the high-hp workhorse

After the First World War, Great Britain returned to being a nation of traders, shippers and producers of heavy industrial products. Farming, while being of vital importance in the Great War, was left to return to pre-war levels. Just 21 years after the Armistice, Great Britain found itself at war again with the same threats to food imports. Traditionally, Britain imported grain from Canada, potatoes and greens from the Netherlands, onions from Spain, beef from South America and bacon from Demark, amounting to 66% of food

being imported. That this was a weakness was clear to all sides and abundantly clear to the British government. It was a figure that needed to be reversed at the very least.

The government quickly made arrangements for more land to be become available for food production. This meant taking the 13 million acres of land under the plough in 1938 to over 18 million acres by 1943. Horses were not viable to achieve this target, so tractors, ploughs, seed drills and harvesting equipment would be vital.

The one major tractor producer in the UK, Fordson, was already at capacity building 100 tractors a

BELOW: This Leicestershire-registered Case LA was delivered to Nuneaton railway station in 1941 and was partnered with a Minneapolis-Moline PTO-driven 8ft-cut trailed combine on a farm just off the nearby A5.





“CASE WAS WELL PLACED TO MAKE SOME SMALL CHANGES TO THE LAND CAME UP WITH A VERY NEW-LOOKING TRACTOR, THE LA”

LEFT: The 6.6-litre engine produced over 50hp when asked. The smooth, rounded lines and the winged radiator cap suggested speed in farming. Note the hand holes for adjusting the big-end bearings.

day. The government realised that each tractor driver would need to cover more land per day than a Fordson could manage, so bigger tractors where required. Tracklayers were the first choice, but home-produced machines were rare, Fowler of Leeds being fully occupied in tank production. Few, if any others, were able to produce a four- to five-furrow machine.

LEND-LEASE

The British government again turned to its friend on the other side of the pond, the United States of America, not yet involved in the war. For a multitude of reasons, tractor development had come on leaps and bounds since WW1 and the Great Depression saw only the best tractors and fittest companies survive. The government calculated that the 50,000 tractors at work would need to be supplemented by 4000 to 6000 more within 18 months, so orders were placed with well-known American manufacturers.

As early as January 1940 equipment started to arrive from International Harvester, Minneapolis-Moline, John Deere and J. I. Case. All sported bold styling, colour schemes and exhaust notes, and all were well engineered and a significant advance over the ol' Fordson.

While International supplied many row-crop tractors, Case supplied a tractor suitable for autumn ploughing with four to five furrows, winter threshing and capable of driving a large threshing machine and baler being fed from both sides if necessary. That tractor was the Case LA.

CASE IN THE UK

J. I. Case had established an office on King Street, Hammersmith, London, in the 1910s and enjoyed limited success with its 'Crossmount' tractors, namely the 10-18, 10-20, 12-20, 15-27, 18-32 and at least one 22-45. All were finely engineered machines, and all just a little too expensive to make a real impact. This was resolved during 1929 and 1930 when four models became two with the introduction of the C

BELOW: The all-important belt pulley - the LA excelled at belt work. Note the inspection cover for clutch adjustment and the location for the starter motor if one were fitted.



and L models, two- and four-furrow tractors respectively. Their introduction coincided with the 1930 tractor trials in Oxfordshire and Case entered both tractors - they set the benchmark for all the others. Now imported by Associated Manufacturers Co of Kings Cross, London, sales and marketing took off.

The LA was re-worked from the successful L introduced in 1929. Through the 1920s, Case soldiered on with the cross-engine design. They were excellent tractors but harked back to an earlier age in tractor design and most competitive makes went down the engine in-line design. The new tractor was physically similar in size to the outgoing 18-32 model K but offered the power of the 25-45 model T having a rating of 26-40. It also introduced the famous chain-based final drive; the gearbox was still transverse mounted and driven by bevel gears immediately after the clutch shaft, where the PTO drive was also taken.

By the late 1930s, across many manufacturers, new brighter colour schemes started appearing, partnered with new curvaceous styling and the advent of pneumatic tyres, though the resulting greater versatility required more gears. After 10 years on the

***"A HESSELMAN-
ENGINED CASE LA OF
ANY VARIETY WOULD BE
QUITE A FIND TODAY"***

market, the L looked dated. Fortunately, however, Case was well placed to make some small changes to the L and came up with a very new-looking tractor, the LA.

THE CASE LA IS BORN

J. I. Case had seen the potential for industrial and construction equipment in 1910s, but really started to get into the market offering the LI industrial tractor with a four-speed gearbox, which was brought into LA production as standard equipment. Following other manufacturers, the grey paintwork was dropped and new rounded styling for the radiator, bonnet and wings adopted, as was the striking 'Flambeau Red'. The engine was largely the same as in 1929 L but benefited from oil piped to the valve rockers on the cylinder head and a slightly higher compression ratio. Ignition would remain a Case magneto and fuel was delivered by a Zenith K6A carburettor.

Case also noticed the small but growing interest in the diesel engine, but was challenged with knowledge

that they were heavy and difficult to start from cold. Caterpillar had introduced a diesel crawler; how could Case employ a diesel in its wheeled tractors? Case purchased a Cummins diesel engine and fitted it into an L tractor. The result was very promising, but the Cummins was just too expensive for agriculture.

Allis-Chalmers had been working on a low compression, spark-ignition diesel, designed by Swedish engineer Jonas Hesselman. Although not a true 'compression ignition' diesel, this engine would start easily on petrol then switch to diesel once warm. The use of spark plugs and injection equipment enabled the engine to be dual-fuel, which was important, as there was no standard for diesel fuel at that time. It was thought it would appeal to export markets, and indeed at least one Hesselman diesel engine L came here fitted with Roadless full tracks in 1941.

ABOVE: This tractor arrived new in Leicestershire on steel wheels and was later equipped with Case's cast wheel centres and rims. British firms also offered steel to rubber wheel conversion kits.

However, as it was not a full diesel, nor did it bring the benefits of a high compression ratio and injection pressures, the Hesselman cost as much as a full diesel, but offered only a little more economy than a spark ignition engine. Cold running and variable engine loads found in farm tractors also caused issues with oil dilution and spark-plug fouling.

The Hesselman diesel option was offered throughout L and LA production and they are rare tractors today. Exported LAs numbered 7886, comprising 7098 agricultural tractors, 529 industrial tractors, 65 agricultural Hesselman diesels, seven industrial Hesselman diesels and 187 LA Specials. A Hesselman-engined Case LA of any variety would be quite a find today.

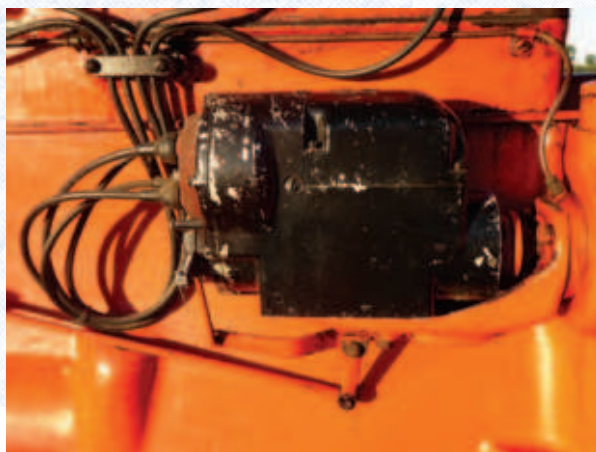
POPULAR WORKHORSE

Electric starting was available throughout LA production, as was lighting, and by late 1948



BELOW: The clear instructions can be seen on the air cleaner, vital for the Zenith K6 carburettor. This tractor is fitted with a vertical exhaust pipe, but early examples used a short downward angled pipe.

RIGHT: Case produced its own magnetos; the advance and retard control can be seen underneath. This magneto is 'base mounted' whereas all other Case tractors used flange-mounted units.



hydraulic services became available through a remote hydraulic ram attached to different trailed implements. Rice equipment was also offered. Early tractors used an exhaust elbow pointing towards the ground while later tractors used a vertical pipe, eventually employing a silencer. As a hangover from Case's steam engine days, an exhaust-powered whistle could be ordered as an option.

As the flagship tractor, the LA served Case very well. It remained one of the most powerful tractors available and earned an enviable reputation for service and reliability. It's long-stroke engine excelled at belt work, and it worked with a five-furrow plough with ease, and was just the boost to the war effort the British government was looking for. To increase traction further, Roadless could supply its DG half-track system to fit the LA. Roadless also supplied full-track LAs to the RLNI as lifeboat tractors, using aluminium casing round the engine. It was capable of operating underwater, subject to the air stack remaining above the waves.

Perhaps the greatest compliment came from arch competitor John Deere. It secretly used an LA with a GM two-stroke diesel engine to test just how much power could be put through a wheeled tractor ahead of introducing their Model R in 1949. In 1953, after over 42,000 tractors had been built, the LA gave way to J. I. Case's first true diesel, the six-cylinder 500, producing 65hp on the belt and largely using the same transmission as the LA.

THE CASE LA TODAY

Look down a line of tractors on the rally field and one just might be standing a little higher, appear a lot brighter

Build chart of the Case LA and its variants

YEAR	LA Agricultural	LAH Diesel	LAI Industrial	LAIH Ind. Diesel	LA Special	Total built
1940	1203	0	0	0	0	1203
1941	1841	0	163	0	11	2015
1942	2180	10	521	23	0	2734
1943	593	12	894	0	116	1615
1944	3121	17	982	0	109	4229
1945	4037	58	1407	0	0	5502
1946	0	0	0	0	0	0
1947	1967	0	58	0	3	2028
1948	6023	125	1125	0	0	7273
1949	7028	200	400	0	0	7628
1950	1900	0	0	0	0	1900
1951	2400	0	275	0	0	2675
1952	3200	0	300	0	0	3500
Total	35,493	422	6125	23	239	42,302

Comparison of high-hp Lend-Lease tractors available to the wartime farmer

	Case LA	Minneapolis-Moline CT	International W9
Max belt hp	55.6	54	48
Drawbar hp	41.63 @ 4.66mph	37 @ 3.6mph	36 @ 4.1mph
Fuel consumption at max belt power	11.76hp hours/gallon	11.62hp hours/gallon	11.75hp hours/gallon
Cylinders	4	4	4
Bore & stroke (inches)	4.62 x 6	4.62 x 6	4.4 x 5.5
Cubic capacity	6.6lt	6.6lt	5.5lt
Rated speed	1150	1075	1500
Forward speeds (mph)	2.5, 3.3, 4.3, 10	2.7, 3.8, 5.8, 9.6	2.5, 3, 4, 5, 15.75
Weight (kg)	2794	2996	2540

Sitting on 7.50 x 20in front tyres only enhances the good looks of the LA. Unlike many competitors, the starting handle was not removable and was held upright by a spring-loaded recess.



and will be attracting admirers. If it's a Case LA, the owner will be justly proud of their exhibit. If the tractor sits on pneumatics it will be able to power the thresher and baler, undertake some ploughing then join the road run as well. If an LA looks an attractive proposition, what should you look out for?

The engine is a robust unit with little to go wrong, and benefited from being replaced by a diesel engine so finding a very worn tractor is rare. The water tubes in the





☞ radiator can become blocked by years of debris restricting flow. Depending on the level of blockage, the engine will be fine until put to work. Steam billowing from the radiator while under load means a replacement radiator core is looming. As always, look for frost damage and check that water is where it should be. Old frost damage repairs add history to the tractor so if it's sound, leave it as it is.

Check oil pressure – some is better than none – but if it fades away when hot then some engine work, adjusting big-end bearings etc, may be necessary. As with all old tractors, check there's not two inches of sludge in the bottom of the sump. The TVO manifold can develop holes or cracks that cause poor running and can be difficult to diagnose. Remember, these manifolds have been getting hot for over 70 years. New manifold parts are available from the USA.

One criticism levelled at Case tractors of this era is that the governor is slow to respond to changing engine loads. When threshing, a dip in fan speed would allow a dirty sample until the governor responded. When on the saw bench, the operator would have to work with the Case to allow it to catch up. It's something you wouldn't notice

ABOVE: The sprung seat could be swung to one side to allow the driver to stand for a while on the wooden platform. Note the centrally mounted PTO that would have been used with the M-M trailed combine.

with an Oliver, Allis-Chalmers U, John Deere D or any International of the same period.

Moving back, the hand-operated clutch is robust and easy to adjust through the inspection hole on both sides of the bell housing. This immediately feeds into bevel gears and the transverse-mounted gearbox. The four-speed box is again robust and runs on standard bearings. Any end-float is adjusted by shims in the bearing caps on both sides of the transmission case. The final drive using the famous chain drive is usually trouble free. Slotted holes in the axle housings allow slack in the drive chains to be taken out but appears rarely to have happened on any Case tractor.

BRAKES

Brakes are rudimentary – a single pedal operates a brake-band. It's not that big and could be overwhelmed if trying to stop a heavy load at speed. In good order, it's fine but check it over now and again. Late production tractors featured independent hydraulic foot brakes, which are much better and there are one or two here in the UK.

Examples of the Case LA come on to the market regularly and finding a hedge-row

“MOVING BACK, THE HAND-OPERATED CLUTCH IS ROBUST AND EASY TO ADJUST THROUGH THE INSPECTION HOLE ON BOTH SIDES OF THE BELL HOUSING”

tractor, in original condition, or one in concourse condition is just a matter of keeping an eye out. Finding one with an original registration number and documents is a bonus, and one fitted with a winch is even more special.

The one thing perhaps counting against the LA is its weight. Yes, it will fit on an Ifor Williams trailer, but it will be very close if not overweight. Otherwise, the LA is a delight to drive, is an easy starter, well mannered, is easy to steer and with the combination of that large bonnet and confident exhaust note, it gives you the feeling all is right with the world.

HT

ACKNOWLEDGMENTS

Our thanks to Andrew Harvey for the use of his Case LA and for contributions of technical information.

RIGHT: 35psi on the oil pressure gauge while the water temp is at 200 Fahrenheit is a sign of a good engine. The small thumbscrew on the right controls the radiator blind, and the one on the left controls the manifold hot spot.



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WE MAY HAVE THAT HARD TO FIND PART



BW back on steel

ABOVE: The John Deere BW is back on steel, just as it was when it worked on Darren's farm in 1939 and '40.

After seven decades on rubber tyres this Unstyled John Deere BW is now back on steel wheels. Owner and restorer **Darren Tebbitt** takes us through this final account of its restoration

It's three years since my last Running Report on this restoration project, back then I'd rebuilt the engine and clutch, and successfully driven the tractor round the yard to test the transmission. Having bought the tractor as a non-runner it was essential to check the operation of the gearbox. Thankfully all seemed good, the gears shifted smoothly and the final drive was quiet in operation.

REAR END

So far so good, but I had already decided to remove the rear axle assembly and strip it down. This was for a number of reasons: chiefly a new gasket was required between the main case and rear axle castings, and the half shaft oil seals needed replacing. But also, because detaching the axle from the main case affords best access to the gearbox for a thorough clean-up ready for new oil. And last but not least, flipping the axle makes working on the drawbar much easier.

"THE REAR AXLE CASTING WAS ONE OF THE RUSTIEST PIECES OF THE TRACTOR"

LEFT: This example is one of very few Deeres sold in this country with no hydraulics. Note the smooth back casting in place of a powerlift. The loop drawbar was fitted until May 1937.

and elongating the holes. Fortunately, after liberal heating, all four bolts screwed out without breaking! Next the holes in the drawbar angles had to be welded up and re-drilled for a snug fit with new bolts.

The rear axle casting was one of the rustiest pieces of the tractor, so while it was off and stripped out, it was sent for shot blasting, as was the rear cover, drawbar, seat support, brakes, flywheel etc. As I've said before, I don't believe in blasting these Deeres whole. There are a few places where grit can get in and, personally, I prefer to get it done casting by casting. In fact, the only major piece on the tractor that didn't get blasted was the engine/transmission main case.

This wasn't too bad, having been coated in oily grime. It cleaned up sufficiently with a wire wheel and wire wool. With the axle in primer, it was attached to the main case and half shafts refitted with new outer bearings, oil seals and felts. On dismantling the brakes, I found the shoes to be excessively worn on the sides. Apparently, this was a common problem on the unstyled tractors, rectified by a



ABOVE LEFT: On arrival in September 2016: a very rusty original import with many issues.

LEFT: The same shot today. The Fairbanks Morse magneto, manifold and even the spark plugs have been retained.



On the subject of the latter, drawbar attachment is a weakness of the row-crop two-cylinder John Deere. In their wisdom Deere thought four bolts screwed into the bottom of the rear axle casting would be sufficient - it was not. Owners found it was impossible to keep the bolts tight for long, and on demanding tasks the bolts would shear off. Dealers fitted all manner of braces to support and strengthen the drawbars. Expect to find a drawbar loose, or worse still the bolts broken off. Drilling out broken bolts while lying under the tractor is not an easy or pleasant job, I have been there! So, remove the axle and flip it over - period!

All four bolts on this tractor were intact; however, the spring washers were absent so the drawbar had been floating loose, wearing the bolts thin



“SOMETHING ELSE THAT NEEDED ATTENTION WAS THE RADIATOR, BOTH THE CORE AND BOTTOM TANK LEAKED, THE LATTER SURPRISINGLY HAD RUSTED THROUGH”



steel parts such as the seat support channel, steering rod and column,

pulley, and grille surround, items which originally would have been near to smooth. Smoothing is a very time-consuming process, but that didn't matter because it occurred during the second Covid lockdown when there was little else to do!

 redesign for the styled models. I obtained sound, used shoes and riveted on new linings.

Something else that needed attention was the radiator. Both the core and bottom tank leaked, the latter surprisingly had rusted through. A sound used bottom tank and a new set of radiator bolts were sourced from the USA and a new core was supplied by Anglia Radiators at Cambridge. The radiator castings were shot blasted and primed while the core was out.

Replacement diamond mesh for the grille was bought from Metal Mesh in Worcestershire, tensioners for the radiator curtain came from Ernest Chupp in Indiana, and the curtain itself was made by K.L. Saddlery in Colchester. Two small pink prick holes in the petrol tank had to be soldered up, as well as the outlet in the paraffin tank, which tidied up an earlier running repair.

A new fuel bowl, three-way-fuel valve and fuel lines were

obtained from Steiner's and Sharp's in the USA. The final piece to be obtained was a new hood. The original was present but on close inspection was very thin from corrosion and was particularly bad on one end. It was off the tractor when bought and I suspect it had spent time standing on an earth floor. Thanks go to William Englemann for making a reproduction hood that fits extremely well.

THE DESIRED FINISH

The time was fast approaching for the tractor to be painted, but first some surface prep had to be done; it was a very rusty original import 'British tractor' on which many surfaces were deeply pitted. Especially bad was the flywheel, which made hands sore when cranking. But while I don't like to see mirror-like castings on a vintage tractor something had to be done to restore tactile surfaces.

I ended up levelling the flywheel, clutch lever, gear levers, PTO lever and some

ABOVE: The rear axle removed and flipped to give good access to the drawbar.

BELOW LEFT: Used loose, the drawbar had seriously worn attachment bolts and bolt holes.

BELOW: The pitted flywheel was smoothed, but not to a mirror finish.

Painting took place in our farm workshop after cleaning the roof and overhead trusses. Being just an amateur sprayer, I don't use any fancy equipment or paint, just a gravity-fed spray gun with a 1.3mm nozzle powered by a 26CFM compressor and air delivery through a pressure regulator/water trap. The paint was regular John Deere from a JD dealer. I like using John Deere paint, but it does have quite a long curing period. I find it's best left at least a month to harden before starting assembly.

The bonnet was left six months before application of decals, which I buy from Kent Kaster in Indiana. His decals are of excellent quality and accurate reproductions of the originals tailored to the year of manufacture. I find frog tape useful to assist in positioning, it





LEFT: F.A. Standen imported and sold the tractor new, but when two years old it was purchased by my great, great uncle from Graham & Fisher of Chatteris.

BELOW: Former owner Roy Lee supplied this photograph of himself driving the BW towing a binder at Queen Adelaide near Ely in the 1950s.

is better than regular masking tape because it removes cleanly and doesn't mark new paint.

REAR WHEELS

With the body of the tractor finished, my attention turned to getting it back on steel wheels. I had obtained the original steel front wheels - which a former owner had kept in his shed - and a set of rears (originally fitted to JD BN- 23754) but with no useable lugs. It was at this point I was told about a set of John Deere steel wheels in a front garden standing upright as an abstract ornament! An approach was made and I was able to purchase them. The lugs were excellent, but the wheels themselves of no use due to having broken hubs.

This was a common fault, indeed the wheels I was going to fit had suffered the same fate but had been saved from the scrap pile by Standens, who welded in a circular plate and

fitted a hub from a cast disc wheel. It was my intention to fit the good lugs and drive as is, but rolling the lug-equipped steels about in the workshop by hand taught me road bands would be essential!

Finding someone who could roll 100mm x 10mm flat was not an easy task,

but a local engineering company volunteered to give it a go. In total, it took four runs to and fro through the machine to form a neat circle. Admittedly, I could have used narrower steel, but I prefer the look of wider bands, which also afford better flotation on soft grass. Having the tractor on steel makes me appreciate the quantum leap my family made when this tractor was traded in 1940 for a new styled example on rubber tyres. But this time, it's staying here, it's great to have it back. **HT**



ABOVE: The brake shoes had worn on their sides. Good used replacements were found and relined.



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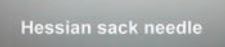
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WINTERISING YOUR VINTAGE TRACTOR

If you are not going to use your vintage tractor over the winter, there are steps you could take to ensure it remains ready for the 2023 season, writes David Brown.

Engine service This should be carried out now rather than wait until spring because the sulphur deposits in the oil can cause corrosion. Run up the engine first to around working temperature and any detritus will be held in suspension and drained out with the old oil. Fuel filters can also be changed. It is best to fill the fuel tank over the winter period, but you will need to use an additive such as Ethomix to counteract the effects of ethanol in the fuel.

Cooling system It is better to add anti-freeze than just drain the system, as the water never fully drains due to the cavities within the engine. Anti-freeze also contains corrosion inhibitors. If the engine does contain anti-freeze, it is recommended that the blue coloured variety is changed every two years. The strength of the coolant should be checked with a hydrometer to ensure there is a suitable level of frost protection. It is recommended to flush it out well with water to remove any remaining anti-freeze and silt before the fresh anti-freeze mixture is poured in.

Washing Do this now and let it dry off. All the lubrication points should be greased or oiled to expel any water ingress from the washing. Ensure the clutch is completely dry or the plates may stick to the clutch assembly or flywheel. One way is to slip the clutch to ensure it is dry, or wedging the pedal down is another way of ensuring the plates remain free but this may weaken the springs. A good wax polish will keep the paintwork in good condition and an application of ACF50 or similar will keep corrosion away.



Correctly laying up your tractor prior to the winter months will save time the following spring.



Grease the lubrication points after washing the tractor to remove any water ingress.

Tyres Jack the wheels off the ground and support the tractor on axle stands to take the weight off the tyres and prevent damage.

Battery Remove and store it in a frost-free location and occasionally trickle charge. Start up the tractor every few weeks to lubricate the engine and transmission; the hydraulics should be operated and the clutch checked to ensure it is free.

FIRE PRECAUTIONS FOR ENTHUSIASTS

This summer's high temperatures and prolonged dry spell have seen numerous field and barn fires across rural Britain, so here are some tips for vintage enthusiasts during these unprecedented times, and for future heat waves, writes Pete Small.

FUEL

All fuel should be stored in suitable secure containers. Tractor tanks and fuel systems are best preserved if the fuel tanks are kept topped up after use. This is an important factor with petrol tanks, especially the small types used to warm up an engine before turning over to paraffin or kerosene. Always use a funnel if filling fuel from a can and never fill the petrol tank of a hot engine. Don't overfill, as spillages can ignite, and clean off any dust and chaff regularly. Also, make sure the radiator core is clean and operating efficiently to keep the engine cool.

TRACTOR OPERATION

Don't open the throttle too quickly, as this can cause a shower of sparks to exit the exhaust. Likewise, if the engine is working hard, keep the revs down if you can. Care should also be taken when starting single-cylinder tractors with blowlamps. At harvest working events, extra vigilance is needed. Keep an eye on bearings on working machinery such as balers and threshing drums. Plenty of water and fire extinguishers should be on standby.

IN THE WORKSHOP

A tidy shed is a safe shed. Don't overload electrical sockets and uncoil extension cables as coils build up resistance creating heat. Install tested fire extinguishers, if not already present. Be very careful when using welders, grinders and sanders etc, due to sparks. Keep the workshop doors clear for ease of escape, as shutting them once out would help contain a fire. Don't create a build-up of flammable materials, such as waste oil, while paint and solvents should be stored in a metal cabinet. Remove old batteries and make sure corrosion around the terminals of fitted batteries is cleaned off. Maybe disconnect the battery leads when not in use. Don't leave a battery charger on for too long and watch for sparks when connecting jump leads.

NEW RANGE OF STORAGE SHEDS

Clarks have recently released a range of temporary storage sheds that may be suitable for vintage tractor collectors and enthusiasts where space is at a premium to store small vintage tractors, implements, spares etc. The largest of this range is the CIB755, which measures 2.2m long, 1.63m high and 1.57m wide. The cover is a waterproof and UV-treated polyethylene aimed at protecting the contents from both the rain and the sun; the metal frame is also powder coated. Through Machine Mart, this structure costs £131.98 (inc VAT), and smaller ones are available. For more information, please visit www.machinemart.co.uk.



OIL CHECKS

When conducting an oil change on your tractor over the winter, here are a few extra tips to bear in mind. Always lower the three-point linkage before draining the transmission oil; cut open old filters to check for any steel shards or other debris, indicating upcoming bearing or gear failures; and finally give a good check of the colour as well as the scent of the oil.

GET IN TOUCH

Send your questions to: Advice Line, HERITAGE TRACTOR, Sundial Magazines, 17 Wickham Road, Beckenham, Kent, BR3 5JS or e-mail: advice@heritagetractormagazine.co.uk Answers are given in good faith and responses will be published in the magazine.



YOUR QUESTIONS

REAR CRANK SEAL REPLACEMENT ON FERGUSON TE-A20

It appears that the rear crankshaft seal on my TE-A20 is leaking and causing small oil pools under the tractor. What is involved in replacing it? Can a reasonable home mechanic do the job?

*Geoff Jones,
Barmouth, Gwynedd*

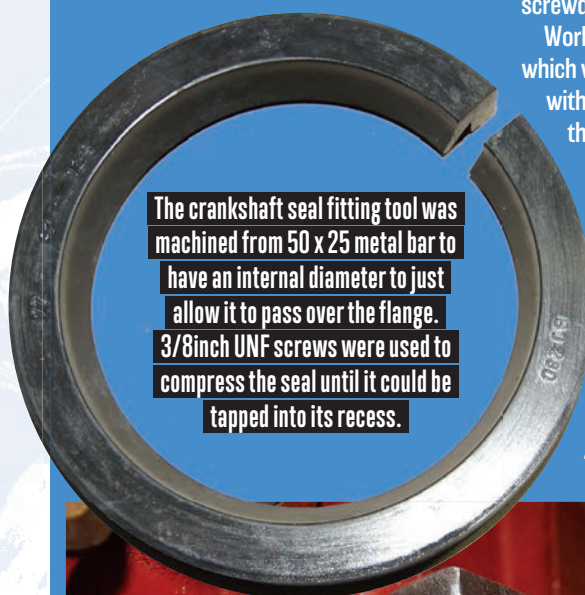
Space does not permit a detailed reply so this response will focus on the seal replacement once the tractor has been split. Remove the clutch unit flywheel and seal retainer plates. Locate the butting ends of the seal (normally around the 12

o'clock position) and prise it out, then clean the seal recess.

Fitting a new seal is challenging as it has to be compressed by about 3mm to be inserted between the crankshaft flange and block face. It can be turned on edge and fitted, but correctly positioning it within the recess risks damage to the seal due to the sharp component edges. With a little ingenuity a tool similar to that shown here can be made to compress the greased seal so that it can be gently tapped into place using the edge of a piece of metal strip, approximately 8-10mm thick and around 40mm wide (not a screwdriver or anything else sharp).

Work round the seal until fully installed, which will require patience. Align the two ends within the recess and refit the plates. Refit the flywheel and clutch plate using an aligning tool in the spigot bearing. Then refit the clutch cover, tighten the cover bolts evenly to the torque figure stated below. Replace the release bearing if required. With the tractor re-joined adjust the pedal to give free travel of 10-12 mm under the footrest bar.

Torques: flywheel to crankshaft: 42-46lb.ft; clutch cover to flywheel: 19lb.ft.



The crankshaft seal fitting tool was machined from 50 x 25 metal bar to have an internal diameter to just allow it to pass over the flange. 3/8inch UNF screws were used to compress the seal until it could be tapped into its recess.



Replacement crank seal: as a ring seal would not pass over the rear crankshaft flange, the seal has to be split to be able to insert it in the recess in the rear of the engine block.



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~~£25.00~~.....£18.00 *SALE*



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UNIVERSAL HOBBIES 2986 1:16 SCALE
FERGUSON FE35 (1956).....£65.00

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MODEL REVIEW

David Brown RAF Tugmaster

Manufacturer: Iconicair
Scale: 1/32
Price: £55
Website: www.iconicair.co.uk

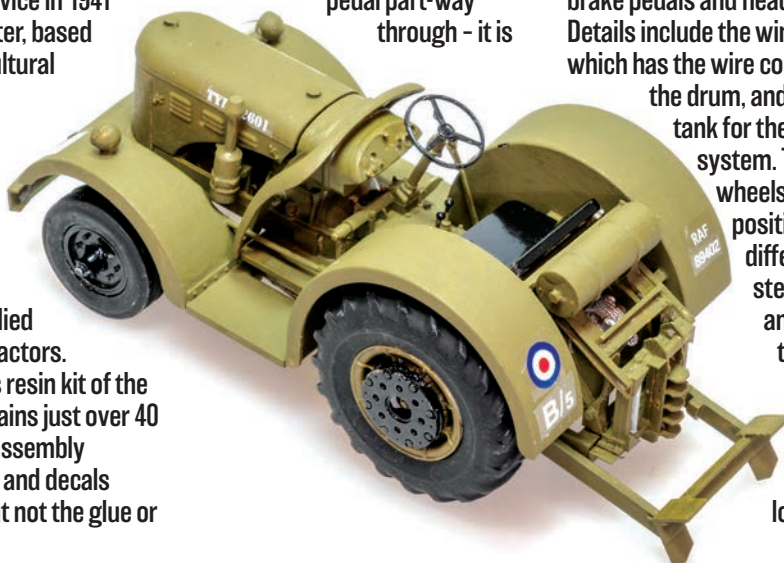
DAVID BROWN WON THE contract to develop a tractor to meet the RAF's need for moving heavy bombers during the Second World War. Entering service in 1941 the Tugmaster, based on its agricultural tractor equivalent, had a winch and trailer air braking. In total David Brown supplied over 1300 tractors.

Iconicair's resin kit of the tractor contains just over 40 parts, with assembly instructions and decals provided, but not the glue or

the paints. Assembly instructions are easy to follow. There's little flashing to remove from the resin components before assembly, while guides on parts such as the chassis and engine ensure they are easy to position correctly. However, the instructions suggest fitting the brake pedal part-way through - it is

better to fit at the start.

The instructions list the paints needed for the different parts and suggest painting the tyres before assembly. Painting some of the other parts before assembly would also have helped. When built, the tractor looks good and includes gear levers, a steering drop arm, brake pedals and headlights. Details include the winch, which has the wire coiled on the drum, and the air tank for the braking system. The front wheels can be positioned at different steering angles and the winch anchor can be raised and lowered.



Shell guide

SHELL'S 356-PAGE TECHNICAL GUIDE to tractors breaks down the different areas of their mechanical make-up. Many manufacturers contributed to the technical content and illustrations, such as Allis-Chalmers, David Brown, J.I. Case, John Deere, FIAT, Ford, IHC of GB, Massey-Harris-Ferguson and Marshall. More also comes from the likes of Alkaline Batteries, Lucas, Meadows, Perkins, Simms and Zenith.

The workings and maintenance of the engine is explained in great detail with the aid of several useful diagrams. This extends to the electrical system, principles of lubrication, understanding the transmission on both wheeled and crawler tractors, different power systems, as well as some trouble-shooting and how to lay up a tractor properly.

Its 1955 publication date means petrol, petrol/TV0 and diesel engines are all referred to in the book. The pictures are high quality and worth mentioning are some very interesting illustrations of rice cultivation in British Guiana (now part of Guyana in South America), ploughing with an IH Farmall H in West Africa, harrowing with a Hanomag crawler in Egypt and threshing kale with a Field Marshall in Wiltshire. This is a very detailed publication and could prove to be very useful for upcoming tractor collectors and enthusiasts without going into very heavy engineering terminology.

HOBBY TRACTORMOBILIA

OBSOLETE STOCK

Motocart with tipping rear platform

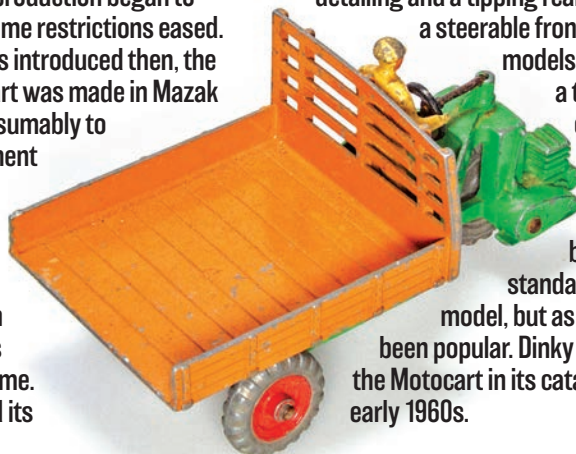
Manufacturer: Dinky
Length: 4 3/8in
Code: 27g (later 342)
Release: 1949 to 1961

DINKY IS THE ONLY MAINLINE toymaker, and it is probably the only one to make a model of the Motocart. It released the model around four years after S.E. Opperman of Borehamwood, Hertfordshire, launched the Motocart. Designed to replace work done by a horse and powered by a single-cylinder, four-stroke engine, Opperman offered it with the choice of five different bodies. The Motocart, however, never gained wide acceptance and production ended in the early 1950s. Today, this makes it difficult to understand why Dinky chose to make its model.

The Motocart was one of the many new

farm models Dinky introduced in the late 1940s when toy production began to resume as war-time restrictions eased. Like other models introduced then, the all-metal Motocart was made in Mazak - a zinc alloy. Presumably to reduce development costs, it also shared some other parts, such as the rear wheels, with the other models released at the time. Dinky provided its

Motocart with a standing driver, basic engine detailing and a tipping rear platform, but not a steerable front wheel. Early models were marketed in a trade box containing three models, but later models were individually boxed. By today's standards, it is a basic model, but as a toy it must have been popular. Dinky continued to list the Motocart in its catalogue until the early 1960s.



Life of the farmer

THIS TIME FOR OUR GIVEAWAY, we explore a book from the 'Men of Action Series' compiled by Eric Leyland, named 'The Farmer in the Mechanical Age' and published in 1962. The compact 100-page book looks at all aspects of farm life and work throughout the year, both on the livestock and cropping front, while shadowing the life of a Mr Shadbolt of Pennyfather's Farm, Hertfordshire. Although

quite text heavy in places, a good mix of images and clear diagrams features throughout the publication. The very descriptive and almost fiction-like nature of writing makes this a good and rather alternative read compared to the

many technical books produced over the years.

To win this book, tell us the year it was first published; the correct answers will go in a draw. The e-mail for entries is: editor@heritagetractormagazine.co.uk



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LITERATURE RACK

Colourful harvesting catalogues

HARVESTING EQUIPMENT CATALOGUES from Bamfords and Harrison McGregor & Co Ltd bring a splash of colour to this instalment of Literature Rack. The fine quality of both of these catalogues reflected the stature of their respective manufacturers at the time. Bamfords chose to illustrate the front cover of its 1927 Harvesting Implements catalogue with a beautiful watercolour painting showing, from left, an RSR2 combined side rake, swath turner, tedder and windrower, a No. 1 hay loader and a Royal mower. Harrison McGregor & Co opted for a hand-coloured photograph of its two-speed oil-bath mower on the cover of its 1938 Albion Harvesting Machinery catalogue. The mower's colour scheme consisted of red (main frame), yellow (wheels) and blue (cutter bar).

Bamfords Harvesting Implements catalogue is 46 pages and measures 6cm x 5cm. It contains details of the firm's horse mowers (there is no mention of tractors), hay loader, swath turners, side delivery rakes, tedders, thistle cutter, horse rakes, potato digger, grinding mills and chaff cutters.

Harrison McGregor & Co's 1938 Albion Harvesting Machinery catalogue is slightly smaller (5.5cm by 3.5cm), but what it lacks in size, it more than makes up for with the huge amount of descriptive information contained in its 64 pages. Machines covered include oil-bath horse and tractor mowers, swath turners, rakes, tractor (No.6) and horse (No.5) binders, potato diggers etc.





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FORDSON PROTOTYPES

In another edition of Model Spot, **Allan Condie** talks us through the Fordson prototype tractors produced in the mid-1940s during the development of the E27N Major, demonstrated through Allan's 1:16 model tractor collection

THOUGHTS OF ELIMINATING the inefficient worm drive on the Fordson N began in the late 1930s, when the first experiment involved the use of an Allis-Chalmers Model U transmission mated to a Fordson N engine. Three further prototypes followed with different rear transmission layouts, the third coming very close to what finally became the E27N. With no hope of making the other important change to the Fordson, which involved a new engine, and a request at the behest of the War Agricultural Executive, things started to move forward in 1944 to provide a tractor for which the Executive had laid down the specification. It had to comply with the following requirements:

1. The ability to pull a three-furrow rather than a two-furrow plough.
2. Improved ground clearance.
3. Row-crop capability, with front and rear wheel tracks adjustable.
4. Provision of independent brakes to assist turning to allow for shorter headlands.
5. The facility to attach toolbars and other implements to the tractor by provision of suitable mounting points.

In fact, the third prototype Ford produced almost met the above criteria and had been fully tested at the



The final prototype built in 1944 was close to the production tractors apart from a few details. Shared parts between the N and E27N meant that from the dash forward the tractor was almost pure model N, apart from the front axle.

National Institute of Agricultural Engineering at Askham Bryan in Yorkshire in 1942. So, a fourth prototype with several other improvements was created. Ford looked into the future

RIGHT: Although a starter aperture was provided on the engine block, it would actually be March 1946 before production tractors had the benefit of a 12v electrical system. The same tank stickers used on wartime Ns were applied and some components were drawn from production stock, but others had to be specially cast and machined.





The overhead valve engine evaluation tractor was not a happy sight. The hand-built engine was mated to an E27N back end and the rest was cobbled up without any concession to aesthetics - a far cry from the final appearance of the New Major.

and features requested by the WAE were added, along with provision for the addition of a starter motor. This prototype is the one featured in our first model. It only differs in a few minor details from the production tractors - the rear wheel centres were different and a model N radiator was used.

The other outdated feature on the Fordson was the engine - a side-valve unit with splash lubrication and direct white metallised main and big end bearings. Other manufacturers at home and abroad were producing more up-to-date overhead valve engines with renewable shell bearings and pressure lubrication. So the development of a better engine at Ford was essential, and the opportunity was taken to produce a range of new overhead valve engines that could be adapted for tractor, commercial vehicle



ABOVE: The final design for a governor to suit the OHV engine had yet to be undertaken so a Weybourn governor was adapted to fit the tractor. A considerable amount of work was still to be done at the front end of the engine, and as yet a diesel version had not been assembled.



and industrial uses, using many common components in both spark and compression ignition versions. Ford also wanted to rid itself of the thirsty V8 petrol engine used in its 7V trucks.

Designer Laurie Martland came up with the goods and in 1945 work had reached the stage where several prototype engines had been assembled. One complete petrol engine was fitted into a 7V truck for evaluation, and the other arranged to run on TVO mated to a Fordson Major E27N gearbox and transmission. The rest of the tractor, dubbed 'experimental no. 2085', appeared in January 1946. The remainder of the assembly was a somewhat crude affair with a fabricated fuel tank. A Weybourn governor was fitted, of the type more familiar on later conversions of Morris and Austin engines and used in Massey-Harris combine harvesters.

The engine also featured a downdraught carburettor and a manifold with adjustable hotspot. Coil ignition was provided with the battery fitted uncomfortably between the driver's feet, but initially no self-starter was fitted. This tractor is represented by our second model. Separate development took place with regard to the transmission of the proposed new tractor as described in our last article. Sadly, post-war shortages of materials and the restrictions placed on obtaining new machine tools from the USA for production of the new engines delayed their introduction until late 1951.

HT

LEFT: 'Experimental no. 2085' was also perhaps the first tractor to use the new adjustable drawbar assembly.

Farming BYGONES

The spotlight is put on agricultural memorabilia, looking at unusual and special finds as well as a round-up of recent auction results

Fine Fordson model

CLOCKWORK TOY FORDSON
MAJOR E27N tractors produced by Chad Valley during the 1950s are not necessarily rare, but it is rare to find a totally unused example in a near-mint original box. That's what Ian Hopper has just added to his farm model collection. He already owned one, and a 'New Major' version, both of which were in good condition, albeit with some light playwear. When this mint boxed example came up for sale at a local auction house, he knew it would make a good replacement. He placed a bid online and to his surprise he managed to buy the toy Fordson.

There were three different versions of packaging for the Chad Valley: two of the boxes had plain brown card exteriors, but the one that was used to sell the Fordson Major to the general public was much more attractive and featured a striking illustration of the tractor on the lid, see supporting photos. This particular Chad Valley Fordson Major has Firestone-branded rear tyres, but Goodyear and Dunlop tyres were also fitted by the toy maker.



Farming murals

SPOTTED IN LINCOLN'S COSY CLUB recently were these large painted murals, each measuring around 10ft high. One was promoting Farmer & Stockbreeder magazine whereas another two promoted grain sack hire from Chisholm, Fox & Garner Ltd of Lincoln. A third mural depicted Bibby cake and meal feed, available from Lincoln's Corn Exchange.

The Cosy Club premises was once Lincoln's Corn Market and is now a restaurant and bar. However, it is pleasing that some of its agricultural heritage has been appreciated and remembered even today.

AUCTION ROUND-UP

ITEM	AUCTION	RESULT
Woodroffe & Co of Rugeley cast iron seat	H.J. Pugh & Co. vintage sale of the collection of Doris Thomas, Powys, Wales, 18 June 22	£420
1926 Massey-Harris No.81 catalogue	Aumann Auction's July catalogue Literature, Memorabilia & Coins Sale, Illinois, 24 July 22	\$176
Huber Light four-spark plug tester	Aumann Auction's Don Huber Literature & Memorabilia Collection Sale, 31 July 22	\$396
Jones reaper cast iron seat	H.J. Pugh & Co. vintage sale at St. Asaph, Denbighshire, 17 August 22	£140



LEFT: The Woodroffe & Co seat that sold for £420 back in June.

RIGHT: Making \$396 in Illinois in July was this Huber Light four-spark plug tester.



SEND IN YOUR ARTEFACTS AND FINDS

If you have collected an interesting, unusual or rare item of vintage agricultural memorabilia please do send in a picture and caption to *Heritage Tractor* at editor@heritagetractormagazine.co.uk or Heritage Tractor, Sundial Magazines, 17 Wickham Road, Beckenham, Kent, BR3 5JS.

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Round THE CLUBS

Tell us what your vintage farm machinery club has been up to recently and what it is planning for the future

Scottish dealership celebrated



This restored Nuffield 342 and an original BMC Mini featured in the Neil Ross dealership display.

THE BANFF & BUCHAN Vintage Tractor & Engine Club created an extensive recreation of a Neil Ross dealership stand at the New Deer Show over 16-17 July in Buchan, Aberdeenshire. The display was based on a photograph showing a Neil Ross stand at the 1959 Royal Highland Show in Aberdeen. The dealership was very predominant in the north-east of Scotland and represented Ferguson, Bristol, Nuffield, Leyland and David Brown at various times. The business started off by selling bicycles in 1917.

With the help of Neil Ross's grandson, Neil Tocher, a brilliant variety of photographs, price lists and other paperwork featured in the display, along with some old invoices courtesy of club member Douglas Scott, who had sourced them from his father. Five Nuffield tractors took centre stage: a 10/60, 342, BMC Mini, a 342 fitted with a Scottish Aviation cab and a Universal.

However, around 18 tractors were present on the club stand, many of which had been through the dealer's hands and thus still retained their original Neil Ross dealership badges. It wasn't just tractors - one club member brought along an Allis-Chalmers

Roto-Baler, a McCormick binder and an A-C conventional baler, all in original condition.

A very well-presented sectioned Nuffield 460 also attracted much interest; it was used for educational purposes at Scotland's Rural College (SRUC) and is still used and owned by the establishment. It was very pleasing that two former salesmen from the dealership visited the stand on the Saturday of the show. Our thanks to Douglas Scott and Bill Cruickshank for their contributions to this report and for the pictures.



ABOVE: Owned and used by Scotland's Rural College (SRUC), this sectioned Nuffield 460 was a popular exhibit on the club's stand.



Photo: A. Carpenter

Interesting IHHA exhibits

THE INTERNATIONAL HARVESTER Heritage Association had a very good presence at the third Old Timer Tractor Rally held near Ludlow, Shropshire, over 6-7 August. Pride of place at the front of the red gazebo went to Michael Bennett's 1906 IHC vertical 2HP stationary engine no. K5503E, which was built in Chicago, USA, in 1906. The engine drew much interest, particularly when it was running. Also present were Max Cherry's beautifully restored W-30, John Price's F-12, Joe Fuller's 1941 Lend-lease Farmall A in original condition and John Clifford's 1931 grey T-20 TracTractor. Altogether the rally gathered a total of 26 IH tractors, from the Mogul 8-16 to the Farmall H.

DBTC's Cropmaster Day

APRIL 1947 SAW the first David Brown VAK1C, better known as the Cropmaster, come off the production line at Meltham Mills. To celebrate 75 years of this iconic tractor, the David Brown Tractor Club is holding a 'Cropmaster Day' at the museum at Meltham Mills on Sunday 25 September.

A short road run following the route used as the test track for the 1939 prototype David Brown Tractor, later known as the VAK1, will be incorporated into the day. Anyone wishing to bring along a Cropmaster, should please email Roger Brereton at secretary@dbtc.co.uk or phone 07923 960320.



Memorial event in the New Forest

ON 16 JULY, a memorial gathering took place in the New Forest for Mick Cull, a stalwart member of the NVTEC New Forest Group and a well-known Ford and Fordson collector. Michael 'Mick' Cull was part of a large family that always lived in the New Forest. While some of his brothers went into farming and contracting, he was always involved in forestry and timberwork with his brother Pat and was probably one of the best known in the south of England during his early years.

Fordson tractors and Ford lorries were always a stable part of Mick's business and over the years a

vast collection was assembled for both work and preservation. Favourites were his early Fordson 'Water Washer' Model N, his early E27N and latterly his Fordson Dexta. Mick was an authority on all things Ford and Fordson and always shared his vast knowledge with anyone who was interested.

Mick sadly passed away in November 2021 and will be sorely missed. As many Ford and Fordson tractors were encouraged to attend the memorial event to join some of the many tractors from Mick's collection. £440 was raised for Parkinson's UK in Mick's memory from the gathering.



Far left: Mick Cull aboard his cherished Fordson Dexta.



Left: Some of Mick Cull's Fordsons on display during the memorial gathering. Photo: Chris Smith

Oxfordshire Blue Force display

THE THAMES VALLEY BRANCH of the Blue Force club attended the West Oxon Steam & Vintage Show over 16-17 July in Ducklington.

The age range of the tractors on the stand began with Simon Hiscock's 1919 Detroit-built Ford Model F fitted with a mid-mounted junior mower and farm-built hay sweep, through to several 6X/6Y Fords. They included local man Chris Harris with his very original 1965 5000 Select-o-Speed to David and Ken Ford's 1968 Ford 2000. John Elliot from Leicestershire displayed his 1943 Fordson Model N fitted with a starter conversion on the belt pulley, not to the purist's taste, but in what was the hottest weekend for years it saved the effort of cranking.



Photo: John Mildenhall



Gathering in Gainsborough

THERE WAS ANOTHER great turn-out of Marshalls on Father's Day for the Marshall Club's annual Marshalls Yard Meet on 19 June, writes Ian Palmer. It is a unique event, where shoppers, families and tractor enthusiasts can all mingle together to enjoy the day. Again, there were two Marshall steam road rollers on display and the Marshall tractors ranged from an 18/30 to several Harvest Gold models.

Marshalls Yard shopping centre covers the whole of Marshall's north works, where the majority of steam engines, single-cylinder tractors and T-Ms were built. To commemorate the 175th anniversary of William Marshall setting up his business, on 18 June 2023 there will be a special collection of Marshall products present.

Club diary

10 SEP **11 SEP** Marshall Club's Working Weekend at Penniment House Farm, Penniment Lane, Mansfield, Nottinghamshire, NG19 6PH. TEL 07512 602 981

11 SEP Blue Force Working Day of all Fordson, Ford tractors and conversions at Stonham Aspal, Suffolk. TEL 07843 570183
WEB www.blueforcetractorclub.com

17 SEP Newbury & District Agricultural Society's annual ploughing match at Rookery Farm, Curridge, Berkshire, RG18 9EA. TEL 01635 247111
WEB www.newburyshowground.co.uk

24 SEP **25 SEP** NVTEC Midlands Group's working weekend at Lyndon Farm, Fleckney, Leicestershire. TEL 07802 587897

24 SEP **25 SEP** NVTEC Ouse Valley Group's working vintage rally at St Judes Farm, Church End, Haynes, Bedfordshire, MK45 3QR. TEL 07971 052170
WEB www.ovtc.org.uk

24 SEP **25 SEP** NVTEC Pennine Group's annual vintage rally at Lanes Farm, Ackworth, West Yorkshire, WF7 7DX. TEL 01977 615275
WEB www.facebook.com/nvtecpenninegroup

25 SEP Ferguson Club Ayrshire Group's working day at East Sanquhar Farm, St Quivox, Ayr, Ayrshire, Scotland, KA6 5HQ. TEL 07780 615092

22 OCT **23 OCT** Holbeach Marsh Vintage Tractors Events' charity ploughing weekend at Caultons Farm, Holbeach St. Marks, Lincolnshire, PE12 8EY. TEL 07889 74439

20 NOV NVTEC North Yorks Group's Thirsk Heritage Show at Thirsk Farmers Auction Mart, Thirsk, North Yorkshire, YO7 3AB. TEL 01439 798941

Send your club event news to: editor@heritagetractormagazine.co.uk

Vintage DIARY

Your essential guide to upcoming events in the vintage farm machinery world



 **10-11 SEPT** Haddenham Steam Rally & Heavy Horse Show at Haddenham, Ely, Cambridgeshire, CB6 3PT. **TEL** 07879 552872 **WEB** www.haddenhamsteamrally.co.uk

 **10-11 SEPT** Malpas Yesteryear Rally at Hampton, Malpas, Cheshire, SY14 8JN. **TEL** 07552 709759 **WEB** www.malpas-yesteryear-rally.co.uk

 **17 SEPT** Five Churches Vintage Tractor Road Run starting from Croydon, Cambridgeshire, SG8 0DL. **TEL** 07786 582210 **EMAIL** rayparcell61@gmail.com

 **16-18 SEPT** Bedfordshire Steam & Country Fayre at Turvey House, Turvey, Bedfordshire, MK43 8EL. **TEL** 01462 887268 **WEB** www.bseps.org.uk

 **17-18 SEPT** Berwick St. John Country Fayre at Berwick St. John, Shaftesbury, Dorset, SP7 0EX. **TEL** 01747 828272 **WEB** www.berwickstjohncountryfayre.co.uk

 **17-18 SEPT** Casterton Vintage Working Weekend at Great Casterton, Stamford, Rutland, PE9 4EU. **TEL** 07736 243202 **WEB** www.facebook.com/Casterton-Vintage-Working-Event

 **17-18 SEPT** Grand Henham Steam Rally at Henham Park, near Southwold, Suffolk, NR34 8AQ. **EMAIL** info@henhamsteamrally.com **WEB** www.henhamsteamrally.com

 **17-18 SEPT** Stoke Prior Steam Rally at Little Intall Fields, Stoke Pound Lane, Stoke Prior, Bromsgrove, Worcestershire, B60

4LF. TEL 07808 173400 **WEB** www.shakespearerally.com

 **20-22 SEPT** National Ploughing Championships at Ratheniska, Raheenanisky, Co. Laois, Ireland. **TEL** 059 862 5125 **WEB** www.npa.ie

 **24 SEPT** FFF&B Ploughing Championships & Country Show at Manor Farm, Hatford, nr

 **25 SEPT** Harvest Family Fun Day at Heckington Windmill, Hale Road, Heckington, Lincolnshire, NG34 9JW. **TEL** 01529 461919 **WEB** www.heckingtonwindmill.org.uk

 **1 OCT** Agricultural Working Vintage Rally & Display at the Daviot Estate, near Inverness, Scotland. **EMAIL** strathnairnfarmers@hotmail.com **WEB** www.daviotvintage.co.uk

 **1 OCT** Patrick Edwards Tractor Jumble and Spares Day at Langley Farm, Langley Lane, Clanfield, Bampton, Oxfordshire, OX18 2RZ. **TEL** 01367 810259 **WEB** www.patrickedwardsmachinery.co.uk

 **1-2 OCT** Burley Steam & Vintage Vehicle Show at Burley Park, Burley, Hampshire, BH24 4DJ. **TEL** 07811 573811 **WEB** www.facebook.com/BurleySteam

 **8-9 OCT** British National Ploughing Championships & Country Festival at the Chatsworth Estate, near Glapwell, Derbyshire, S44 5QG. **TEL** 01302 852469 **WEB** www.ploughmen.co.uk

 **8-9 OCT** Eastern Counties Vintage Show at Norfolk Showground, Norwich, Norfolk, NR5 0TT. **TEL** 07753 182065 **WEB** www.easterncountiesvintageshow.co.uk

 **15-16 OCT** Tractor Gathering at Beamish Living Museum of the North at Beamish, County Durham, DH9 0RG. **TEL** 0191 370 4000 **WEB** www.beamish.org.uk

 **22-23 OCT** Scottish Ploughing Championships at Stanstill, Wick, Caithness, Scotland, KW1 4TP. **TEL** 07717 758638 **WEB** www.scotplough.co.uk

 **28-29 OCT** Farm & Construction Diorama Show at the Jim Baker Stadium, Ballysavage Road, Parkgate, Ballyclare, Northern Ireland, BT39 0DX. **WEB** www.moriamodelclub.com

Faringdon, Oxfordshire, SN7 8JH. **WEB** www.ploughingmatch.co.uk

 **24 SEPT** Spilsby Heritage Day in the High Street, Spilsby, Lincolnshire. **EMAIL** dtrspilsbyredlion21@gmail.com **WEB** www.facebook.com/Spilsby-Heritage-Day-101751539308975

 **24-25 SEPT** Kettering Vintage Rally & Steam Fayre at Cranford, nr Kettering, Northamptonshire, NN14 4AW. **TEL** 01536 500164 **WEB** www.ketteringvintagerally.co.uk

 **24-25 SEPT** Somerset Festival of Transport at Frome Showground, Frome, Somerset, BA11 5ES. **TEL** 07900 695620 **WEB** www.somersetfestivaloftransport.co.uk



On behalf of the Executors of Maurice Coupland (deceased)
Onsite and online auction sale of vintage machinery and equipment
 at Carrington Road, Frithville, Boston, Lincolnshire PE22 7DZ
 on Thursday 6 October 2022 at 10:30 prompt

including:

Caterpillar: Caterpillar D8H (c. 61); Caterpillar D7 (c. early 50s); Caterpillar D6C (c. 63).

International: International TD6 (c. 41); International TD9 (c. 40); International TD9 (c.47); International TD14 (c. 41); 2 x International TD18 (c. 40s); International TD25 (c. 60); International BTD8 82 (c. 67); International BTD20 (c. 60s-70s).

McCormick: McCormick Farmall International A culti-vision (c.40); McCormick Farmall International H (c. 44).

Miscellaneous Tractors & Vehicles: Renault 155 54 Turbo tractor (96); Case International 895XL tractor (90); Liebherr R902 digger (92); Sanderson SB50M telehandler; Scammell Trunker MKII lorry (68); Renault 5 car; Rover 218SLD Turbo car.

Trailers: Tye 3 tonne tipping trailer (74); Crawford low loader; Martin Markham 3 tonne trailer; c. 10 tonne grain trailer.

Ploughs: Ransomes Hexatrac 6+1 furrow; Ransomes Quadtrac 4 furrow; Ransomes Jumbo 3 furrow; Crawford 5 furrow reversible; 3 furrow plough.

Cultivation Equipment: 3m trailed 3 leg subsoiler; Leverton c. 4m drag; Parimeter 3.5m discs; Ransomes mole drainer; Massey Ferguson 8m harrows; 4m gang rolls.

Crawler Equipment: Heil Road Machinery scraper; rock buster.

Miscellaneous Equipment: Vicon Acrobat hay turner; Kuhn GMD 44 mower; Lely fertiliser spreader; ex War Agricultural Committee fuel bowser and tool carrier; qty of trailed fuel bowsers.

Workshop Machinery & Equipment: CAT generator; Generator with Perkins L4 engine; bench drill; manual press; lathe; engine lift; Draper socket set; qty of taps and dies; qty of fuel tanks; qty of concrete slabs; qty of workshop tools and requisites.

For a complete listing of all the equipment on sale visit www.fishergerman.co.uk

To register, photographic identification will be required.

Viewing on Wednesday 5 October 2022 10:00 until 16:00 and on the Auction Day.

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SATURDAY 24TH
SEPTEMBER 2022

VINTAGE AUCTION

Vintage Dispersal on behalf
of Messrs G W &
A M Wharton, Green Rose,
Crackenthorpe, Appleby,
CA16 6AF

Sale includes 18 Vintage Tractors,
40 Ferguson Implements,
100 Horse Drawn Implements,
including Carts & Wagon and
70 lots of Vintage Tractor and
Implement Parts & Wheels.

Contact Penrith & District
Farmers' Mart LLP: 01768 864700 /
jennysayer@penrithauction.com
 Andrew Maughan (Auctioneer):
 07717 611 952

NO
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UNDER THE HAMMER

A round-up of what has been sold at vintage auctions around the UK and further afield, as well as what's coming up for sale

FERGUSONS PERFORM WELL IN WALES

June was a busy month for H.J. Pugh & Co with a large vintage dispersal auction that took place on 18 June at Llansantffraid, Powys, mid-Wales. The sale saw the contents of Doris Thomas's collection dispersed, featuring a great number of agricultural implements, many of which had been restored, and a varied selection of 24 vintage tractors, including a number of Fergusons.

Achieving £21,500 was a restored and working Ferguson Brown type A, serial no.293, which was believed to have always worked in the Montgomery area of Powys. A Ferguson Brown two-furrow plough made £950. In a similar condition to the Brown, but with no serial number evident, a Ford Ferguson 9N sold for £4000, and a Ferguson Sherman two-furrow plough made £620.

Among other notable tractors to go under the hammer was a restored and running 1942



ABOVE: This Ferguson Brown sold for £21,500 and a Ferguson Brown two-furrow plough made £950.

John Deere H that sold for £3300. Not far behind were an Allis-Chalmers U, with PTO and in similar condition that made £3200, and an IH McCormick-Deering 10-20 running on steel wheels at £2600.

There were some very high performers among the implements: a restored McCormick sail reaper made a remarkable £2000; and a

BELOW: A number of early agricultural horse-drawn and tractor-drawn implements attracted a lot of attention, such as this restored McCormick sail reaper that sold for £2000.



Bamford No.5R reaping mower fitted with two seats sold for £1200. A Hornsby reaper also made a staggering £1100. Elsewhere in the auction, a rare barn-stored IH 38 tractor-drawn thresher achieved £1350, a horse-drawn Howard seven-tine cultivator sold for £820 and a Blackstone hay turner in very well restored condition made £450.



FORDSON FRENZY IN CAMBS VINTAGE AND CLASSIC AUCTION

The Ford marque dominated the Cheffins sale of the Rome family's vintage and classic tractor collection at Morborne, Peterborough, on 2 July. Achieving a whopping £11,448 was a row-crop Model N, which looked to have been subject to an early restoration. Moving to later Fordsons, a 1967 pre-force Ford 4000,

which had been in the village of Morborne since new, went for £9116. Making £3600 was an industrial Model N with a cracked block.

Another Morborne machine in the form of a very original and complete Ransomes 801 diesel-powered combine harvester, supplied by Peterborough Motors, made £4346. Prices include 6% buyer's premium + VAT on the BP.

VARIETY OF IMPLEMENTS IN SCOTTISH DISPERSAL SALE

H.J. Pugh & Co headed north to Dumfries in Scotland to disperse the James Taylor Barrear Farm Museum on 15 June. A vast selection of agricultural implements went under the hammer along with some vintage tractors.



£3050

1954 David Brown 300



£1520

1920 Davis stationary baler



£450

R.G. Garvie of Aberdeen threshing drum

RARITIES TO GO UNDER HAMMER IN CUMBRIA

The large collection of vintage tractors, vintage vehicles, farm machinery and horse-drawn implements of G.W. and A.M. Wharton of Appleby, Cumbria, will go under the hammer on Saturday 24 September. The auction will be conducted by Penrith & District Farmers Mart on site at Green Rose, Crackenthorpe, CA16 6AF.

Mr Wharton has always had an interest in old machinery and has fond memories of the contractor's threshing set arriving at the farm when he was younger. As a result, over the years he has amassed a large vintage collection. Around 20 tractors are entered including a very rare and restored IH Farmall W.F. Hebard 'Shop Mule' conversion, a Fordson Model F, a Massey-Harris 102 'Senior', a Ferguson Brown serial no.440, a Ford Ferguson, as well as a large variety of Ferguson and Allis-Chalmers models. Another interesting machine is an Austin 12



tractor conversion and it is worth noting that all these tractors are reported to be in running order.

The large selection of implements

includes many from Massey-Harris and Ferguson, but the variety and number of horse-drawn agricultural implements and carts entered is also very impressive. For more information, visit www.penrithauction.com



VETERAN VARIETY AT JULY CHEFFINS VINTAGE SALE

A good variety of veteran tractors from various vendors sold in the Cheffins Vintage Sale on 23 July at the Cambridge Machinery Saleground. Faring the best was a 1920 International Harvester Titan 10-20 in original condition, which was claimed to have been with the vendor for 15 years and last ran two years ago. The hammer fell on the veteran at £15,000. A very rare 1929 United four-cylinder petrol tractor sold for £7000 and a 1930 Hart-Parr 18-36 in original condition went for

£6000. Achieving £3000 was a 1927 Allis-Chalmers 20-35 fitted with a belt pulley. Other early tractors selling well included an early example of a Marshall M, serial no.375 completed in 1939. Restored to a high standard, £21,000 took the desirable single-cylinder machine.

Elsewhere, a very unusual Fordson Dexta conversion - a rare Mailam crawler conversion - claimed a lot of attention. Reported to be in good running order and fitted recently with a new water pump and hoses, and the injection pump had been subject to a rebuild, it made £14,000+VAT.



£440

C.1948 Jones Mk12-T pick-up baler



£220

1959 Taarup disc mower



£100

1953 IH McCormick binder

Sales diary

12 SEP to 19 SEP AUCTION of veteran, vintage and classic tractors at Vuurrijzer 5, 5753 SV, Deurne, Netherlands. VDI Auctions. TEL (+31)085-782-6770 WEB www.vdiauctions.com

17 SEP REDUCTION SALE of the Graham Holland Collection of tractors, trucks, lorries, implements, literature and spares at Fordleigh Farm, Urgashay, Yeovil, Somerset, BA22 8HH. H.J. Pugh & Co. TEL 01531 631122 WEB www.hjpugh.com

17 SEP VINTAGE AUCTION of farm machinery, tractors, steam engines, bygones and collectables in conjunction with the Berwick St. John Country Fayre, Berwick St. John, near Shaftesbury, Dorset, SP7 0EX. Southern Counties Auctioneers. TEL 01722 321215 WEB www.scauctioneers.com

24 SEP FARM DISPERSAL SALE of vintage tractors, vintage vehicles, Ferguson implements and horse-drawn implements at Green Rose, Crackenthorpe, Cumbria, CA16 6AF. Penrith & District Farmers' Mart. TEL 01768 864700 WEB www.penrithauction.com

27 SEP AUCTION of classic tractors, combine harvester, implements and machinery in Oxford. Cheffins Auctioneers. TEL 01353 777767 WEB www.cheffins.co.uk

27 SEP to 30 SEP AUCTION of the Days Gone By Museum of veteran and vintage tractors, trucks, engines, horse-drawn wagons, stationary engines, aircraft, farm antiques and memorabilia at 122 Davis Street, Portland, Tennessee. Aumann Auctions. TEL 1-888-282-8648 WEB www.aumannvintagepower.com

1 OCT AUCTION of vintage & classic tractors, tractor spares, stationary engines, tools, seats, models and bygones at Hazle Meadows Auction Centre, Ross Road, Ledbury, Herefordshire, HR8 2LP. H.J. Pugh & Co. TEL 01531 631122 WEB www.hjpugh.com

5 NOV AUCTION of vintage tractors, vehicles, implements and spare parts in conjunction with the Newark Vintage Tractor & Heritage Show, Newark Showground, Lincoln Road, Newark, Nottinghamshire, NG24 2NY. Brown & Co. TEL 01480 432220 WEB www.brown-co.com

NEXT TIME... IN THE WINTER ISSUE

MARVELLING OVER THE MF 65

Next time, we look at the first big 'Ferguson system' tractor to hit the UK market, analysing the Massey Ferguson 65's features, impact and development

IN THE
SHOPS
9 DEC



PLUS!



MOTOR CABLE ENGINES

Fowler's attempt to extend the life of the cable cultivating system with internal combustion engines



HAY-MAKING IN THE SUN

We report on the highlights from a private vintage haymaking and working event in Worcestershire



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[HT21W6]

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[HW174R]



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[JKW37R]

DAVID BROWN



David Brown 996, 1972 model,
only second owner, very good,
working, ex farm condition.
£4,500 no VAT. Tel: 01665 577249.
Northumberland.

[HT21W6]



David Brown 885, 1972, good
working order, used for tractor
runs and plough matches, £4,450,
Ferguson discs, good working
order, £450, Lambourne cab to fit
MF 135, £600. Tel: 07884 222129.
Norfolk.

[JKP15R]



David Brown 1490, only used to
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injector, needs TLC and bonnet
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01366 347713. Kings Lynn,
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[IJW17R]

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[JKW15R]



Grey Ferguson TED 20, 1954,
petrol TVO, starts, runs, drives,
new rear tyres, road registered,
selling due to space. £1,900. Tel:
07469 196640. Horsham.

[IJW202R]



Ferguson TE20, petrol and TVO,
lots new parts, mudguards, wheel
rims, front tyres, loom, 12V,
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Tel: 01664 823851. Leics.

[IJP2R]



Ferguson T20 Petrol/Paraffin,
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[HIW35R]



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[IJW166R]



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427889. Essex.

[IJP3R]



Ferguson TED 20, runs well,
complete apart from wheel arches
and exhaust, not restored, needs
new set of tyres. Tel: 07831
404707. Bath.

[IJW97R]



Ferguson TEF 20, 1952, diesel,
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workshop manual, stay bars, spare
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Tel: 01805 623846. Devon.

[HIW89]

FORD



Ford 3000, 4,111 hours, new oil, filters, tyres, brakes, lights all working, runs well, logbook. £4,950. Tel: 07957 473355. Lancaster. [HT21W5]



Ford 3000 Pre Force, great tractor, recent restoration, starts well, drives well! £3,500. Tel: 07875 648240. Bude. [JKW20R]



Ford 4000, 1972, runs and drives well, hydraulics and PTO rebuilt and work well, serviced with all oils changed, many new parts fitted, call for more details. £3,200 ono. Tel: 07866 214387. Warwick. [JJW137R]



Ford 4100, 4WD, 3,700 hours, all works very well, work, play, restore. £8,500 no VAT. Tel: 07779 986072. Gloucester. [JJW176R]



Ford 3000, 1969, road registered, excellent condition, no faults, everything works as it should, very reluctant sale. Tel: 07340 134562. Gillingham, Dorset. [JJW79R]

FORDSON



Fordson Major, 1954 ex-sawmill tractor, complete, good tinwork and runs, Has been dry-stored. Tel: 07710 693734. Scottish Borders. [JKW174R]



Fordson Dexta, Dec 1963, V5 logbook, rebuilt, new tyres, Minimac, injection pump, new injectors, wiring loom, fenders, lights, foot plates. £6,300 no VAT. Tel: 07775 741720. Norwich. [JKP9R]



Fordson Major MkII, s/n 1478245, 1958, fully functional with new piston linings/bearings, road legal reg HEG 553, always starts, clean runner, draw bar and top link incl, hyds, PTO and lift arms working, New Holland battery fitted July 22. £4,500 ono. Tel: 07866 268383. Ramsey, Cambs. [JKW32R]



Fordson Super Major, 1963, show condition, ready for work or play, starts first time! 90% original tin work, new tyres, two new clutches, rewired and new instruments, 28 road hours since rebuild, road registered, V5 present, needs using and appreciating. £5,495. Tel: 07703 531870. Castleford. [JKW48R]



Fordson Super Major, 1963, good condition for age, V5 logbook. £6,000. Tel: 07758 592421. West Yorkshire. [JKW35R]



Fordson Major, 1962, in running order, tinwork and tyres good. £2,400 ono. Tel: 00 353 876 855251. Birr, Co Offaly, Ireland. [JKP6R]



Fordson Super Dexta, 1964, refurb 3 years ago, V5, on original no plate, superb cond. £4,750 ono. Tel: 07516 249787. Glos. [JJW44R]



Fordson Major, V8 conversion, Perkins 640 V8, loads of smoke, loads of noise, loads of power, starts, runs, and drives, power steering, big boots, link arms still on and working, needs a few small finishing touches but selling due to other investments. £6,750. Tel: 07469 196640. Horsham. [JJW19R]



Fordson N, 1934, water washer, petrol - paraffin, elec starter fitted, excellent restored cond, starts first time, runs and drives well. £3,250. Tel: 07849 659633. York. [HT20W19]



Fordson, barn find, old tractors for a great project have loads are parts for its buck rack bucket assortment of lights. £4,000, will accept offers. Tel: 01444 882599. Bolney, West Sussex. [JJW109R]



Fordson New Power Major, good starter, runs well, requires hydraulic repair otherwise very good, front wheels 100% 750 x 16, rears are new 95%, V5, good reason for sale. Tel: 07891 820322. East Yorks. [JJW103R]

INTERNATIONAL



International Harvester B275, excellent restored tractor with V5C, new clutch, recent engine re-build, good tyres, steering, brakes, and hydraulics working well, photos available. £5,000. Tel: 014855 12521. Norfolk. [JKW103R]



International BTD6 crawler, decent tracks need engine finishing can load. £1,350 + VAT. Tel: 07765 035582. Pickering. [JJW19R]

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International McCormick Deering 10/20, 1936, concours condition, a real show tractor, restored to a very high standard, new tyres, £700 spent on the carb and mag. £7,500 ono. Tel: 01603 710455. Norfolk. [JKP5R]



International 276, 1969, diesel, fully refurbished in 2021 this tractor is in fantastic condition, first to see will buy. £5,900 sensible offers only. Tel: 07827 157028. Preesall, Lancashire. [JW128R]



International 614, tidy, good running, ex farm example. Tel: 01747 828272. Dorset. [HIW83R]



International B250, engine rebuilt, new rear tyres, wheel weight, everything works the way it should, good ploughing tractor £2850. Tel: 07729 010733. Northumberland. [HIW53R]



International 434, H reg, c/w loader, bucket and forks, new rear tyres, good original condition, £2,950 ono, no VAT. Tel: 07976 794383 Shropshire. [HIW11R]



International B100 Drott, 4 in 1 bucket good tracks, good engine holds antifreeze new type glow plugs would go to work steers brakes correct. £3,800 + VAT can load. Tel: 07765 035582. Pickering. [JW178R]

JCB



JCB 3D11, 1968, low hours, owned 45 years, sound machine, good basics, engine and gearbox operates but ideal for restoration. £3,750. Tel: 07443 117191. Oxford. [JW160R]

JOHN DEERE



John Deere Model A/B, 1945, vintage, rare adjustable axels, runs on petrol/heating oil, resprayed and new tyres 5 years ago, barn stored for 10 years, very tidy, would look good at a show, tractor starts by turning the fly wheel, selling due to elderly ill health. £5,500. Tel: 07703 129154. Bridgwater, Somerset. [JKW78R]



John Deere 920, 1972, restored, limited use in classic ploughing, new rear tyres, excellent fronts, superb starter in all weathers and everything works as it should, beautiful example of this rare model, comes with manual and V5. Tel: 07722 366613. West Norfolk, Kings Lynn. [JW161R]



John Deere 4020, barn stored for years, lots of new parts fitted to bring back original spec, including original batteries and boxes, all works as it should. £12,500. Tel: 01508 482447. Norfolk. [HIW66R]

LEYLAND / MARSHALL



Leyland 154, petrol model, only used on sports field £3,750. Tel: 01747 828272. Berwick St John, Shaftesbury. [HIW47R]

MASSEY FERGUSON



Massey Ferguson 35, 3-cyl Perkins, starts first time, road reg'd, show condition, many new parts, ring for details. £7,600 no VAT. Tel: 07887 884750. Staffs. [JKW54R]



Massey Ferguson 65 MkII, 1963, Multipower, ex-private collection, VGC. £8,500 ono. Tel: 07831 360569. North Yorkshire. [JKW13R]



Massey Ferguson 165, 1967, new Goodyear tyres/clutch/brakes/hydraulic pump/wings/lights/wiring harness/control box/gauges/fuel sender/heater plug/etc, excellent engine. £8,995. Tel: 07813 435923. South Wales. [JKW50R]



Massey Ferguson 135, completely rebuilt incl a full engine rebuild, new clutch, new wheels, seat, electrics etc, by renowned Massey 135 restorer. Arguably better than it was new. Everything is perfect. £15,000 no VAT. Tel: 07793 382061. Woking. [JW136R]



Massey Ferguson 168 Multipower, p/steering and PUH, one new rear tyre. £8,250. Tel: 07718 897765. Forfar. [JW152R]



Massey Ferguson 135, 1966, swept axle, owned since 1989, hobby use only, comp bare metal re-spray and rebuild, new panels as necessary, rewind starter and dynamo, new wiring loom lights and switches, new tyres, only 237 hours since total engine rebuild, c/w manuals etc. £8,000. Tel: 07860 885532. Cornwall. [HIW38R]



Massey Ferguson 35, restored to good standard, 3-cyl engine, mech good, good tyres, good condition. £5,950 ono. Tel: 07519 138224 or 078422 44071. Goole. [HIW12R]



Massey Ferguson 135, new tyres fitted, very tidy tractor, ready to go to work, private reluctant sale. £10,000 ono. Tel: 07968 183358. Holsworthy. [HIW52]



Massey Ferguson 35, 3-cyl, 1960, original off farm condition, recent full engine rebuild, comp new electrics, new brakes, good clutch, gearbox and hydraulics, straight to work or easy restore. £3,450. Tel: 07796 913300. Rugby. [HIW18R]



Massey Ferguson 165, 1971, great condition, brilliant working order, V5, road reg'd, £7,500 ono no VAT, delivery can be arranged, call for videos, pictures or any questions. Tel: 07506 158852. Perth. [HIW84R]



Massey Ferguson 157, Perkins AD4-203 engine having complete rebuild incl radiator, water pump, battery alternator all new hoses oils and filters, all new gauges, starts easy runs well. £5,995 ono. Tel: 07884 462676. Devon. [HIW26R]

MASSEY HARRIS



Massey Harris 101 Junior, 1940, running, good order. £3,500. Tel: 01409 241293. Bideford. [IJJW70R]

McCORMICK



McCormick International 275, 1968 F reg, GWO, starts first time, new tyres. £3,000. Tel: 01422 843292. West Yorkshire. [IJKW130R]

NUFFIELD



Nuffield Universal DM4, BMC engine, starts/drives well, could do with a bit of TLC has been stood a while, no logbook, all round not bad for age, £2,200 ono. Tel: 07486 411655. East Yorks. [IJKW104R]



Nuffield, fitted with 4-cyl Perkins engine, new wings, instant starter, lots if power and good tin work. Tel: 07397 957201. Powys. [IJKP13R]



Nuffield 10/60, first restored in 1997, kept in first class condition since. £5,000. Tel: 015242 21675 or 07930 329771. Lancaster. [HIW51R]

OTHER MAKES



BMB President, fully restored to show condition, road reg'd, hyds, PTO, belt pulley, starting handle, workshop manual. Tel: 01566 248213. Launceston. [IJJW71R]

OTHER VEHICLES FOR SALE



Ford Model AA truck, 1929, LHD, 3.3 litre, many new panels and parts fitted. £12,850. Tel: 07961 135818. [IJJW116R]



Bedford ice cream van, 1971 classic, use as a static ice cream van until last year, non-starter, age related marks, needs some TLC. OIRO £2,000. Pembrokeshire. Tel: 07376 831575 or alternatively gmmurrow35@gmail.com. [IJJW99R]

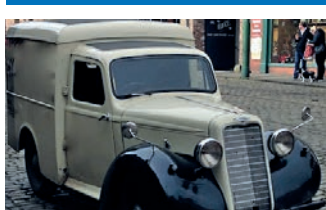


New Holland Clayson M133 combine, 10ft header, working when parked 5 years ago, Ford engine built 1966, buyer removes, help with loading. Offers. Tel: 07437 895753. Somerset. [HIW27R]



Massey Ferguson 520 Super two combine, W reg (no logbook but owned 20 + years) 12-foot cut, 2,000 hrs, used yearly cut approx 50 acres, GWO. £2,500 ono. Tel: 07810 308363. Lincs. [IJJW139R]

OTHER VEHICLES WANTED



Car, van, mortorbike, anything considered, any condition, pre 1990's, private buyer, cash payment. Tel: 07891 500116 or email harley1824@gmail.com. Northumberland. [IJJW29R]

Military Jeep or post war, any age or condition, good price paid, no quibble quick decision, payment before collection, I am an easy going non-pressurizing buyer, call me anytime on my home number. Tel: 01548 521278. Devon. [DE]

BALERS AND BALER SPARES



IH B47 hay baler, good condition, used this time always dry stored. £1,400 ono. Tel: 07831 360569. North Yorkshire. [IJKW12R]



International 440 baler, good working condition, always barn stored, see working. One of the best examples of this classic baler. £3,000 ono no VAT. Tel: 01598 753341, North Devon. [IJJW189R]



Conventional New Holland 376 baler, very tidy original condition, in good working order. Barn stored. C/w flat 8 sledge and grab. £2,995. Tel: 07717 847584. [IJJW17R]



Massey Ferguson 4 square baler, great cond, no dents, works well, nice wide pick up. £4,250 + VAT. Tel: 07718 897765. Forfar. [IJJW151R]



Ex-demo baler, PTO, overrunning clutch PTO speed 540rpm, 6 spline PTO shaft, bale chute, hyd bale density control, etc. Tel: 07500 631310. Norfolk. [IJJW153R]

CULTIVATORS



Ransome's cultivator, excellent condition. £200. Tel: 01327 361531. Northampton. [IJKP8R]



John Deere light spring cushion cultivator 12ft manual folding, not many of these JD implements about. £550. Tel: 07729 010733. Berwick upon Tweed. [JKW87R]

BUCKETS AND LOADERS



Ferguson earth scoop, good metal dupe in collection. £110. Tel: 07542 944015. Trafford. [JKW66R]



Front loader and bucket to fit Kubota BX2350. £950. Tel: 07711 508200. South Yorks. [JKW93R]

HARVESTERS



Taarup 602B precision chop forage harvester, £1,200. Tel: 07765 523693. Penrith, Cumbria. [HIW109R]

MOWERS, FLAILS, TOPPERS AND CUTTERS



Mower, 1948, complete all round, original manual, Villiers engine in need of TLC. £65. Tel: 01494 711467 or 07766 638653. [HT20W15]



Landmaster Stoic, 1979, alloy deck, rough cut push mower, B&S 5hp engine, starts okay, decent for age, can be demo to buyer, recent diaphragm, heavy machine, collection only. £70. Tel: 01253 836653. Preston. [JW41R]



Massey Ferguson finger bar mower, good condition, sand blasted/painted, recon and new bearings, belts, one new knife, second knife available, collection only. OIRO £675. Tel: 01691 718278. Llangollen, North Wales. [HIW21R]



Howard Gem rotavator, good condition. Tel: 07929 180712. Matlock. [JKW171R]

PLOUGHS



Ransomes TSR 103 plough, 95% new metal incl new rear discs, hyd turnover, used match ploughing, excellent cond, ready to work. £1,300 ONO, no VAT. Tel: 07957 685158. Lichfield, Staffs. [JKW115R]



Ferguson 2 furrow plough, all boards and wheels are in good condition, has been stood for a while so requires freeing up, but will make an excellent classic show or competition piece. £280. Tel: 07891 273029. [HT21W7]



Vintage 2 x furrow ploughs, one 2 furrows, other has 3 furrows. £250 each, can provide more photos if interested. Tel: 01444 882599. West Sussex. [HT21W1]



Mole plough, single leg mole plough, can be converted to subsoiler, ready to work. £350. Tel: 01993 822761. Burford. [JKW95R]



Ransomes TS 63 plough, YL 183 mouldboards, with adjustable stays beam, mounted skims, steel wheel fully adjustable, sliding cross shaft with screw, 16" discs with single, bolt clamps. Tel: 07770 362396. Nth Wales. [HIP7R]



Ferguson 2-furrow plough, with front furrow adjusting lever, sand blasted and painted, VGC, ready for work or play. Tel: 01691 718278. Wrexham. [HIW7R]



Ferguson 2-furrow plough, boards and points, good condition, front disc assembly fully complete but requires new discs. £200 ono. Tel: 07874 955538. [HIW32R]



Ferguson two furrow plough comes with discs skims, serial plate. £325. Tel: 07921 450130. Wigan. [JW22R]

PUMPS



Pump ornamental, suitable for garden pond, rockery etc cash on collection. Tel: 01366 659000. Norfolk. [HT21W3]

TRAILERS



Tipping trailer, good tyres, great cond, LED lights, could do with a tidy, but great as is. £1,000 ono. Tel: 07340 134562. Dorset. [JKW92R]



Tipping trailer, hyd and chassis sound but requires TLC, approx 10ft x 6ft. Offers. Tel: 01798 875326. Wiggonholt. [JW58R]



Vintage four-wheel lorry, 10 x 5' 6", flat deck in sound condition, stored inside and not used for at least 50 years, call for more info. £POA. Tel: 01978 823018 or 07770 575146. North Wales. [JW45R]



Vintage ex-military trailer, works as it should, needs TLC. Tel: 07561 686830, please call Colin. [HT20W21R]



Trailer, 7ft by 5ft manufactured by Birtell engineering, refurb, new hardwood floor and sides, new tyres, new lights, new jockey wheel, respray. £750 no VAT. Tel: 07885 540223. Notts. [HIW71R]



Dyson 4 wheel 14ft trailer, for restoration, please call for more info. Tel: 07767 248412 Cambs. [HIW86R]

IMPLEMENTS FOR SALE



Genuine planet push hoe, suitable for museum farm shop, decorative item all polished and clean. £40 cash on collection please. Tel: 01366 659000. Norfolk. [HT21W4]



British Lely Hayzip mark 2 haybob, in good working order, £300, Scottish Borders. Tel: 07786 452370. Scottish Borders. [HT21W2]



Horse harrow, good condition, size 53", with twenty tines, suitable as a garden feature. £40. Tel: 01767 683197. Beds. [JKP3R]



Scimar rototiller, good condition, sensible offers please. Tel: 07929 180712. Derbys. [JKW14R]



Martin's Cheshire hoe, an early 20th century iron horse-drawn hoe, Martin's Cultivator Company of Stamford, Lincs, in original condition. Tel: 07988 043882. Cheltenham. [JKW201R]



Massey Ferguson 718 potato planter, original condition, no wear, GWO. £850. Tel: 07854 474001. Aberdeenshire. [JKW27R]



Albion 5A binder, VGC, full working order. £650. Tel: 01271 890931. North Devon. [IJW185R]



Sirtex haybob, holds 8 bales, bought 2003, hardly used, excellent cond, has oil on it to preserve cond. Buyer collects. £850. Tel: 07840 089882. Lancs. [IJW20R]



Two leg Ransomes subsoiler. £2,500 ono. Tel: 07563634657. Cheshire. [IJW164R]



Cousins mole drainer, c/w cutting disc, new 3 1/2 expander & subsoiler foot, excellent cond. £700. Tel: 01327 361531. Northants. [IJP6R]

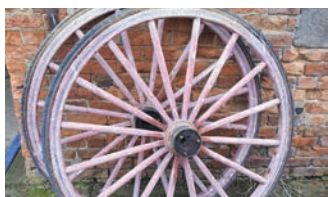


Twose 10 foot ballast roller, good condition. £750. Tel: 07885 442880. Scotland. [HIW1202R]

WHEELS AND TYRES



Ford 600 x 16 front wheels. Tel: 07973 117993. Beds. [JKW45R]



Wagon wheels, wooden, x2, call for more items. £400 ono. Tel: 07563 634657. Cheshire. [IJW165R]



Two 14-30 tractor wheels, 1 with a tyre, collection only. £100. Tel: 07967 822912. Ilminster, Somerset. [HIW111R]

WOODCHIPPERS & SAW BENCHES



Antique metal cutting saw bench, hacksaw metal cutting saw. Sitting in a barn for a while. Collection only as very heavy. Tel: 01444 882599. West Sussex. [JKW30R]



Old saw bench, with diesel engine, not used for a while so not sure if working. Tel: 01444 882599. Bolney. [IJW51R]

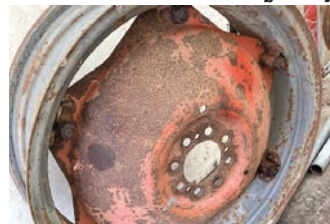


Tractor driven saw bench, not used for years but in a sound condition. Offers. Tel: 01798 875326. Pulborough. [IJW63R]

VARIOUS OTHER PARTS FOR SALE



FoMoCo front wheel weights, x2, genuine, plus fixings good condition. £220 no VAT. Tel: 07773 480324. [JKW94R]



Massey rim, call for more items. Tel: 07973 117993. Beds. [JKW75R]



Ransome's RH U C N plough bodies, 2 genuine complete with share, wing, and cutter, and support stays, good order. £250. Tel: 07952 311993. Leics. **[JKW61R]**



Massey Ferguson quick hitch, 1x 135, 1x 165. £150 ono. Tel: 07817 253694 or 01787 461695. **[IJW123R]**



Bamford Wuffler original jacking tool, call for more info. Tel: 07827 872887. **[IJW5R]**



Ferguson steerage hoe parts. Tel: 07827 872887. Carmarthen. **[IJW6R]**



Fordson Major pickup hitch, very early design, fitted to swinging drawbar carriage. £150 ono. Tel: 07866 214387. Warwick. **[IJW129R]**



Fordson E27N TVO tractor high torque starter motor, to replace Lucas 26034B M45G oil proofed 12 Volt 10 tooth 40mm drive gear starter motor to fit E27N. £295. Tel: 07900 265426. Northants. **[IJW200R]**



Dowdswell DP8 plain rear disc assembly, £300. Tel: 07957 804652. Market Drayton. **[HIW16R]**



David Brown 1200 steering box, good cond, has extraordinarily slight wear. £60, payment on collection. Tel: 01691 718278. Llangollen-Wrexham. **[HIW6R]**



Dynamo Mounting kit for E27N, please contact David Brewster. +44 (0)7624 496516. www.vintageelectrics.co.uk



Waterproof covers for CAV switches, please contact David Brewster. +44 (0)7624 496516. www.vintageelectrics.co.uk **[HTW13R]**



E27N-P6 Battery Boxes, please contact David Brewster. Tel: 0624 496516. www.vintageelectrics.co.uk **[HT6W1R]**



Regulator cover for E27N, please contact David Brewster. +44 (0)7624 496516. www.vintageelectrics.co.uk. **[HT2W14R]**

PARTS WANTED

PTO guard, for Internationals 275, in reasonable condition, B250 or 414 would probably do just fine, also back wheel weights for 275, ideally 1959 models with securing bolts near centre of the wheel. Tel: 01568 770081. North Herefordshire. **[HT21]**

MISCELLANEOUS



Shepherd's hut, 15 x 8 with fold down bed, new mattress, sink unit with cupboards, pine table on wheels, pine boards inside and out, well insulated, made from reclaimed materials. £9,500 ono. Tel: 01603 710455. Norwich, Norfolk. **[IJP13R]**



Vintage machinery spanners, x8, c/w old metal toolbox, 12"x6"x8". £25. Tel: 07801 199001. **[JKW4R]**



Maize and bean grinder/corn grinder, Kibbler maize and bean grinder, all parts are moving, vintage corn mill, not sure if working, collection only. Tel: 01444 882599. Bolney, West Sussex. **[JKW31R]**



Victorian streetlamps. Offers. Tel: 01798 875326. Pulborough. **[IJW62R]**



Vintage altimeter, approximately 1920. Offers. Tel: 01798 875326. Wiggonholt. **[IJW59R]**



Heavy duty reversible engine bench, on castors. Offers. Tel: 01798 875326. Pulborough. **[IJW69R]**



MASSEY FERGUSON

Keeping it Original,
Keeping it Massey Ferguson

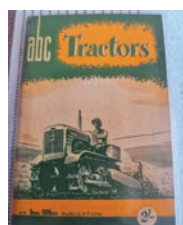
www.masseyferguson.com





Tractor and implement storage available, in purpose built new shed with special non drip roofing to avoid condensation located Tavistock Devon, single bay 16ft x 47ft. £185 a month, double bay 32ft x 47ft. £360 month, very secure location. Tel: 07736 614327. [HIW69R]

MODELS, COLLECTABLES, LITERATURE AND DVDS



ABC tractors, very scarce, call for more. £35. Tel: 01994 232893. Carmarthen. [HT21P1]



Nuffield 342/460 handbook, call for more info. Tel: 01994 232893. Carmarthen. [HT21P2]



Ferguson brochure poster, £30. Tel: 01994 232893. Carmarthen. [HT21P3]



John Deere 1120 brochure, call for more items. £25. Tel: 01994 232893. Carmarthen. [HT21P4]



Massey Ferguson brochure, Tel: 01994 232893. Carmarthen. [HT21P5]



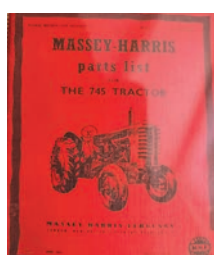
Two superb 1947 previously owned Foden models, a chain wagon as used by breweries and dairies in the day and a flat-bed very collectable. £75 each ono, will post out tracked. Tel: 07903 904199. [JKW9R]



Two 1947 dinky Foden's £75 ono, each previously owned, will post out RM tracked. Tel: 07903 904199. [JKW62R]



Rare Massey Ferguson brochure, £50, call for more. Tel: 01994 232893. Carmarthen. [IJP8R]



Massey Harris parts list, £25. Tel: 01994 232893. Carmarthen. [IJP9R]



John Deere literature, £40. Tel: 01994 232893. Carmarthen. [IJP10R]



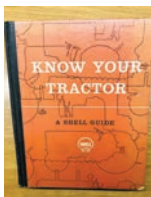
Albion lorry badge, £85. Tel: 01994 232893. Carmarthen. [IJP12R]



Case tractor badge, £20, call for more items. Tel: 01994 232893. Carmarthen. [IJP11R]



Farming book series - Farming Workshop Brian Bell. £5. Tel: 07976 073999. Kent. [IJPW28R]



Book, know your tractor, a shell guide, is in excellent condition. £5. Tel: 07976 073999. West Malling. [IJPW29R]

MODELS, COLLECTABLES, LITERATURE WANTED



Petrol/diesel pumps, ex-farm, all eras but ideally pre 70's, any condition considered, UK and Republic of Ireland, good prices paid. email with pictures to m.cosgrove1@btinternet.com Tel: 07342 960606. [HT15W16R]



Wanted, anything E H Roberts, Deanshanger, nameplates, cast iron seats, spanners, catalogues etc, top money paid. Tel: 07958 381278. Buckingham. [HIW54R]



Old wind pump or windmill like the picture shows, any condition considered good price paid call. Tel: 01548 521278 Devon [IJPW58R]



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]



Newark 8 diam water pumping farm windmill, any parts for restoration wanted, would consider complete machine, also would like any literature about wind pumps. Tel: 07513 262634. Grimsby. [ABP200]

Stone picking machine, tractor driven. Anything considered, we will collect. Tel: 01633 482619. [BC]

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LOST & FOUND

Barn finds, discoveries and old farm machinery that just hasn't moved for a long time!
Let us know what you've seen

Ferguson TE-D20

Dayle Cutting saved this 1951 Ferguson TE-D20 from the hedgerow back in June. The tractor was originally from the Isle of Wight and is now a restoration project for his stepdaughter.



BMB President

After resting in the undergrowth for 25 years, Giles Morcom dragged this BMB President out of its hedgerow resting place and it will soon be restored.



Massey-Harris 744

This collection of 1940s and 50s tractors was put together in the 1980s by an enthusiast from mid-Lincolnshire. The hidden haul, which included a Massey-Harris 744, foreground, was recently dispersed in an online auction.

FIND
OF THE
MONTH!



International F-20

Matthew Haylock recently rescued this International Harvester F-20 'Regular' which had been based on the same farm since new and had spent the last 40 years stood in this farm gateway.

Fordson Super Major

Nestled in a hedge in Devon, Mark Langmead found this Fordson Super Major that has been put out to grass and looks as though it has been restored at some point in the past.



Send your finds and discoveries to*

Resting Place, Heritage Tractor, Sundial Magazines, 17 Wickham Road, Beckenham, Kent, BR3 5JS or e-mail: editor@heritagetractormagazine.co.uk

*(they don't have to be recent)

Farming DVDs from Anglian Agri Media



Beet Harvesters in Britain 1 and 2. ~~£17.95~~ £14.95 each, or both for ~~£29.95~~ £25.00.



One Farm, One Year 1 and 2. ~~£17.95~~ £14.95 each, or both for ~~£29.95~~ £25.00.



The British Harvest Brigade ~~£16.95~~ £12.95.



A Farming Case Study 1 and 2. £16.95 each, or both for ~~£29.95~~ £25.00.



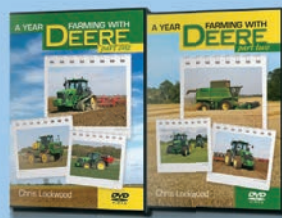
The Rubber Track Revolution. ~~£16.95~~ £14.95.



The Maize Silage Campaign. ~~£16.95~~ £14.95.



Sprayers & Spreaders. ~~£16.95~~ £14.95.



A Year Farming with Deere Parts 1 and 2. £17.95 each, or both for £29.95.



Classic Farming Parts 1 & 2 £16.95 each, or both for £29.95.



Combine Harvesters Part 1, 2, and 3. ~~£15.95~~ £14.95 each, or the complete collection for ~~£45.95~~ £35.00.



Four Seasons of Farming Part 1, 2, 3 and 4. £16.95 each, or the complete collection for ~~£57.95~~ £48.00. Approx. 400 mins combined + extras.



Project 55 £16.95.

PROJECT '20



NEW - Part Four Out now. £16.95. 135 mins approx.



Part Three
New 2021. £16.95.
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