

BUYING HEDGEROW TRACTORS

October 2021

www.heritagemachines.com

Tractor

— AND FARMING HERITAGE MAGAZINE —

VINTAGE PASSION TOP-NOTCH IRISH COLLECTION

**LADIES ROAD
RUN RETURNS**
FUNDRAISERS SMASH
£750K BARRIER

**RARE
BREEDS**
TAMWORTH PIG

**SALE
OF THE
YEAR BY
CHEFFINS**
SEE INSIDE

9 772050 099068

No 220 OCTOBER 2021 £4.40

70 YEARS OF VALTRA



JOHN DEERE MODEL R



AMERICAN ANTIQUES



WORKSHOP: NUFFIELD 4/60 TINWORK

Castle Irvine Collectors Auction *Saturday 28th August @ 9:30am*

Castle Irvine, Irvinestown, County Fermanagh, Northern Ireland, BT94 1GG

Sample of stock consigned:



1983 Massey Ferguson 240



1958 Massey Ferguson 65



Massey Ferguson 35X



Fordson Major



Fordson Major Crawler



Massey Ferguson 135



Massey Ferguson 375



1984 Massey Ferguson 698T



1994 Landini 14500-MKII

Consign your machines into this reserved auction today!

*Call Andrew Crawford on +44 7425 800 332
or email andrew.crawford@euroauctions.com*

contents

Tractor — AND FARMING HERITAGE MAGAZINE —

Your Tractors

6 Vintage passion

A Fordson E27N, an International W6 and a Nuffield 4/60, all amazing restorations by an Irish family with a passion for vintage machinery.

12 A hedge fund

Buying a hedgerow tractor is not without its risks, but the rewards can be high.

20 Sale of the year

Some 18 record prices were created from The Liddell sale on July 3 when a County 1474 short nose stormed through at £249,312.

Regulars

16 News

Keeping you up to date with the latest news.

34 Transatlantic tractors

An American family where three generations have combined as a formidable team to seek out unusual tractors for restoration.

44 Tractor Talk

Your views and memories of the veteran, vintage, and classic scene.

46 Miracles happen

From the welcome return of the swallows to finally restoring the old hay bob, it's all good news for Graham Hampstead.

82 Next month

Find out what's in store in the next issue of *Tractor & Farming Heritage*.

Heritage

26 Milestone machines

John Deere Model R entered production in 1949 and cemented John Deere's success as the demand for diesel-powered tractors grew.

28 Vintage Valtra

As Valtra celebrates its 70th anniversary of tractor production, we look at some of the twists and turns that have led to its worldwide status today.



32 Massey prototypes

More agricultural machine prototypes - tractor, implement or combine harvester - developed through the Massey family of products.



39 Rural relics

Horse brasses frequently adorn the fireplaces of country pubs but their original purpose was as a good luck charm to protect working horses.

40 Model World

A round-up of some of the agricultural items produced during the heyday of model manufacture.

41 Rare breeds

Tamworth pig: another fact file from the latest listings of native rare breeds held on the RBST's watch list.

42 Vintage scene

The 1969 equal-wheeled County International 634 All-Wheel Drive at Shrubbs Farm, Sheering, Bishops Stortford, on July 2.

BUYING HEDGEROW TRACTORS
October 2021 www.heritagemachines.com
Tractor
— AND FARMING HERITAGE MAGAZINE —
VINTAGE PASSION
TOP-NOTCH IRISH COLLECTION
LADIES ROAD RUN RETURNS
FUNDRAISERS SMASH
£750K BARRIER
SALE OF THE YEAR BY CHEFFINS
SEE INSIDE
RARE BREEDS
TAMWORTH PIG
70 YEARS OF VALTRA
JOHN DEERE MODEL R
AMERICAN ANTIQUES
WORKSHOP: NUFFIELD 4/60 TINWORK
SUBSCRIBE
SEE PAGE 24

Workshop

51 Workshop

The time has come to start sorting out the tin work on the Nuffield 4/60 before it's too late.



62 New products

All the latest gear for the vintage tractor enthusiast in your household.

Marketplace

56 Tractor events

The Ladies' Tractor Road Run 2021 has always been presented as a challenge. This year 105 ladies took up that challenge.

58 Marketplace

The latest auction reports, prices made and much more in our fresh style *TFH* marketplace.



Tractor Spare Parts Ltd

Vintage & Classic Tractor Parts

**FROM THE
SMALL
TO THE BIG**



Everything that you could need for your...

NUFFIELD, LEYLAND & MARSHALL

Specialists in Nuffield parts from the BMC Mini to the Marshall 100
Ships worldwide, export orders welcome!

+44 (0)1335 310538 | sales@tractorspareparts.co.uk

www.tractorspareparts.co.uk

Ashbourne, Derbyshire



LEYLAND

NUFFIELD



Engine Fix UK

UK Precision Engine Components for
Vintage, Classic & Modern Tractors & Machinery
Tractor, Digger & Commercial Spare Parts, Equipment & Accessories

For the Busy Seasons ahead....

Case, Cummins, David Brown,
Ferguson, Ford, Fordson, IH, JCB,
John Deere, Leyland, Massey Ferguson,
Perkins, Nuffield and Shibaura
Engine Rebuild Kits, Pistons, Rings,
Liners, Bearings, Bushes, Gaskets, Seals,
Valve Train, Con Rods, Fuel/Oil/Water
Pumps & much more



Please note new contact details and address

Tel: **01606 882621** or **0121 502 0101**

Email: poweralleurope@gmail.com or neale.astbury@psep.co.uk

www.poweralleurope.com or

www.power-source-engine-parts.co.uk

www.enginefixuk.com

Freshfield, Cassia Green, Marton, Winsford, Cheshire CW7 2PZ

8:00 am -18:00 pm Monday-Friday/ 9:00 am -12:30 pm Saturdays

All Prices Inclusive of VAT



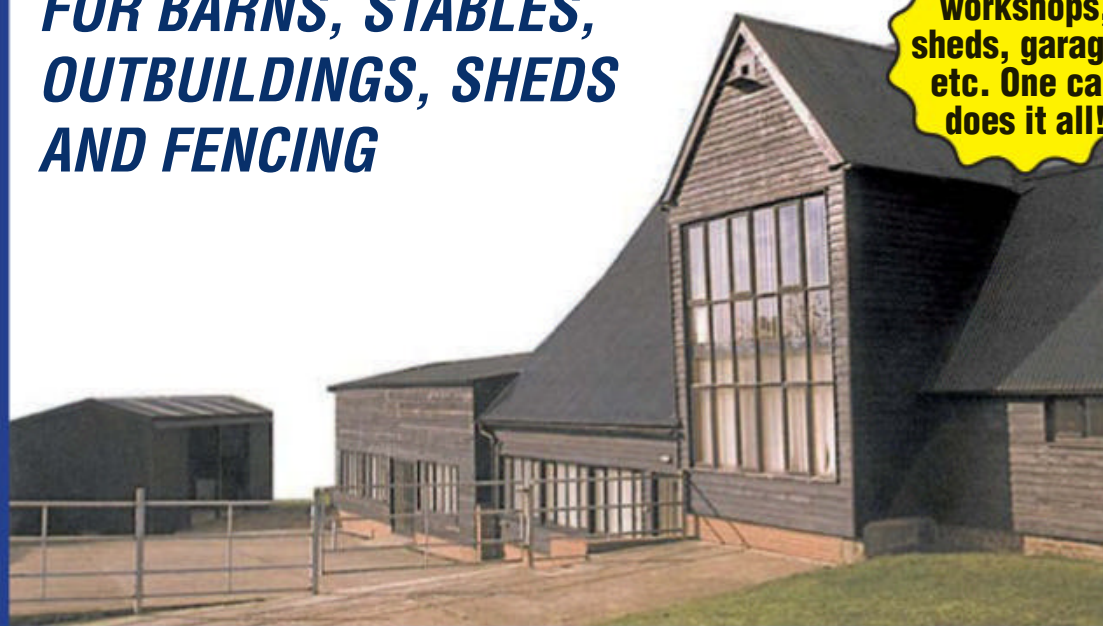
OEM names & numbers are shown for reference purposes only

All Major Cards Accepted

BARN PAINT

**FOR BARNES, STABLES,
OUTBUILDINGS, SHEDS
AND FENCING**

**Ideal for
workshops,
sheds, garages
etc. One can
does it all!**



THE SAFE ALTERNATIVE TO TAR VARNISH, BITUMEN AND CREOSOTE

BEDEC
THE PAINT COMPANY

BEDEC ACRYLIC WATERBASED BARN PAINT

is a revolutionary product, ideally suited to the protection of exterior wooden, metal and plastic cladded buildings.

- Easy to apply
- Excellent colour retention
- Multi-surface application
- Use on: wood, galvanised steel, plastic, concrete, brick and cladding

For excellent resistance against:

- Cracking, blistering & flaking
- Rain and severe weather
- Rot and algal build-up
- Long lasting finish

**ULTIMATE PROTECTION WITH THE ULTIMATE
SURFACE COATING SYSTEM!**

Available nationwide through
Travis Perkins, Ridgeons, Brewer & Sons,
Bromborough Paints, Dulux Decorator Centres
and Ernest Doe & Sons Ltd.

Call 01279 876 657

Fax 01279 876 008

Email: sales@bedec.co.uk

www.bedec.co.uk

Welcome

There always seems to be an air of mystique around hedgerow tractors. So Ben Phillips' article in this issue (see page 12) caught my eye as soon as it landed in my inbox. Perhaps it's the thought of discovering "buried treasure", literally, or someone finding that basket case that can be dragged back from the brink and restored to its former glory.

I'm sure others think this way from the great lengths some exhibitors around the country have gone to create a hedgerow cameo at some event or other. Well, it's beyond my mortal skills to resurrect such a beast, nor have I discovered a hedgerow tractor. But I have been shown a tractor graveyard of sorts where a dozen or more tractors of various makes had been hauled into a barn and left to decay over many years.

They were a veritable list of desirable machines, including Fordson, Massey-Harris, and Allis-Chalmers, to name but a few. The dreaded tin worm that Richard Lofting speaks of had been at work here for many years along with acidic bird droppings. However, it was a remarkable sight and a brilliant memory to cherish.

I was fortunate to have a camera on hand to record those memories. As Ben says, we should take as many pictures

as possible to record such events. And there's no excuse really in this digital age. In fact, we would love to see any images of hedgerow machines you have found or seen, so please send them in via the usual address or email.

Tony Hoyland

Contributors this issue



Jo Roberts
Professional heritage writer based in Wales.



Tony Hoyland
Editor of your favourite Tractor magazine.



Richard Lofting
Roving reporter and technical writer.



Mike Teanby
Author and agricultural industry journalist.

Also, thanks to William Carson, Ben Phillips, Mike Williams, Peter Love, John Farnworth, and Graham Hampstead.



This Fordson is a perfect example of a tractor taken straight from its resting place to put on show.

www.tractormagazine.co.uk

Tractor & Farming Heritage
Kelsey Publishing Ltd,
The Granary, Downs Court, Yalding Hill,
Yalding, Kent, ME18 6AL

EDITORIAL

Editor: Tony Hoyland • Email: tfh.ed@kelsey.co.uk
Art Editor: Mark Hyde

ADVERTISEMENT SALES

Talk Media Sales - 01732 445325
info@talkmediasales.co.uk
Production Assistant - Connie Walker –
production@talkmediasales.co.uk – 01732 447006

MANAGEMENT

Chief Operating Officer: Phil Weeden
Publishing Director: Steve Kendall
Chief Executive: Steve Wright
Retail Director: Steve Brown
Subscription Marketing Director: Gill Lambert
Subscription Marketing Manager: Rochelle Gyer-Smith
Audience Development Manager: Andy Cotton
Events Manager: Kat Chappell
Print Production Controller: Kelly Orriss

SUBSCRIPTIONS

13 issues of Tractor & Farming Heritage are published per annum
UK annual subscription price: £51.87
Europe annual subscription price: £69.00
USA annual subscription price: £69.00
Rest of World annual subscription price: £76.00

CONTACT US

UK subscription and back issue orderline: 01959 543747
Overseas subscription orderline: 0044 (0) 1959 543 747
Toll free USA subscription orderline: 1-888-777-0275
UK customer service team: 01959 543 747
Customer service web link:
<https://help.kelsey.co.uk/support/solutions>
Customer service and subscription postal address:
Tractor & Farming Heritage Customer Service Team
Kelsey Publishing Ltd, The Granary, Downs Court, Yalding Hill,
Yalding, Kent, ME18 6AL

WEBSITE

Find current subscription offers and buy back issues at
shop.kelsey.co.uk/TFH

ALREADY A SUBSCRIBER?

Manage your subscription online at shop.kelsey.co.uk/myaccount

DISTRIBUTION

Distribution in Great Britain
Marketforce (UK) Ltd, 3rd Floor,
161 Marsh Wall, London, E14 9AP
Tel: 0330 390 6555
Distribution in Northern Ireland and the Republic of Ireland
Newsread
Tel: +353 23 886 3850

PRINTING

Precision Colour Printing

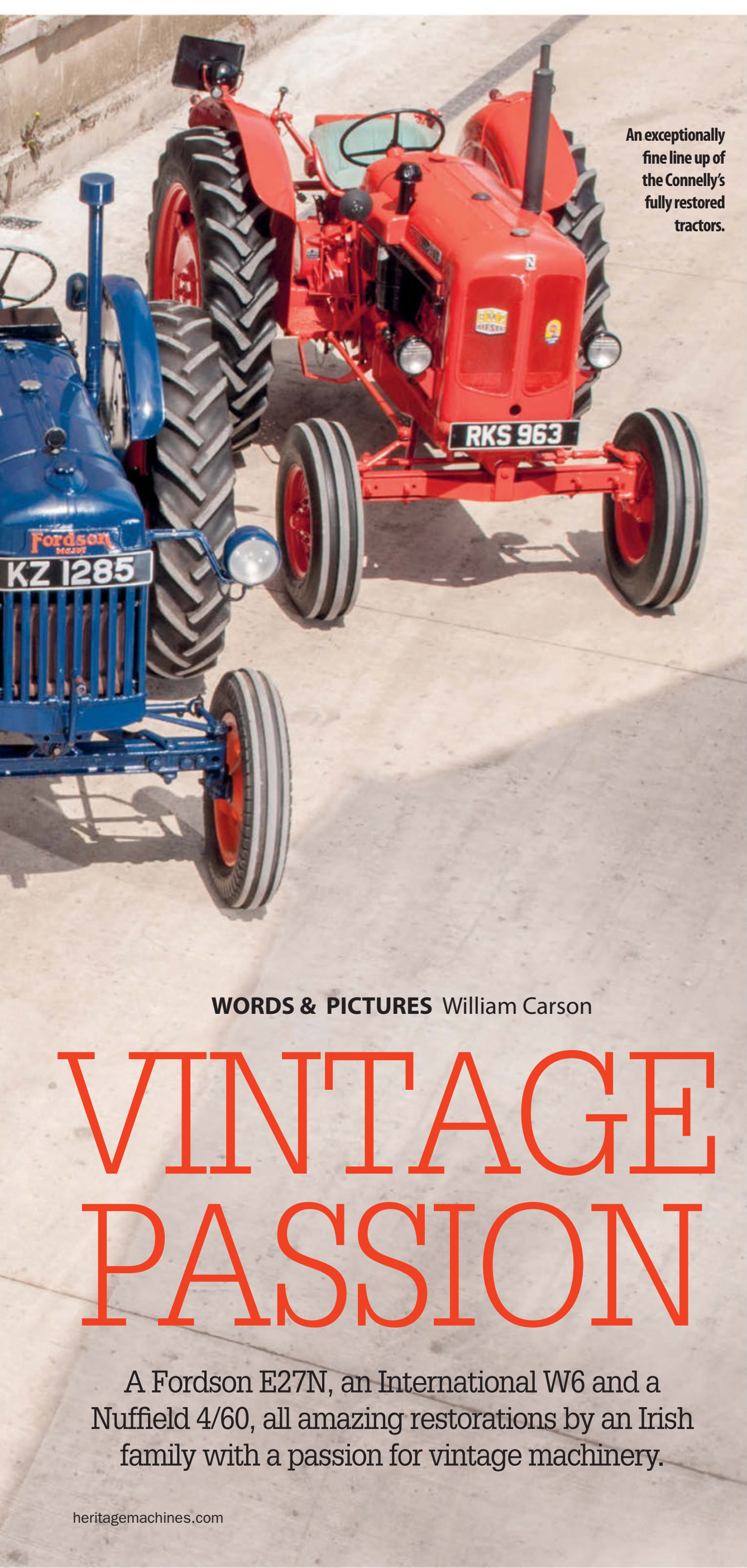
Kelsey Media 2021 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously. For more information of our privacy policy, please visit <https://www.kelsey.co.uk/privacy-policy/>. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk



www.kelsey.co.uk





An exceptionally
fine line up of
the Connolly's
fully restored
tractors.

WORDS & PICTURES William Carson

VINTAGE PASSION

A Fordson E27N, an International W6 and a Nuffield 4/60, all amazing restorations by an Irish family with a passion for vintage machinery.

Hector Connolly served in an anti-aircraft gunnery emplacement at RAF Upottery in Devon during June 1944. He witnessed the events in the early hours of D Day as over 1000 soldiers of the American 101st Airborne Division (including Easy Company of the 506th Battalion made famous by the Band of Brothers TV series) left the runway to play their vital part in history.

Legacy

During his time in the West Country, he also met and married local girl Winifred, before returning home to work in Co. Antrim, Northern Ireland. His son, Terry, and grandson, Keith, still live there, looking after their vintage tractors, a legacy of Hector's more peaceful civilian life.

"My father kept a tractor for doing wee jobs in the evening after work," remembers Terry, "He grew a field of oats or barley and carted peats home from the moss and used the belt pulley to drive a saw bench. Since the farming was very much a part-time enterprise, his tractors would have been a fair age. Other people's cast-offs, really.

"His first tractor was an E27N Major, but that was rough, so an Oliver 80 soon replaced it. That was a really good tractor. It was replaced by a TVO engined Major DKN and then, in 1965, he bought a five-year-old Power Major for the grand sum of £360. With a winch on the back and a four-wheeled trailer, he set himself up in business, supplying timber to the local chipboard factory. We still have the Major here today."

Modernisation

There was a lot of work involved in collecting the timber, processing it, and then delivering it to the factory. After work, without the benefit of a cab, no matter what the weather might be, Terry would set off on the Major towing the four-wheeled trailer on the 20-mile journey to bring home another load.

To make life more efficient and more comfortable, his father bought a Bedford OB lorry but, as rising petrol prices made this a prohibitively expensive form of transport, it made way for a diesel-engined TK lorry. Despite this modernisation, there was still work for the Major. ➤



A complete strip down of the engine was the first order of the day for the 1947 Fordson E27N Major.

“Some of the timber came in substantial, heavy lengths,” he said, “so we rigged a crane onto the back of the Major and lifted the lengths onto a rack-driven ‘travelling bench’ which fed the saw. By this time, we had a Fordson Standard N which was belted to the saw. That saved a lot of time by not having to set the belt up every time we needed to run the saw.”

Club connection

As Terry recounts his early involvement with vintage equipment it is not surprising that, back in the Seventies, both he and his father were members of the Traction Engine Club of Ulster, an organisation that

is very much alive today. Robert Patterson was the chairman of the club when they were organising their show at Dunmore in the early days of the preservation scene.

He approached the Connellys and asked if they would bring their Fordson Standard to the show to add an extra attraction to the usual line-up of steam engines. “We unloaded the Standard and later in the day Victor Law brought his Marshall M, said Terry, “and those were the only two tractors at the show for that first tractor display. The next year there were six in the field, and it grew from that so I suppose we could say that we were the first to take a tractor to the Traction Engine Club show.”

Timely coincidence

In 1975, Terry’s father bought a 1914 6hp Marshall steam engine. It was owned by a steam enthusiast, retired RAF Group Captain Charles Herbert Tighe OBE, in Co. Wicklow, just south of Dublin.

Hector, Terry and fellow steam enthusiast, William McLaughlin, went to view the potential purchase. Terry explained: “We were keen on owning our own engine and went more in hope than expectation. We were disappointed to discover the engine had already been provisionally sold but, since we had travelled so far, he invited us into his house for a meal.”

During the conversation, Mr Tighe mentioned an airfield to which he had been posted, Terry’s father interjected with Mr Tighe’s rank and responsibilities during the posting. Amazingly, both men had served at the same airfield at the same time. This changed everything. Terry’s father had just become the new owner of the steam engine.

Upright Major

Terry was more interested in the vintage tractor scene and bought a 1947 Fordson E27N ‘Upright’ Major. It was sold by Ford dealers T D McFarland of Church St, Coleraine to its first owner, a Mr Patton from Bushmills. From there, it made a short journey to Dundarave Estate near the Giant’s Causeway where the factor Mr Clarke Boyce completed the registration on behalf of his employers, the Macnaghten



Terry Connelly (LEFT) with his son Keith Connelly, two true vintage machinery enthusiasts.



The hydraulic pump was replaced and the three-point linkage had new parts fitted.



It's hard to believe this 1964 Nuffield 4/60 was a basket case when the Connollys bought it.



The pair spent some time fitting new parts and setting the correct adjustments for the hydraulics.



New mudguards, and new tyres on the original rims brought the E27N back to life.

family. It was traded in to T D McFarland once more. It received a new engine and was fitted with a three-point linkage before moving on to its next owner near Kilrea. It spent the rest of its working life in this area before it was bought by a Mr Bodkin, complete but in need of restoration.

Restoration

The task began with a complete engine strip-down. Terry explains: "The crank was worn, so it was built up with white metal and reground, also the con-rod bearings were adjusted back to specification. New rings were fitted, the block and the head were skimmed, and the valves were lapped in. The water pump bushings were fine, but the seals had to be repacked, and the radiator needed a new core.

"The tank had a few pinholes which had to be treated, but sorting out the rest of the fuel system was just a matter of stripping, cleaning, and rebuilding. There weren't many new spares available back then, so we had to repair what we had, making our own gaskets as we went. The gearbox and back end were completely dismantled and inspected. The lay shaft was worn, so we ordered a replacement from Richard Pocock in Dorset. It arrived, wrapped up in old newspaper and as I opened the box, I noticed some articles would be interesting reading for my mother."

Terry's mother read the paper and reconnected with her time spent as a WAAF in the West Country by writing to the editor who duly published the letter.

Before long, she received a letter from a former acquaintance from that period and rekindled an old friendship.

Having cleaned and rebuilt the hydraulic pump and replaced some missing parts for the three-point linkage, the mechanical aspects of the project were complete. New mudguards were sourced, and the tractor resprayed before new tyres went onto the original rims, leaving the tractor ready for a new life in the local show scene.

Chance meeting

In Ireland, coincidences are inevitable, a principle illustrated by the next chapter in the Major's story. Keith recalls: "We're members of the Cloughmills Vintage Club and I was just about to drive the Major into the parade ring at our show when a man approached and said that the tractor was looking better than it did when it was new. I wasn't sure what he meant, but he added he had demonstrated it with a Cockshutt plough when it was new.

"He told me it had been bought in the field that day and was delivered straight to Mr Patton's farm without returning to the dealer's premises. He even knew it had been sold without the three-point links and the lighting kit".

International W6

In the late Fifties, local contractor John Anderson bought a secondhand 1944 American built Lend-Lease International W6 complete with a thresher and baler from a business in Co. Down. Not put off by the 70-mile journey, he drove the tractor, towing both the threshing mill and the baler back to his home in Ballymoney.

What makes the story more interesting is that the route took him through the centre of Belfast and several other sizeable towns without the convenience of bypasses or dual carriageways. Terry remembers the tractor working in the locality and after it had changed hands a few times, in 1999, he purchased it for restoration.

Purposeful

The International needed more work than the Major and finding parts was often a test of perseverance and patience, but Terry and Keith tackled the job with their usual determination. The engine, having been rebored in the past, needed



new rings but since they were no longer standard, replacements had to be made in the UK. The crank had probably never been touched, so it took a 30 thou regrind and new shells to make the journals serviceable. The parts list also included a new oil pump drive shaft, but the rest of the ohv engine rebuild was straightforward.

Dramatic

Soon the Connells began to repair damage caused by a more dramatic incident somewhere in the International's past. "We think the tractor had been coped [overturned] at some stage because the bonnet was twisted and bent and the steering column had been broken down near the steering box casting and welded," Keith recounts.

Rory Woolf, engineer and stalwart of the local steam and vintage scene, rolled a new curved section before Terry and Keith welded in the undamaged swaged sections from the original. Keith added: "We broke the steering column at the weld and removed it from the box so that we could make a new bushing for the top of the casting.

"The steering had been very slack, so we rebuilt the box with all the excess play tightened and adjusted out. Then we ground a taper on the broken ends on the shaft, laid it out on a length of angle iron to make sure it would be straight this time

and welded it back together. I made new bushings and pins at work for the front axle and when all was put back together there was a big improvement.

"The front rims were rotten, so we replaced them with rims from a baler, modified and clamped to the original cast centres. When we were happy that all the mechanical problems were sorted, we sprayed it at home and fitted new decals from the Old Twenty Parts Co."

Nuffield 4/60

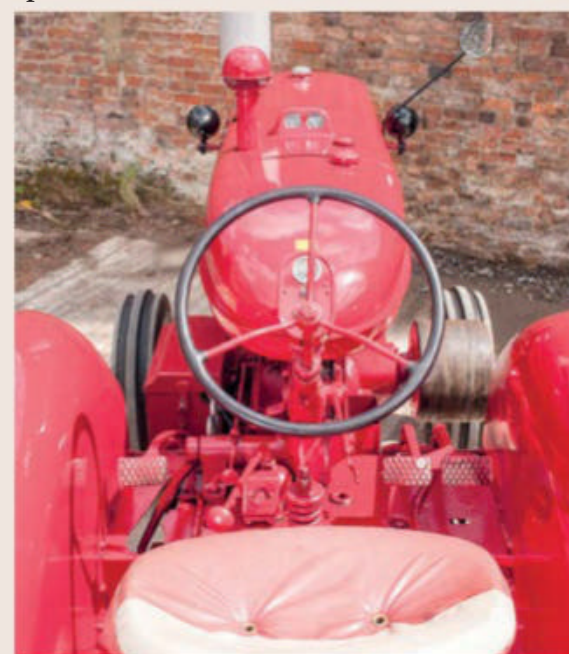
Keith describes their 1964 Nuffield 4/60 as a basket case when they bought it. "At some point, the original engine had been replaced with a blue 4-98 engine from a Leyland 272," he said. "Since the liners in Leyland engines from that era had a reputation for going porous, we rebuilt it. As well as the liners, we replaced the rings and crank shells. The radiator ports needed some modification to line up with the 4-98 hoses and we had to tidy up the hybrid throttle linkage.

"The hydraulics weren't in good order, so we spent some time fitting new parts and setting the correct adjustments. We took it to a club ploughing day to test it and were glad to see that everything worked as it should. There weren't many decent panels available at the time, so we straightened up what was there the best we could. After it was sprayed, we were happy with the result."

Terry and Keith found tracking down replacement parts for the International a test of perseverance and patience.

Passion

The Connells have every reason to be happy with their tractor collection. Their passion for vintage machinery is obvious, and they talk with enthusiasm about future projects and ambitions. In 2021 the Cloughmills Vintage Club, of which Keith is the secretary, are in their 40th year. They hope to mark the occasion with a road run on Saturday, September 18 starting at the old mill yard in the village. No doubt, some of their tractors will be on hand to make it a special event.



They believe the tractor had turned over at some stage because the bonnet was twisted, and the steering column rewelded.

OLD 20 Parts Company



**Most Parts for
Most Tractors**
Trading for over 35 years

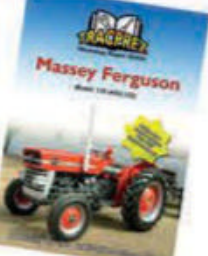


Fordson E27N Parts

 £27.50 Head Gasket 1110270	 £24.50 Sump Gasket 1110085	 £150.00 Mani. Flange 1110240	 £20.00 Track Rod Pins 1190016	 £10.00 Hyd. Gasket 1112007	 £100.00 Piston Ring Set 1110150K	 £3.00 Float Gasket 1110023	 COMING SOON Fuel Tap Assembly Brand new TVO tap assembly - made in GB 1110217
 £9.50 Valve 1110001	 £43.00 Gov. Repair Kit 1120006K	 £6.50 Mani. Gaskets 1110022	 £24.00 Carb Hose 1110038	 £15.00 Axle Seal 1150035	 £25.00 Carb Float 1110040	 £9.50 Handbook 1910009	



MF135 Parts

 £5.00 CAV Filter 3000522B	 £26.50 Sender Unit 1230106	 £26.00 Top Gasket Set 2014186	 £6.50 Lock Tab Set 1210242	 £12.50 Lever Plate 1280167	 £30.00 Handle Kit 1280141	 £120.00 Seat Assembly 1280148	 £10.00 Workshop Guide Full of great info to help any restorer 1900027
 £20.00 Fuel Filter Assy 5010506A	 £45.00 Air Cleaner 1280266	 £12.50 Oil Gauge 1210173	 £12.50 Lamp 1230099	 £110.00 Pump Kit 2102211	 £20.00 Plate Bracket 1280149	 £15.00 Front Badge 1810008	

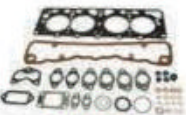
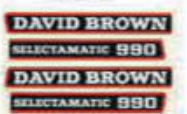


Leyland Parts

 £5.50 Oil Filter 2045072	 £7.00 Fuel Filter 300620	 £39.50 Waterpump 1760008	 £30.00 Top Gaskets 2014023	 £15.00 Gearbox Switch 2126007	 £25.00 Track Rod End 2093064	 £80.00 Clutch Master 2097644	 £40.00 Silencer To suit 2 Bolt Manifolds 1780008
 £4.50 Oil Filter 2045003	 £4.50 Fanbelt 2056046	 £6.50 Top Hose 2054074	 £26.50 Lower Gaskets 2036027	 £130.00 Starter Motor 2062009	 £16.50 Wheel Bearing 2092217	 £45.00 Cab Handle 2441445	



David Brown 990 Parts

 £39.50 Top Gasket Set 2014028	 £32.50 Lift Pump 1310080	 £12.50 Air Filter 5109687
 £60.00 Stay Bar 1312008	 £POA Clutch Cover 1340013	 £20.00 Decal Set 1800115K

**DAVID BROWN
SELECTAMATIC 990
DAVID BROWN
SELECTAMATIC 990**

 £12.50 Decal Set 1800030K	 £25.00 Brake Lining Set 1570012	 £35.00 Tacho Gauge 1510232
 £35.00 Diaphragm 1510199	 £260.00 Engine Kit 1510145	 £35.00 Stabiliser 1580105

IH B275 Parts



High Quality Paint

Colours to suit most makes
of tractor and machinery
with some exclusive colours

Check out the full list at old20.com



Printed Catalogues!

Don't be bogged down with an encyclopedia of parts you don't need!
Our slimline catalogues cover most makes & models without the bumph!

Contact us now to get your **FREE** copies

T: 01332 792698 | www.old20.com | E: sales@old20.com

Field Farm, Aston Lane, Shardlow, Derby, UK, DE72 2GX

Please Note: Prices listed are plus VAT. Prices are correct at time of print and subject to change without notice. Parts are subject to availability



SECURING A HEDGE FUND

Buying a hedgerow tractor is not without its risks but the rewards can be high so let's have a look at few tractors that are in or have been dragged through a hedge backwards.

WORDS & PICTURES
Ben Phillips

I can still remember parking these Ferguson TE-20s up on this patch of clear gravel.

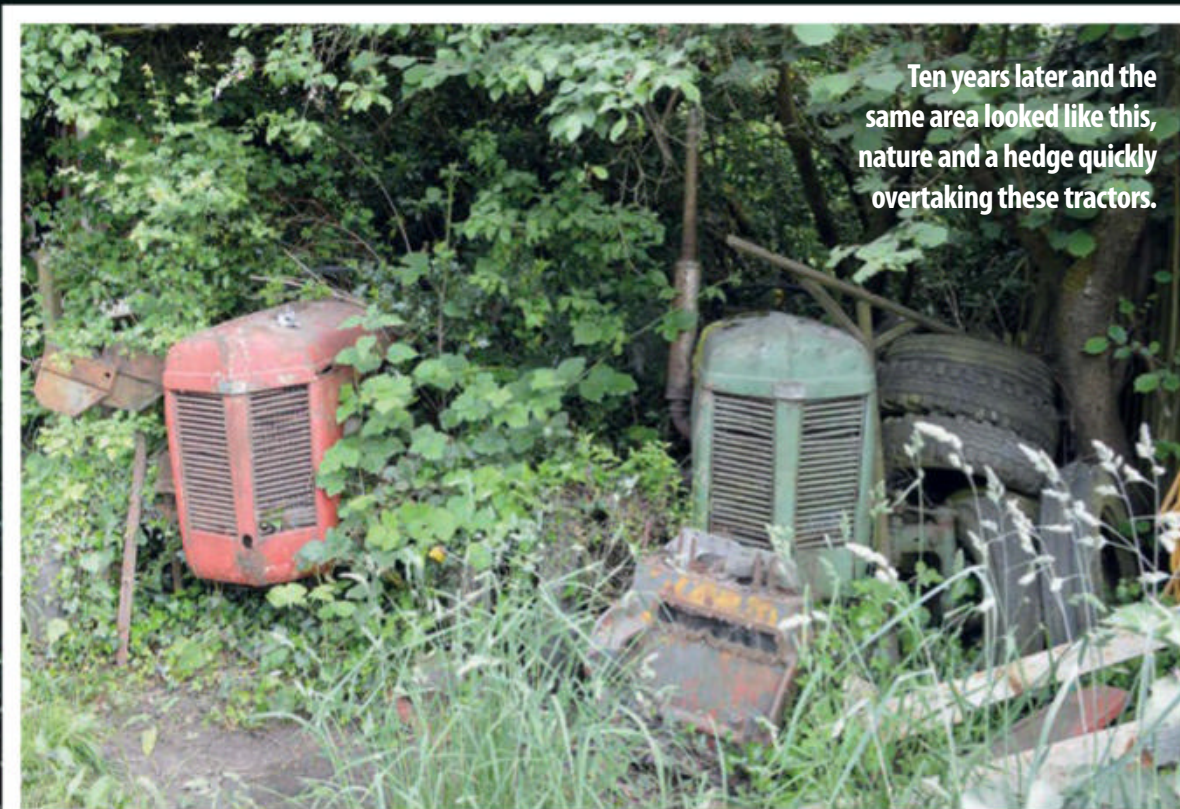
Nearly all tractors found lurking in a hedge will become a labour of love to get them back to useable condition.

The cost will almost certainly outweigh the value of the finished tractor. However, as with everything, there are exceptions to the rule.

Lucky find

My Dad found his Ferguson TE-A20 in 1991 in a forest surrounded by ferns and bracken. Once it was dragged out and returned home, we found it needed minimal work to get it running and looking good and it's certainly now worth more than it cost to buy and restore.

If you've found a tractor living in the brambles, I'd advise getting in there and ➤



Ten years later and the same area looked like this, nature and a hedge quickly overtaking these tractors.





Being familiar with the countryside and plants it's amazing the surfaces moss can grow on such as this bonnet.

cutting everything away from the tractor and make sure all growth is removed. Brambles can grow between anything so if you don't remove them, they can cause further damage when you pull the tractor out.

The first thing I would look at is the engine to see if it has been frost damaged. Many tractors get abandoned with no thought of draining the coolant. When looking for cracks, do your research on the make and model of the tractor as different engines crack in different places. Some tractors even crack when the engine has been drained of water. Another area where water can be a problem is the exhaust pipe, even if there's a silencer fitted water can still enter the engine. Checking the small hole in the manifold elbow isn't rusted up is one way of being sure water hasn't got into the engine this way. The other is if it's been covered up with some rag or an upturned jar. Seeing if the engine will turn over by hand will at least tell you if it's seized up or not. If the engine turns, there's always a chance it might be ok.

Tractors don't have to be growing in a hedge for 20 to 30 years, I've got two Ferguson TE-20s that only took a few years sitting next to a hedge to be swallowed up. Even sat on gravel it didn't take long for saplings to even grow up between them. Nature soon takes over, given half a chance. Saplings can soon turn into sizeable trees,

and this is what faced Pete, the chap who does my transport when he went to pick up a customer's TE-20.

He resorted to pulling the tractor out sideways with his pickup when the plea of a chainsaw to fell the tree fell on deaf ears. I suppose half the romance of finding a hedgerow tractor is the actual retrieval of it. We've all seen pictures of a JCB type loader lifting a rusty old tractor with brambles and ivy hanging off it. We live in a time where cameras are accessible to all, so take lots of pictures of any tractor you find in a hedge as these are glorious reminders.

Tyre trouble

If you've found out the condition of the engine, the next thing to consider is the tyres. The chances are if they've stood for long enough, they'll not only be flat but they'll be also cracked or even rotted completely and will be of no use. Tyres are one of the biggest expenses when restoring a tractor, new rubber is not only expensive to buy but also to fit. Rear wheels and tyres on the smallest of tractors aren't the easiest to transport so finding a tyre firm with a call out service would probably be needed. In my experience, most tyre fitting firms charge just to turn up.

A few years ago, I was at a local monthly machinery auction and a Fordson Major E27N caught my attention. It had obviously been salvaged from a hedge or from the brambles as there were remnants on it. Obviously, you can't always let your heart rule your head, especially with a tractor like this Fordson Major E27N. Parts for these

Not just tractors

Implements also can be found in hedges. I have a Ferguson three-ton tipping trailer I saved from the scrapheap years ago although it's rusty I consider the hedge it's growing in is providing a small amount of protection from the elements. Unlike the Fordson, this will probably be worth the money to restore one day. I often think most of these hedgerow tractors must surely have been found by now, but they still seem to turn up on almost a daily basis.

tractors aren't as easily sourced from your everyday supplier, while the parts available come at a premium price.

The first thing I noticed was that three of the four tyres were flat and two of these were the rears. Judging by the cracks in the sidewalls they wouldn't keep inflated for long, any flat tyre makes rolling a tractor almost impossible. With the cracks rendering these tyres useless you've got the cost of new ones just to get it moving, which on an E27N aren't cheap.



This Fordson Major E27N was for sale at a local auction a few years ago, it had obviously been sat in the undergrowth.



It appeared to be reasonably straight, but upon a closer look, it was a different story and probably a money pit.



This is the whole romance of finding a tractor sitting in the trees waiting to be rescued and restored.

Authentic

One of my pet hates on a restored tractor is bent rims, the lighter the rim colour the more it stands out against the black sidewall of the tyres. The dents on these rims in many places would be a time-consuming job to put right. If the repair was too daunting, finding a decent secondhand pair would be equally tricky. Obviously, these dents were only confined to the rears as the fronts were the solid cast type. These wheels are extremely heavy to move about so when they need new tyres it's best to call a tyre firm.

The ones fitted to this E27N weren't the correct ones for the model, these three-spoked pattern ones were originally found on the later E1A Major. Not only the three

ITSA BITSA

The risk of finding any hedgerow tractor is that it might not be original. Often these tractors are fitted with bits from all manner of tractors hence the term bitsa. Abandoned tractors quite often had nearly every spare part lying around on the farm fitted to keep them in service. On the other hand, hedgerow tractors have also been robbed of vital parts to keep other working tractors in service, certain parts on the featured E27N had obviously disappeared this way.

spokes gave it away but also the dish on the inside. The E27N didn't have this dish which I am told was added to prevent dirt from finding its way to the wheel bearings. The E27N had a nicer four-spoke pattern design.

Find the rot

The E27N doesn't have as much tinwork as some tractors so this one had little rot. The front cowl is solid cast iron and is basically the radiator. It was missing the vertical slatted part that provided some protection to the soft radiator fins. This part isn't hard to find secondhand or new. Next to the cowl, the tank looked in reasonable condition but if it had holes, some companies could repair such things.

The steering wheel was a different matter. Most of the outer rim was missing, and one of the four spokes was bent. A new one would set you back around £120. The seat pan was in similar condition. It had rotted off in the centre and slipped down the spring to the footplates below. On either



On this side of the engine on E27Ns is where they're prone to cracking, however, this one wasn't which was a bonus.



Another expense was the tyres, while this one was the nice old original pattern, it wasn't fit for purpose.

side of the seat, the wings were better than the steering wheel and seat, but not much. These were rotten and bent in many places. A new pair costs around £743 so to buy just a steering wheel and a set of wings adds up to £863. This is without the aforementioned wheels and tyres and any engine work. As I walked around the tractor, a quick glance at the engine showed me many parts on the right-hand side were missing. This further begs the question - was it worth it? Maybe, but that's for you to decide. I hope this tractor went to a good home and is now being restored.

Would I buy a hedgerow tractor? It depends on the tractor, how much money I had and how much time I had to spend restoring it. I think all tractors should be saved but and if they can't leave them in a hedge for nature to claim, maybe it will provide a home for some animal. If you have a hedgerow tractor, that's either being reclaimed by nature or if you've restored one send the editor a few before and after pictures, we would love to see them.



On the other side of the engine, there had been many parts robbed, these could be found, but it's all added expense.



The other rear tyre was a more modern pattern and in slightly better condition. The rim, on the other hand, was very bent and buckled.

TractorNews

WEALD OF KENT EVENT

The annual Weald of Kent Ploughing Match sponsored by BTF Partnership takes place on Saturday, September 18 at Honey Farm, Munday Bois Road, Pluckley, Ashford, TN27 0SU with the kind permission of Mr D Gwillim. Besides the vintage, steam-ploughs, horse-ploughing and conventional ploughing classes, there is a full range of activities for all ages to take part in and

a full programme of events in the main show ring. There is also an extensive trade show with around 80 stands. This year's event will take place according to the latest government guidance on Covid-19 and ticket numbers will be restricted. People are encouraged to book an early bird ticket online from August 6.

The Weald of Kent Ploughing Match Association was formed in 1947

following the amalgamation of the Marden Agricultural Society and the Sandhurst Ploughing Match Association. The first ploughing match took place at Mathurst Farm in Staplehurst in 1946 to help raise money for the Red Cross. The charitable aims of the match still underpin the WKPMA and every year the Association contributes to a variety of local and national charities. For more information, visit www.wkpma.co.uk

This is an important event in the Weald of Kent farming diary, which brings the rural community together.



BETTER CONDITIONS

September 26 is the date set for the 17th annual East Anglian ploughing match held in Suffolk. Henry Castle and Don Sapsford arrange the event. About 50 vintage and classic tractors will take part, competing for the best finished ploughed plot. For the last two years, the events held in October had to be cancelled because

of poor weather. Hopefully, for the last weekend in September, the conditions will be better. £10 will be charged on the day and some proceeds will be donated to the St Nicholas Hospice, Bury St Edmunds.

Henry Castle hopes they will give the prizes out this year at the East Anglian ploughing match



FLYAWAY SUCCESS

The Eighth Stebbing Vintage Tractor Run held on June 20 was a roaring success. At the time of *TFH* going to press this year's run had raised a staggering £10,500, the best annual total yet for the organisers Dick Hughes, David Hunt and Mac Beanland. It pushes the grand total since starting the event to now over £47,000.

The run started and finished at Brazenhead Farm, Little Bardfield by courtesy of David Hunt. A total of 65 tractors took part comprising a good mix of makes and models. Of particular interest were David Hunt's 1939 Case R, a 1940 John Deere BR driven by David's son Damien, two old Field Marshalls and Michael Moore's Mini D with his wife in

a dickie seat mounted on the back. To add interest, the route included off-road sections.

The journey took in Stebbing, Felsted, Little Green, and Little Leighs with a comfort stop at Great Saling Village Hall. The last leg went across the fields to Great Bardfield & back to the start, a distance of 30 miles.

Each year through sponsorship and street collections, the event raises money for charity most recently for Essex & Herts Air Ambulance. The icing on the cake was when the entrants got back to the farm. They were treated to a 'fly over' by the Air Ambulance helicopter as a thank you for their efforts. A perfect ending for a very enjoyable day.



Two tractors of note on the run were these John Deere and Case examples.

FARMING'S ANNUAL OPEN DAY

The sustainable farming organisation LEAF (Linking Environment and Farming) has reported that over 100 farms opened their gates on June 27 for LEAF Open Farm Sunday 2021 - farming's annual open day. For the first LEAF Open Farm Sunday since June 2019, thousands of people visited a working farm and see first-hand all that is involved in the sustainable production of the food they eat and what farmers

do to look after the wider environment. Given the current Covid regulations, fewer farms than usual opened, but this did not diminish the enthusiasm farmers put in to sharing their farming stories and showcasing British farming. Most farms offered socially distanced farm walks or guided tours, giving visitors a great opportunity to talk directly with farmers and enjoy a really personal experience of farming. LEAF Open Farm Sunday 2022 will take place on Sunday, June 12.

Snippets

Wrekin road run

► The All Around the Wrekin Tractor Road Run for vintage and classic tractors and 4x4s takes place on Bank Holiday Sunday, August 29. The start is at 10am prompt from Withington. Nr Shrewsbury (SY4 4PT). It finishes at 2pm when tractors will be displayed on Withington Village Green together with vintage classic cars and motorcycles. The funds raised will be shared equally between Lingen Davies Cancer Centre, Shrewsbury & Prostate Cancer UK. Enquiries Brian Smith tel: 07860 647477.

Vintage rally

► Organisers of the Macmillan vintage rally are pleased to announce it will go ahead this year on September 4-5. The venue will be Langhurst hill farm, Balls cross, Petworth West Sussex GU28 9JW. For more information, tel: 01420 474298 or 07803237694.

OVTE cancels

► This year's Otley Vintage Transport Extravaganza has had to be cancelled due to the pandemic. The OVTE has, over the years, raised tens of thousands for several local and national charities. This event has also been used to finance a charity called 'Hang on to a Dream'. The organisers are adamant the show will go ahead next year. The date is always the second Sunday in September, at Knotford Nook, Pool Road, Otley.

Buy direct

► Are you still having difficulty getting hold of your issues of *TFH*? There is no need to miss out. You can order individual copies or subscriptions direct from us, and there is a special three-month only direct subscription offer for those who prefer to support local retailers when they can. Three issues for £9.99 including post is a great deal. For full details go to shop.kelsey.co.uk/tfh1

MANX MAD SUNDAY



The Southern Vintage Engine and Tractor Club 'Mad Sunday' went ahead on June 6, writes *Orry Mitchell*. As the borders were still 'closed', the club depended on Island residents supporting the event. There were displays of vintage and classic tractors, classic cars, commercials and stationary engines - many of them belted to water pumps and other nostalgic items. John Crawley's Series 2 Field Marshall was belted to his Jones 'Tiger' Stationary Baler turning a round bale into small

square bales. During the day in the ring, there were tractor parades, as well as car parades. Kane Caird also did a winching demonstration using his 1947 Series 1 Field Marshall tractor, and a pair of

horses could be seen pulling a sledge and pulling a log. The Southern Vintage Engine and Tractor Club thanks all who helped with the event.

LEFT: John Crawley's Jones 'Tiger' Stationary Baler in action.

BELOW: Orry Mitchell's 1947 Series 1 Field Marshall tractor belted to his Claas Buncher.



FISH 'N' CHIP RAMBLE

The evening of Saturday, June 19, saw the Tractor Enthusiasts of Nantmel run a social event. It was the inaugural fish 'n' chip ramble to celebrate mid-summer day writes,

Anne Bates. The club selected the Palliative Care Unit of Llanidloes Hospital to benefit from the ramble. Starting from the car park at Nantmel at 5.30pm, the procession toured the back lanes of the area.

One highlight was crossing the River Ithon before turning onto Cefnlllys Lane. Hugging the steep-sided Ithon valley and glimpsing the church of Saint Michael's, dating to the 10th century with its only access by footbridge from Shaky Bridge. Here the tractors took the right-angled left corner to climb up the last hill to Llandrindod Wells. It caused a bit of a stir as the tractors parked up in the main car park of the Victorian town for the chip shop. After eating their chips, the convoy returned to Nantmel via Llanyre. The Club thanks all participants for their support.



Dave Connelly with his MF 165 heading towards the town centre of Llandrindod Wells



Alfred Lewis with his Case 1394 at Crossgates.

TYRES⁴TRACTORS.com

Email: tyres4tractors@outlook.com

Site: www.tyres4tractors.com

Tel: 07944 520700

September 2021



Alliance

6.00 x 16	£55	11.2 x 28	£195
6.00 x 19	£70	12.4 x 28	£210
7.50 x 16	£90	12.4 x 36	£265
9.00 x 16	£120	13.6 x 28	£260
10.00 x 16	£125	13.6 x 36	£315

BKT

4.00 x 19	£43	11.2 x 28	£210
6.00 x 16	£60	12.4 x 28	£225
6.00 x 19	£75	12.4 x 36	£280
6.50 x 16	£70	13.6 x 28	£270
7.50 x 16	£95	13.6 x 36	£330



-----Tyre Deals-----

Alliance

Two 12.4 x 36 Tyres
Two 12.4 x 36 Tubes **£808**
Two 6.00 x 19 Tyres
Two 6.00 x 19 Tubes **£755**

Two 12.4 x 28 Tyres
Two 12.4 x 28 Tubes **£636**
Two 6.00 x 16 Tyres
Two 6.00 x 16 Tubes **£595**



BKT

Two 11.2 x 28 Tyres
Two 11.2 x 28 Tubes **£612**
Two 4.00 x 19 Tyres
Two 4.00 x 19 Tubes **£575**

Two 12.4 x 28 Tyres
Two 12.4 x 28 Tubes **£676**
Two 6.00 x 16 Tyres
Two 6.00 x 16 Tubes **£635**

Order online using Promo Code TFH-S-21 for £5 off your next order over £50. Free UK Mainland delivery for all orders above £100. All offers are subject to stock availability and price changes. Prices inclusive of VAT. Wheels not included.



FERGILAND



The T20 Specialists

NEW & USED SPARES ALSO PARTS FOR MF35 & 135

Fast Mail Order Service

Ring or go online for price guide

Online shop offering quick & easy ordering

FERGILAND, THE WORKSHOP, HIGHFIELDS,
MELBOURNE, Nr DERBY DE73 8DG

TEL: 01332 862972

enquiries@fergiland.co.uk

www.fergiland.co.uk



CLASSIC TRACTOR INSTRUMENTS REPAIRS & REPLACEMENT



Tractor Meter
Drive Cables,
Brakes, Clutch
& Control Cables



SPEEDOGRAPH RICHFIELD LTD

Tel: 0115 926 4235

www.speedograph-richfield.com

Email info@speedographrichfield.com

Darnton Drive, Arnold, Nottingham NG5 7JR

Welham Diesel Injection

Fuel Injection Engineers

*Large Selection of Exchange Injector
Pumps & Injectors available*

*Full machine shop service available
from complete engine rebuilds to
crank grinding, cylinder heads, block
boring and line boring*

*We specialise in Diesel Fuel Injection
equipment for Agricultural and
Commercial Tractors*



Hawarden Avenue, Coleman Road, Leicester LE5 4NL

Tel: 0116 2766831 Mob: 07817 914350

Email: chris@welhamgroup.co.uk

SALE OF THE YEAR

Some 18 record prices were created from the Liddell sale on July 3 when a County 1474 short nose stormed through at £249,312 some £176,312 more than the last record for a 1474 short nose!

WORDS & PICTURES Peter Love

Some classic and vintage combines have been making megabucks, but they must be outstanding like this Ransomes Crusader 2800B that made a thumping £9500 here.

The 'sale of the year' (so far) took place on Saturday, July 3 starting at 9am when Cheffins' Oliver Godfrey started things off at the immaculate Liddell family Shrubbs Farm, Sheering, Bishops Stortford, Essex, a family who have loved all farm machinery for many decades.

Roadless

After Oliver welcomed everyone, he headed straight into the tractor spares and miscellaneous items in very overcast conditions as the early morning crowd gathered. However, as the sale went on, the crowd just grew and grew with the car park overflowing.

The early highlights included the Roadless front weight blocks, the best making £1150, to be followed by the Ford Weathershield cab £3700 that looked a treat even if there was some rust coming through the paint in places. The next lot a clean Ford 1000 series AP safety cab, raised £3500 and those Ford Super Q lights, well £820 was paid for something that looked nothing very special and was certainly in great demand.





What do you think of the price that the 1983 County 1474 short nose made at £249,312?

Crusader

After the ploughs and other implements conducted by Bill King, it was noon and Oliver Godfrey was back on for his second turn and was here to sell the main tractors. After a staggering £9500 was paid for the stunning 1975 Ransomes Crusader 2800B combine which Oliver didn't bat an eyelid, it was back to reality



Wow, £27,000 for the Roadless 6/4 no. 660B03947 was some record considering its condition.



Rather a 'dog of a tractor' needing the full works, the prototype 1966 Northrop 5004/6 prototype still sold for £74,500 in the end.



In the early morning mist is the County-Four Drive that needs new tyres; really an older restoration, £11,500.

when £1600 was paid for a lovely grade 3 original 1964 Claas Matador Standard combine.

By now the drizzling rain had stopped for a short while when the 1983 County 1474 short nose no. 48724 came up. The tractor was purchased in 1993 and at one time they had two 1474s on the farm. It was used with a five-furrow Dowdeswell and when the 1991 Ford 8830 Power-Shift joined the fun with its huge tyres especially the rear ones, it was to take over cultivating duties from the 1474, which went into retirement as time went on.

Performance

The County had been fitted with the rare to find 38in wheels. That extra 2in does so much for the performance of these tractors, although it could be troublesome by stressing the tractor's components in various ways. But that's in the past now and with only 4802 hours on the clock of this fine and clean Ernest Doe supplied example, one felt it could possibly make £100,000 plus VAT.

In fact, Oliver started the bidding at £70,000 and for a while, it was stuck at £74,000, but when it got to £110,000 it just galvanised things and with the auctioneer giving each bidder time in the best tradition before you knew it we were at an amazing £196,000 and that was it! With all the bits, that made £249,312 the way I see it. As Oliver said, where do you go from here!

Jubilee

The show must go on as they say and next up was the 1989 Ford Jubilee G372 ZWC with 12,161 hours and carried excellent front linkage, but really the wheels needed repainting and was knocked down for £42,000. This is the highest UK price for one of these tractors in this condition, but not a World record.

Next was the most interesting ex-Frank S Foot 1966 Northrop 5004/6 prototype that looked like a 'right old dog' it needs a mechanical rebuild frankly. With the price of the 1474 earlier one would have thought it would make £100,000, but we must be realistic about these things, yet it still made £74,500 and with no VAT its new owner was well pleased with his purchase. ➤



Ploughmaster

The tractor I loved more than any other here was the 1971 Roadless Ploughmaster 95 no. 6D-6307 supplied by A T Oliver & Son, Luton, and even came with its warranty card and instruction book. It looked a good thing, but we did not hear it run although we were told that less than half a dozen of the tractors were not runners, so it was pot luck what they were like mechanically.

The 95 sold for an amazing £22,000 + VAT, so clearly, others liked the tractor as well. Another bumper price was the Ploughmaster 6/4. I have seen better examples for much less in the £16,000 mark rather than the £27,000 paid for the example here, showing this model is still very much in demand.

Shining example

Further on in the sale, we came across a 'shining' restored ex-Canadian 1949 McCormick W4 with the petrol-only engine. In grade 4.5, these normally would sell for approximately £3000 as not to British specification, of course. However, two older gentlemen battled it out between themselves when one finally gave in at £7000! It only takes two, as they say...

We ended up with a new record for an original style Ford 7000. In fact, HWC 492N had its engine rebuilt just before the sale and the Cleales supplied tractor raised £32,500 + VAT.

Needing some work on the tracks some £15,000 was paid for the County CFT no. 2624 with Perkins P6 engine.



Carrying a June 1945 introduced EWX registration, the Roadless DG4 tracked Fordson E27N with French and Hecht front wheels with a Perkins P6. It was much in demand at £11,800 and has gone to Nottinghamshire.



The fine and genuine W J Cooper County six-cylinder conversion was supplied new by Cleales at Haverhill and was sold here at £4200.



The so original Track Marshall 70 with rear Turner linkage and front blade was got away at £6700 + VAT.



Fowler VF crawler with bray blade was another gem but had stood outside for some years sold here for £7600.



The highest-priced IHC W4 ever was this 1940 petrol only Canadian preservation import that sold for a remarkable £7000, a new European record.



Something different was the Fordson Super Dexta hi-clear example that had come from a Bedfordshire brussels sprout farm near Baldock, Hertfordshire. It needed a new front cowl as well rusted through; it changed hands at £1800.

Crawlers

I really enjoyed the line of fine original clean crawlers and the one they wanted more than the others was the County P55 Ploughman that had been supplied by A G Potter (Framlingham) Ltd. It kept going up and up,

finally finishing at £10,800. We came across a fine Weatherhill 12H loading shovel you would not find a finer example, ex-military, with hardly any hours on it that sold for just £800. So sad that people do not value British plant as they should.

Record results from the sale

1974 Ransomes Crusader 2800B SEW 687N 10ft cut, brilliant 3	£9500
1983 County 1474 short nose no. 48724 JPU 714Y 4802h 38in rear wheels lovely 3/11	£196,000 + VAT
1966 Northrop 5004/6 prototype replacement engine, heap really needs the works, rare! 2/3	£74,500
1977 Roadless 120 no. B980169 SJL 537S Lambourn cab Grantham Tractor Co	£25,000 + VAT
1981 J J Thomas Ninety-Five 120 no. D92284 Y00 869X, original 2/3	£18,000
1991 Ford 8210 III no. BC85915 Farm & County sub V5c, clean 3	£21,000 + VAT
1971 Roadless Ploughmaster 95 no.6D-6307 AAR 985K Duncan cab AT Oliver 2/3	£22,000 + VAT
1978 Massey Ferguson 1200 no. FGP901685 CTL 173T 3963h Easter Tractors sup 2/3	£26,000 + VAT
1964 Roadless Ploughmaster 6/4 no. 660B03947 amazing price for what it is 2/3	£27,000
1991 Ford 8830 Powershift no. A928162 H234 KUD 6742h huge wide rims on the back for 800/65R32 Michelin tyres with 540/65R28 Michelin front 3/11	£27,000 + VAT
County 1454 no. 33822 clean ex-drainage contractor driver's door missing 2/3	£19,000
County 754 Super-4 no. 23271 Duncan cab replacement engine 2/3	£10,000
County CFT no. 2624 Perkins P6 Peterborough Motors Ltd sup, nice original 2/3	£15,000
1945 reg Fordson E27N carries Roadless DG4 halftracks and later Perkins P6 French and Hecht front wheels, interesting tractor 4.7	£11,800
Fordson E1A DKN p/p no. 1226412 very clean, Collings Bros sup 3	£11,200
1965 Roadless 65 no. 808424 FRX 594C, Ockes Bros sup 2/3 z	£11,500
County 100FC so so 2/3	£13,000
1978 Ford 8100 4WD no. B70118 DP BHJ652S V5c, lovely 4.7	£13,000
1981 Ford 8200 4WD no. 517556 DP, very clean indeed 3/11	£17,200 + VAT
IHC McCormick W4 gas no.22691WI with paperwork ex-Canadian 4.4	£7000
County P55 no.11764 A G Potter sup, lovely and original 3	£10,800

For key to tractor grading turn to our Marketplace pages.

The last lot of the day was a Fowler VF 'plonker' with a Bray blade that looked as if it had hardly been used. The lot sold for a good £7600, considering its condition it did well and summed up the day, really.

Bill King thanked everyone for attending and those online as he brought the sale to a close just after 3pm as the sun showed its head for a few minutes while the now very large crowd dispersed. Everyone talked over what they had witnessed during the day, something they will not forget for a very long time one feels.

Clearly hopeful investors are back into buying tractors again that's for sure and several other lots went to the Republic of Ireland and two tractors were sold to The Netherlands.



There was a good YouTube of this Howard Rotaped tractor chugging around the yard and was watched by thousands no. TD324 was got away at a very good £4400.



The 1952 Turner Yeoman of England Mk3 no. 1633 was the first tractor in the collection, and the non-running example changed hands at £5500.



What a lovely old 'bruiser' in the ex-Dingles of Stoke Climsland, Cornwall yard hack 1965 County Super-6 no.S514732 with heavy duty winch and JCB bitsa cab! It was yours for £10,000 on the day.



HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** VISIT: shop.kelsey.co.uk/tfh
OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

☒ **YES!** I WOULD LIKE TO SUBSCRIBE TO TRACTOR & FARMING HERITAGE MAGAZINE

YOUR DETAILS

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
Post / Zip code
Country
Daytime phone Mobile
Email

IF DELIVERY IS TO A DIFFERENT ADDRESS, COMPLETE BELOW

Mrs/Ms/Miss/Mr Forename
Surname
Address
.....
Post / Zip code
Country
Daytime phone Mobile

We may wish to contact you regarding our special offers that we believe would be of relevance to you. Please tick the boxes to tell us all the ways you would prefer to hear from us ☐ Email ☐ Post ☐ Phone ☐ Text Message.
We will not pass your details onto third party companies.

BEST UK DEAL • SAVE 22% • BEST UK DEAL • SAVE 22%

☐ I WISH TO SUBSCRIBE BY DIRECT DEBIT PAYMENTS OF £20.00 FOR MY FIRST 6 ISSUES (SAVING 22%). I UNDERSTAND THAT MY SUBSCRIPTION WILL CONTINUE AT THE SAME LOW RATE WITH PAYMENTS TAKEN EVERY 6 MONTHS - UNLESS I WRITE TO TELL YOU OTHERWISE.

Instructions to your Bank or Building Society to pay by Direct Debit 

Name of Bank

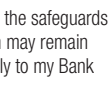
Address

..... Postcode

Account name

Sort code Account number

Signature Date

Originator's Id number 
8 3 7 3 8 3
Direct Debits from the account detailed in this instruction are subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

PAY BY CHEQUE / DEBIT / CREDIT CARD

- ☐ UK: 6 issues at **£23** - saving 10%
☐ UK: 13 issues at **£47** - saving 15%
☐ USA / EUROPE: 13 issues at **£69**
☐ REST OF WORLD: 13 issues at **£76**
☐ I enclose a cheque made payable to Kelsey Publishing Limited (Drawn from a UK bank account)
☐ Please debit my ☐ Visa ☐ Visa Debit ☐ MasterCard

Card number

Security number

Valid from / Expiry date /

Signature Date

UK ONLY: PLEASE SEND COMPLETED FORM TO:

Freepost **KELSEY MEDIA**

INTERNATIONAL ONLY: PLEASE SEND COMPLETED FORM TO:

Kelsey Media, The Granary, Downs Court, Yalding Hill, Yalding, Maidstone, Kent, ME18 6AL, UK.

 PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)
INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1959 543 747

Terms & conditions: Offer available to new UK direct debit subscribers only. Savings are calculated on the usual cover price. Your subscription will start with the next available issue. You are free to cancel your subscription at any time. Prices correct at time of printing and are subject to change. Full terms and conditions can be found at shop.kelsey.co.uk/terms

Tractor

— AND FARMING HERITAGE MAGAZINE —

SAVE MONEY

OFFER 1

DIGITAL EDITION

SIMPLY VISIT OUR SECURE STORE
SHOP.KELSEY.CO.UK/TFH



PAY JUST **£34.99** FOR 12 ISSUES

INSIDE EVERY ISSUE

- Farming history and heritage
- Vintage tractor restorations
- Tractor maintenance
- Farming implements
- Rural trades and skills



SIMPLY VISIT OUR SECURE STORE
SHOP.KELSEY.CO.UK/TFH

SUBSCRIBE TODAY

GET 6 ISSUES FOR JUST £20!

OFFER 2

UK PRINT EDITION



DON'T MISS OUT ORDER TODAY



OR CALL 01959 543 747

QUOTE OFFER CODE: TFH

LINES OPEN MON-FRI 8.30AM-5.30PM. CALLS CHARGED AT YOUR STANDARD NETWORK RATE



FREEPOST

YOUR COMPLETED ORDER FORM
(SEE COUPON ON THE LEFT)

Machines that made history

JOHN DEERE MODEL R

WORDS AND PICTURES Mike Williams

The Model R entered production in 1949 and cemented John Deere's success as the demand for diesel-powered tractors entered a period of rapid growth.

The change from spark-ignition engines to diesel power made a slow start in the tractor industry, with most of the leading manufacturers waiting until the Fifties before changing to diesel.

Development

The first diesel-powered tractor to achieve some sales success was made in Germany by the Benz company, which later contributed part of the Mercedes-Benz brand name. They built a two-cylinder diesel engine in about 1921 for a small truck, and in 1923 the same type of engine was used in the Benz-Sendling motor plough. Italy's diesel tractor development came next, starting in 1926 when 19-year-old Francesco Cassani built a two-cylinder diesel engine, and in 1927 he demonstrated it in a tractor he had built, the earliest ancestor of the Same tractor range.

British built diesel tractors arrived around 1930 when two of the leading agricultural steam power companies were seeking new products. The Marshall tractor was the 15/30, the first in a long-running series of single-cylinder diesel models, while Garrett offered a new tractor with a choice of four-cylinder diesel engines from Blackstone and from Aveling and Porter. In technical terms, this was one of the world's most advanced tractors, but Garrett and the two engine suppliers were all members of the vast Agricultural and General Engineers group that had been formed to bring prosperity to Britain's farm equipment manufacturing industry, but soon collapsed in a financial disaster that put many of its member companies out of business.



The Model R diesel engine was based on the John Deere twin-cylinder series.



The John Deere name displayed prominently above the Model R radiator grille.



A John Deere publicity picture of the Model R diesel tractor.

A Model R publicity picture from the John Deere archives.



Caterpillar was America's diesel tractor pioneer, with production starting circa 1932, but there was no rush to follow their example. Low fuel costs reduced the incentive for customers to switch to a less thirsty diesel engine - especially as a diesel was generally more expensive than an equivalent spark ignition power unit. Another problem was that the early diesels were difficult to start.

Popularity

There was an additional reason for John Deere to ignore the opportunity to change, and this was the popularity of their existing twin-cylinder spark-ignition engine design. Four-cylinder petrol/paraffin engines were the popular tractor choice in the Twenties, but John Deere had chosen a twin-cylinder horizontal design for their standard engine layout, and the reliability achieved by its design simplicity with fewer parts, plus easier servicing access, made it one of the most popular and long-lasting engine series the tractor industry has produced.

With very few exceptions, the distinctive two-cylinder engine layout remained standard equipment in the John Deere tractor range until 1961 when four and six-cylinder power units arrived, but one of the major developments during the John Deere two-cylinder engine era was the introduction of diesel power on the Model R tractor. The new model was announced in 1948 with availability from 1949, which was 26 years after the first diesel-powered Benz tractor had arrived. Despite the time gap, John Deere was ahead of many other leading American tractor firms in switching to diesel.

Trials

Development work on the Model R engine had started in 1944, and John Deere's entry into the diesel tractor market was a success. The result was the most powerful tractor the company had so far produced, recording 48.58hp output during its maximum load test at Nebraska, and the test results also included a new fuel efficiency record during the programme.

Diesel engines used on tractors had acquired a reputation for being difficult to start and, like many of the diesel tractors produced at that time, the Model R was well equipped for starting. The list began with a small twin-cylinder petrol-fuelled 'donkey' engine to provide the power to start the main diesel engine. There was also a small electric motor for starting the petrol engine, plus a battery to power the electric motor.

Starting

Obviously, the need to provide both diesel fuel and petrol for the Model R was a complication, but it was similar to the situation previously faced by those who had worked with a tractor powered by a petrol/paraffin engine. Also, for drivers who forgot to fill the fuel tank for the donkey engine, the equipment list included a manually operated lever system for starting the big diesel engine. The petrol engine on the Model R was water-cooled, sharing the same cooling system as the diesel, and this was said to be an extra benefit because allowing the petrol engine to run for a while would raise the water temperature on a cold morning and make the diesel easier to start. Apart from its engine and starting arrangements, the Model R also brought



The rear end of the Model R featured a generously padded seat and independent rear wheel brakes.

other advanced design features into the range. It was the first John Deere tractor with a five-speed gearbox when three or four speeds were usually considered adequate. It introduced new front-end styling and was the first John Deere with an options list including a steel cab and a 'live' PTO.

Model R production continued for six years. During this time, it helped establish John Deere's success as the demand for diesel-powered tractors was entering a period of rapid growth. The Model R was also available with a two-cylinder spark-ignition engine, but it was the diesel version that was attracting interest and helping to emphasise the importance of fuel efficiency. Both versions of the Model R were tested at Nebraska in 1949. The fuel efficiency results were 17.35hp hours per gallon for the diesel engine, setting a new Nebraska record and well ahead of the 11.74hp hrs/gal achieved by the petrol/paraffin version.

VINTAGE VALTRA



As Valtra celebrates its 70th anniversary of tractor production, we look at some of the company's early highlights.

WORDS Tony Hoyland | **PICTURES** AGCO Limited

Valtra celebrates its latest landmark in tractor production in 2021. Their tractors are now renowned for their versatility, reliability, and their high performance in demanding working conditions and on extreme terrains.

However, it is a long path that has brought the company to where it is today, a worldwide brand of the AGCO Corporation and the leading tractor manufacturer in the Nordic countries and one of the most popular brands in Latin America. In this article, we look at the years leading to the launch of that first tractor, the Valmet 15.

Valtra's first tractor was the 15hp Valmet 15 in 1951. When the power output was increased to 22hp in 1955, the model designation became the Valmet 20.



Munktell

The industrial roots of both Valtra and Volvo Construction can be traced back to 1832. This is when Johan Theofron Munktell began a mechanical workshop “Eskilstuna Mekaniska Werkstad” in Sweden. After manufacturing the country’s first steam engine, Munktell went on to produce 31 steam locomotives and some 7000 traction engines.

Teofron Munktell Jr. became the head of the family company in 1857, and in 1879 the company was restructured as a joint stock company and renamed Munktells Mekaniska Verkstads Aktiebolag. The company built its first semi-diesel internal combustion engine in 1905. Its first agricultural tractor followed in 1913, with a lighter model introduced in 1916. Following the First World War, the company’s financial position weakened. Eventually, Munktell merged with Bolinder on its 100th anniversary in 1932.

Bolinder

The brothers Jean and Carl Gerhard Bolinder established a mechanical workshop and foundry on an industrial site in Kungsholmen, Stockholm, in 1844. This company was called J & C G Bolinder. The company became famous especially for its engines and in 1893 manufactured the first four-stroke carburettor engine of its type in Sweden. The company is probably best known for its boat engines, and it is estimated that some 80% of all fishing boat engines in the world in the Twenties were Bolinders.

Tourula rifle factory

In 1926, the government of the Republic of Finland set up a rifle factory in the district of Tourula on the northeast edge of Jyväskylä. Production of arms during the Second World War became non-stop. However, this was forced to cease under the terms of the 1944 Peace Treaty, but none of the workers could be dismissed.

As a result, the Tourula factory was converted to produce goods for war reparations and civil use. These goods included building and metal tools for the home market while binding and woodworking machinery was produced as war reparations.

During the period of war reparations, the former defensive weaponry plants owned

The Valmet 20 (1956-1963) was offered with two engine options: a 19.5hp paraffin engine and a 23hp petrol engine. The tractor weighed 900 kilos.



The Valmet 33 D's three-cylinder 2.7-litre Valmet engine produced 37hp, weighed 1700 kilos, and had six forward gears and two reverse gears. Production ran from 1957 to 1959.



The Valmet 502 (1971-1982) was the quietest tractor of its time and helped make Valtra the most popular tractor brand in Finland ahead of Massey Ferguson, Ford, Fiat, and others.

by the Finnish State were combined under a new organisation, the State Metal Works (Valtion Metallitehtaat, VMT). Besides the Rifle Factory, VMT included a former Cannon Factory, an Aircraft Works and its engine plant in Linnavuori in Nokia, and the Pansio Ship Works.

AB Volvo

AB Volvo was established in 1927 as a subsidiary of SKF, the famous Swedish ball bearing manufacturer. SKF had already registered the trademark “Volvo” to market a range of its products back in 1915 and the name was apt for the new car company as it is Latin for “I roll”. In 1930, Volvo acquired

The Valmet 900 (1967-1973) was Valtra's first tractor with an integrated safety cab. The steering was hydrostatic, and the gearbox synchronised with 8+2R gears.



the Pentaverken engine plant in Skövde. The company had also begun manufacturing trucks. During the Second World War, Volvo manufactured armoured tanks for the Swedish Army. It then developed its own agricultural tractor with carburettor, engine and transmission sourced from Bolinder-Munktel. Post-war Volvo continued tractor production and in 1950 Volvo secured Bolinder-Munktel.

Bolinder and Munktel

The companies Munktel and J & C G Bolinder merged in 1932 to form AB Bolinder-Munktel (BM). Half of Bolinder's turnover lay in the export market including France, Great Britain, and the Soviet Union among their number. Production of Munktel engines ended as the company focussed on the highly regarded Bolinder engines. This led to Munktel tractors being fitted with Bolinder engines.

BM's production in the Thirties and Forties included engines, agricultural tractors, threshing and baling machines,

tractor-based road rollers, woodworking machinery and machine tools. In the early Forties, BM developed a tractor-towed combine harvester and as previously mentioned began supplying tractor transmissions to AB Volvo.

Volvo acquires BM

In 1950 Bolinder-Munktel was acquired by Volvo, and tractor production moved to Eskilstuna to make way for expanded car production. During the Fifties, the Eskilstuna plant produced both green Bolinder-Munktel tractors and red Volvo tractors. The two tractor brands still kept their own separate sales networks in Sweden. Volvo tractors were favoured for exports.

In 1951 the first self-propelling combine harvester, the MST-91, was introduced with a harvesting width of 9ft. Hot-bulb engines were introduced in 1952 with the Bolinder Diesel Series.

One of the world's first wheeled loaders with attachment bracket, the H-10, was introduced in 1954. The loader was based on a BM diesel tractor and opened up a whole new field for operations - tractor-based contracting machines. Volvo and BM tractors soon became even more heavy duty. In the mid-Fifties, BM developed specialised forestry equipment based on their robust farm tractors, especially the two-cylinder Victor model. In 1957 the company introduced the world's first, small, purpose-built forest machine, the Bamse. Volvo's involvement in forestry machinery began.

Trademark

Talks for a BM-Volvo trademark began in 1958, and the company colour became red. This was used for the new T 350 Boxer model a year later, which became a bestseller. The Sixties saw the development of BM-Volvo forestry machinery and excavators, as well as the large Bison series tractors. Cab production was centralised at the harvester plant in Hallsberg, and a six-hectare assembly plant was built around Eskilstuna in 1975. In 1973 the brand name was officially changed to Volvo BM.

In the Seventies, Volvo focused on excavators. It began co-operation talks with International Harvester, which was intended to take over sales of Volvo BM forestry machinery in North America. Volvo even began using IH components in its smaller models. The co-operation remained one-sided, however, and Volvo started talks with Finland's Valmet.

Valtra introduced a range of colour options in 1988 and continues to be the only tractor manufacturer in the world that lets customers freely choose the colour of their own tractor.



The Valmet 1502 (1971-1982) was the first in a series of ergonomic tractors, which defined the trend for tractors with cabs in the early Seventies.



Valmet tractor production

At this point in our story, we travel back to the Tourula factory in Finland. With the reparations of war ending, Valmet (VMT) faced the task of developing new commercial products. By 1951 plans had been mooted for a small tractor to be developed and the Tourula site was chosen as the best equipped to fulfil those needs.

Tooling and machinery once used for weapons production was repurposed for tractor production. The first Valmet tractors were assembled at the Tourula factory in 1951. This date is considered the birth of Valmet and Valtra brand tractors. In 1952, a test series of 75 tractors were manufactured and by 1954 the 2000th Valmet tractor had been delivered.

Valmet 15A

This first tractor was the Valmet 15A and was designed to replace a horse on a small farm. The engine was a four-cylinder carburettor kerosene engine with a capacity of 1.5 litres and an output of 15hp at 2000rpm. The design was as simple as possible, incorporating a magneto ignition and side-valve layout.

The transmission offered three forward gears and one reverse gear. The tractor weighed in at 780kg and was fitted with a mechanical steering linkage and power lift at first. Implements were controlled by a long rod, with an unloading spring. Basic implements for the Valmet included a plough, a harrow, a mower, and a trailer. By 1955, 3000 of these tractors had been sold. The Valmet 20 was introduced in May 1955



In Finland, tractors have traditionally been used on fields in summer and in the forest in wintertime. Valtra tractors continue to be the best suited for forestry tasks and can be fitted with forest equipment on the assembly line.

with 22hp. Around 10,000 Valmet 15 and 20 tractors were manufactured before being discontinued in 1963.

Celebrations

Valtra is celebrating its 70th anniversary in a variety of ways throughout the year. The focus was on the mechanisation of

agriculture 70 years ago, but later on, that focus shifted to improvements such as in working safety, growing farms and the success of rural businesses. The company says its technologies and services have always been up to the task of meeting customers' needs. But it's in the last 10 years where the largest leaps have been taken. In the coming years, Valtra sees digitalisation and precision farming technology changing the face of farming significantly.

"The advancements that began 70 years ago keep on going and accelerating. Thanks to persistent product development work, our tractors have now reached their fifth generation. Now our customers expect smart solutions from Valtra. We are making big investments in our factory in Suolahti, Finland. The new logistics centre was just launched, and a new paint shop will begin construction this summer," says Managing Director Jari Rautjärvi.

Anniversary T Series tractor

To mark its 70th anniversary, Valtra is manufacturing 70 specially equipped "Limited Edition" tractors. These anniversary models are available in the T Series (T174e to T254) and will be sold worldwide.

The specially equipped anniversary models feature a deep red metallic paint reminiscent of Valtra's roots 70 years ago. This red colour is also highlighted in the details of the tractor, including in the stitching of the leather interior and the interior light. The anniversary model has black rims and a stainless steel Limited Edition badge.

My thanks to AGCO Limited for use of archive images and background information in the compilation of this article.



Valtra's concept tractors are based on real agricultural challenges and customer needs that are being solved by applying the technologies of the future.

MASSEY FAMILY PROTOTYPES

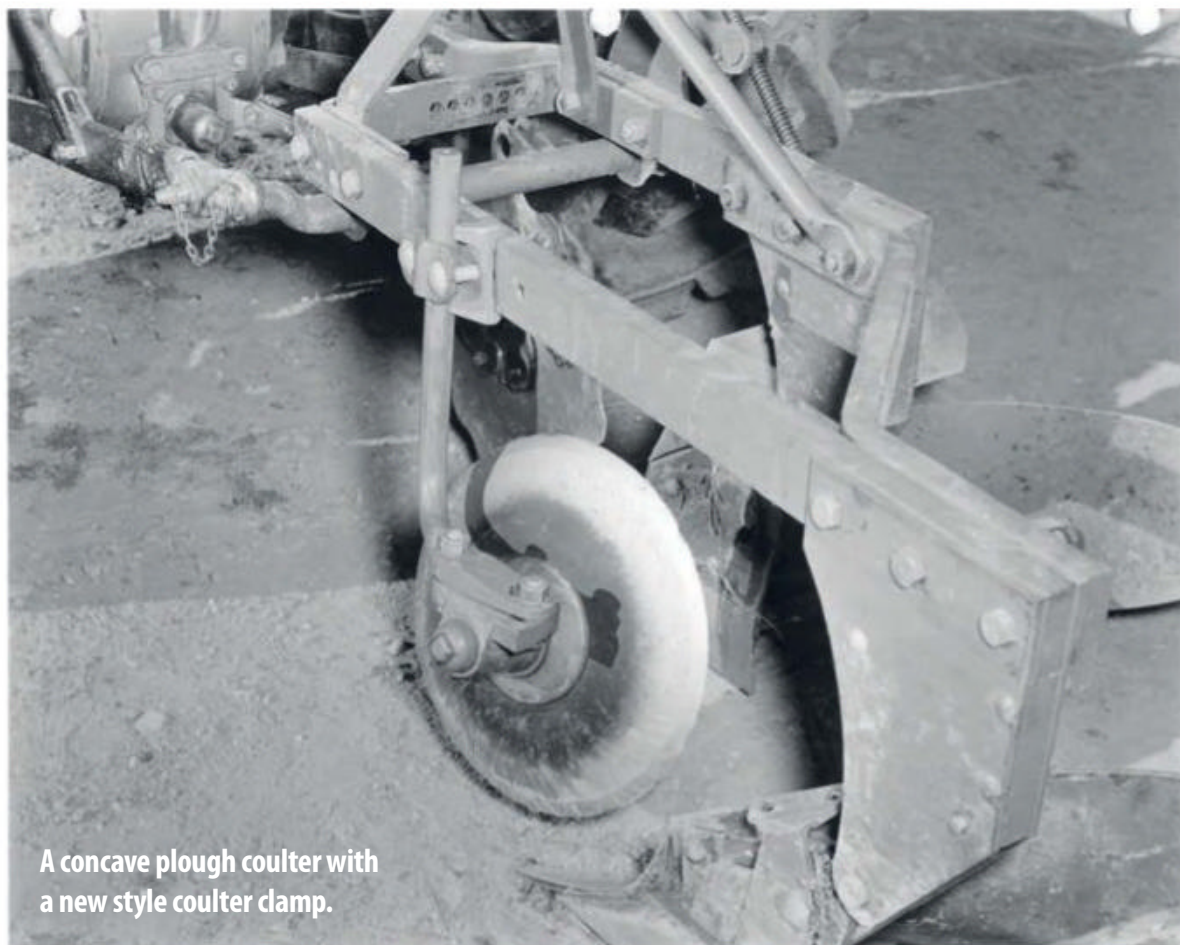
PART THREE: We conclude our review of the agricultural machine prototypes - tractor, implement or combine harvester - developed through the Massey family of products.

WORDS AND PICTURES John Farnworth

Harry Ferguson was never a great proponent of diesel engines but as diesel became a cheaper fuel than petrol in the UK, the company came to focus on putting a diesel engine in British-built Fergusons but not in their American-built counterparts where petrol remained cheap.

Ferguson tractor diesel engines

The company settled on a Standard Motor Co. four-cylinder diesel for the TE and FE tractors, but others were evaluated. These were the Perkins P3 three-cylinder, a Meadows two-cylinder and a diesel engine as fitted into a Ford Dexta tractor. This latter FE prototype survives in a private collection and was used as a runabout tractor in the Banner Lane factory. A Meadows TE Ferguson engine tractor survives in a private museum.



A concave plough coulter with a new style coulter clamp.



The grey Ferguson is fitted with a two-cylinder Meadows engine whilst...



...the yellow Ferguson 35 is fitted with a three-cylinder diesel engine as fitted in a Ford Dexta tractor - note the industrial tractor style accelerator quadrant.

Eventually, the P3 was factory fitted into grey Ferguson tractors for the Yugoslav market where the government had specifically required diesel engines and they were designated as TEYs. The P3 was eventually to be marketed in the UK by Perkins as an aftermarket conversion engine for TE tractors to meet farmers' requirements for a cheaper to run engine and many of these tractors survive in collectors' hands.

Massey Ferguson concave plough disc coultter

The photograph of this plough fitted with a concave disc coultter has been taken with the plough apparently hitched to an MF 65 tractor. As far as can be ascertained such coultters never went into production. They appear to be an attempt to combine the functions of a conventional disc coultter and skimmer into one unit. It is questioned if such coultters might have added considerably to the plough's draft requirement.

Never produced MF machines

An extensive document produced in January 1970 by the Specifications Department of MF's UK Central Parts Operation contains in the listings machines that were classed as "never produced". But it is presumed that there were, in fact, prototypes of these machines made, or were they possibly just given model numbers as they arose in the designers' thoughtful minds? These are: FE1 combine could this have been the Ferguson mounted combine? MF 405 combine - this possibly became the MF 415. MF 715 "digger" presumably a post hole digger as it is listed with the MF 723 post hole digger. MF 99-7 loader. MF 755 mower. MF 799 and MF 750 ploughs. MF 715 tiller.

Massey Ferguson combines

Several photographs of MF combine prototypes have come to hand. The fact that there are several, and there were undoubtedly more, highlights the large costs involved in developing a new model of combine. Maybe someone has further information on these?

The Massey Ferguson 405 prototype combine harvester.



The Massey Ferguson CX 185 prototype combine.



A Massey Ferguson 685 combine in the field.



A low-profile combine prototype photographed at MF's Maudslay Road facility.



An MF 400 bagger prototype built in MF Manchester before shipment to Greece.

A Massey Ferguson CX or CX 200 in action in the UK.



ACKNOWLEDGEMENTS

I am very grateful to the following for provision of some photographs and points of information: Chris Clack, Mark Channell, Mike Thorne, Julie Browning and Peter Smith, David Lory, Bob Gilchrist, Malcolm Robinson, Ted Everett of AGCO, and the late Nigel Liney.

WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price
Cheap constant access to piping hot media
Protect your downloadings from Big brother
Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages
Brand new content
One site



AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

TRANSATLANTIC TRACTORS AND OVERSEAS ODDITIES

We meet an American family where three generations have combined as a formidable team to seek out unusual tractors for restoration.

WORDS Jo Roberts | PICTURES Dean McCloskey

Dean McCloskey is an operations supervisor in an airport near where he lives in Indiana, US. When it comes to tractors Dean has extremely cosmopolitan tastes. Tractors from all over the world fascinate him and his collection reflects this global outlook on the hobby.

Unusual

Dean, his father Allen aged 87 and his son Cole aged 15 are a family of fully fledged tractor collectors, and together they own a wide variety of unusual and interesting tractors. It was Dean's father who actually

began the collection in the late Fifties. Today the family's passion has become finely tuned, and the three enthusiasts try to hunt out the lesser-known makes of vintage and classic tractors. "Nowadays we strive to get 'off brand' tractors, and foreign tractors that are not common in the States," says Dean.

Dean finds British tractor collections highly interesting to read about, as they often feature tractors rarely seen in the US. "There are only so many articles a person can read about John Deere and International tractors before they begin to feel unwell," laughs Dean, suggesting

the American tractor collecting scene is largely dominated by just a few well-known names.

Chance encounters

The McCloskey family's fascination with tractors goes back to the Fifties when Dean's father Allen owned a farm machinery repair business in Indiana. Allen was one of the first people in the state to own a welder, so people would come from far and wide to bring their broken machinery and equipment to him to repair. One day a local farm bureau co-operative asked Allen if he would

Dean McCloskey and his father Allen McCloskey. This Volvo T15 Krabat was built in Sweden in 1956 and is not a commonplace sight in the US.



restore an old tractor for them, as they wanted to display it at the local fair.

The tractor Allen was given to restore was a rusty, worn-out lump of iron. The engine was stuck; the tank had rusted through; the mudguards had rotted away, and the crankshaft was bent. Worse than that, Allen did not know what make of tractor it was, all he knew was that it didn't look in any way familiar. It had steel wheels, a large round cooling tank, a two-cylinder horizontal engine, atmospheric valves, and an external Madison Kipp oil lubricator. It was all a bit of a puzzle.

Puzzle

This puzzle took place long before the internet, so Allen's research could only be conducted through books, by talking with 'old timers', and through using the postal service. There were very few people interested in old tractors and there was no real network of like-minded enthusiasts like there is today. Eventually, Allen identified the tractor; it was in fact a 'Reliable', and it had been built in Portsmouth, Ohio, in 1919.

Later, when the restoration was completed, and the local farm co-op had finished using it for display, they asked Allen what they owed him for the restoration work. He didn't know what to say. He hadn't kept a record of the hours that he had spent working on the tractor, and just worked on it whenever time allowed. Besides, no one really knew what the tractor was actually worth. In the end, the co-operative came up with an idea. Once they no longer had use for the tractor, they would give it to Allen as payment. This is how Allen McCloskey got started in the habit of collecting old tractors. Later it turned out that the Reliable is pretty rare - Dean thinks that there are only about four or five in existence.

Special tractor

Having enjoyed the challenge of restoring an unusual antique tractor, Allen began looking out for others to restore, and before long he heard about a Rumely Oil Pull for sale. The Rumely Oil Pull Model H was the second tractor to arrive in Allen's newly founded collection. This tractor is particularly special because it

heritagemachines.com



Allen McCloskey began collecting tractors in the Fifties, and this Rumely Oil Pull was the second tractor bought by Allen.

was through this purchase that Allen met his future wife.

When Allen had knocked at the seller's door to view the Rumely Oil Pull, the door was opened by the seller's sister, an attractive young lady that Allen was to bump into a second time at a nearby Steam Threshing Show. Allen plucked

up the courage to ask the pretty young lady out on a date, and by 1966 they were married, and two years later Dean was born. Allen has always referred to the Rumely as the tractor that sparked the McCloskey family, saying "that's the most expensive tractor I ever bought...because I'm still paying for it!"



The Reliable is a rare tractor; not only is it over 100 years old but it was also made by a little known company - the Reliable Tractor & Engine Co of Ohio - and is one of only a handful in existence.

Generations together

These days the three generations of the McCloskey family are a team of avid and discerning tractor collectors, with each generation bringing different skills and experiences to the table. Allen has a wealth of precious first-hand knowledge of working on antique tractors, and this sort of “hands-on” experience is something that can’t be found in books or via the internet. Allen’s grandson Cole is at the other end of the scale, and his ability to source unusual tractors on the internet has opened a new door for the family’s shared hobby. Dean explains: “My son Cole has found most of the tractors we have got in the last few years, when he is on his phone or his computer, he is usually searching auctions and tractors for sale, so since he has been ‘online’, we’ve actually spent much more money on tractors!”

Dean, who with his trailer behind him, has been known to combine holidays away with his wife with picking up tractors from far-flung locations. His wife Sheila realises that whenever Dean’s tractor buddies call around, it inevitably ends with one of them telling Dean about a tractor somewhere for sale, and that he really should purchase it. Dean has a long list of places that he and Sheila have been “on vacation” and where they have taken a trailer along with them because some quirky tractor or other needs to be collected.

Famous brands

Over the years ‘the McCloskey three’ have built up quite an eclectic collection of tractors. The names include Porsche, Renault, Volvo, Lamborghini, Nuffield, Sametto, Leyland, Deutz, David Brown, Bungartz, CAST, Someca, Ferrari, Fiat, Tinkabi, Holder and Lanz. Countries of origin include Germany, France, Italy, Russia, Sweden, Japan, the UK and even Swaziland.

Dean is also fascinated by the history of some of the small, lesser-known American companies like the Friday Tractor Company of Michigan for instance, who built the strange-looking tractor that sits in Dean’s collection. “You steer it with your feet!” laughs Dean, who clearly enjoys straying off the beaten path with tractor collecting.



This 1953 David Brown is another uncommon tractor in the US and is a mystery to Dean as it has many ‘Cropmaster’ traits but does not have the bench seat or cowl.





Cole McCloskey, Allen's grandson, adjusting the valves on the Fifties Volvo. Cole is keen to learn how things were done in the old days, but he is also the most internet-savvy member of the family.

"I enjoy learning about all the many ways in which engineers all over the world have conceived and built machinery," says Dean, "the history and the people behind the machines are fascinating too because without the story the tractors don't mean so much."



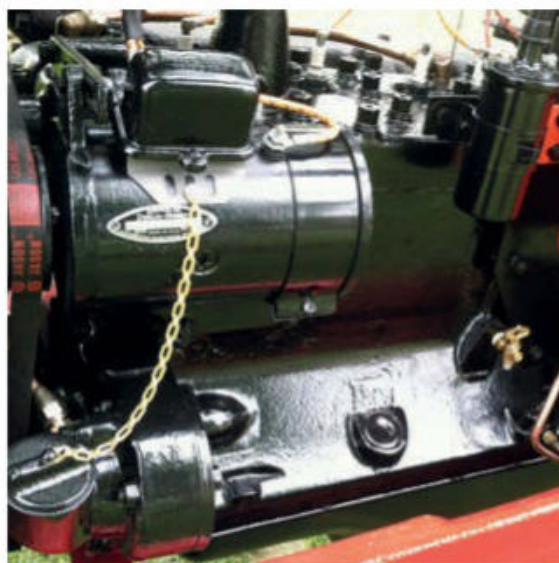
Every year the Tip Wa Antique Tractor & Engine Club, based in Indiana, organises a tractor drive, and Allen usually takes the David Brown as it is reliable and pleasant to drive.



The 1948 Earthmaster is another lesser-known American tractor. Built in California, these were small, low-cost tractors. The company produced a range of tractors and equipment throughout the Forties, but they never sold in large numbers.



A rare Graham Bradley tractor, built in 1938 by the Graham-Paige Motors Corporation in Detroit, Michigan. These tractors were only produced between the years 1937 and 1939, so they are not a commonplace collectable.



The Graham Bradley tractor was available in both standard and row-crop configurations and featured a side-valve, six-cylinder Continental engine.

British connections

The British tractors included in the McCloskey's collection are rarely seen in the US. "There are very few David Browns in the US, and the older ones are especially rare," explains Dean, "and you don't see many Nuffields either."

Dean bought his Nuffield 10/60 when he was about 18 years old, and it was one of the first of the 'foreign' tractors to join Dean's collection. "I bought it at a farm sale around 15 miles northwest of us, and it was different, and that's probably when my interest in collecting overseas tractors began," he recalls. "It does an awesome job at ploughing, it's a strong runner."

The David Brown is another unusual sight in an American collection, and it is a mystery even to Dean, who bought the tractor from a collector's auction in Ohio. "Our David Brown is, I guess, a Cropmaster, however, it doesn't have the bench seat or the nicely shaped cowl of a Cropmaster. But the folks at the David Brown Parts Co thought it was never meant to have those, and that it might be a Prairie version of the 30c, or a late Super Cropmaster, dating from 1953."

Through his research, Dean hasn't found a similar example, so the tractor keeps some secrets as to its identity and seems to be unique or one of a very limited production run. Older David

Brown tractors are rare in the US, and Dean and his family enjoy using the David Brown for antique tractor drives, where it is usually driven by Allen, towing a trailer full of guests. "It isn't restored, but it sure runs great," says Dean.

Next on the list

Another British tractor that Dean and his family would love to own is a Field Marshall, but they have yet to find one, they do however have a Lanz Bulldog, which they are currently restoring in time for a show, "It's actually a John Deere exhibition, but since JD purchased Lanz in 1956, they are allowing Lanz tractors into the exhibition, and it will mark the 100th anniversary of Lanz."

The three collectors are also keen to source tractors made by lesser-known American companies. Most antique and classic tractors in the US are John Deere, International, Case, Minneapolis-Moline, Allis-Chalmers. All the names that we here in the UK are familiar with, but there were many other tractor producers whose names have fallen by the wayside, or who produced tractors in very low numbers.

In the collection is a Graham Bradley tractor, built in 1938 by the Graham-Paige Motors Corporation in Detroit, Michigan. These tractors, which were only produced between 1937 to 1939, were sold by Sears-Roebuck, who also owned the Bradley factory, which was where the implements were built. Only one basic model was offered, available in both standard and row-crop configurations, featuring a side-valve six-cylinder Continental engine.

Earthmaster

Another uncommon American tractor in the family's collection is the 1948 Earthmaster. Little information is available on the early history of Earthmaster tractors, and it seems some records have been lost or destroyed. However, it is known that by the late Forties the company was in full production building a range of tractors and implements.

They began their production in Holydale, California, before relocating to Burbank. Dean's tractor was built in Holydale, making it an early example. Earthmaster's small tractors were very like the Massey-Harris Pony (the Continental



Dean bought his Nuffield 10/60 when he was around 18 years of age, and it was one of the first of the 'foreign' tractors to join Dean's collection.

engine was a variant of the Pony engine), and some parts were interchangeable with both the Pony and the Allis-Chalmers G. They were low-cost tractors, aimed at the smaller and poorer of America's post-war farmers.

Yet these tractors had some innovative features, like the Duomatic hydraulic system for raising and lowering the array of implements that Earthmaster also offered. The tractors should have been a roaring success, but they never sold in large numbers. It is suggested there was inadequate dealership support, and perhaps the trend was moving away from small tractors towards more powerful machines. In the mid-Fifties, the company was sold, and while a few additional tractors were built from remaining parts, production ceased.



The McCloskey's 1969 Lamborghini. Dean believes the history of the tractors, and the stories behind their production are just as interesting as the tractors.

The world has changed immeasurably since the days when Allen worked as a young man repairing farm machinery, machines that today are collectable antiques. It is heart-warming that despite all the changes and advances there have been, the different generations can still be connected by a shared fascination for old tractors.

RURAL RELICS

HORSE BRASSES

Horse brasses frequently adorn the fireplaces of country pubs, but their original purpose was as a good luck charm to protect working horses.

Horse brasses, as well as good luck charms, provided owners with a way of decorating and personalising their horse's harnesses. An impressive array of well-polished brasses could be seen as a display of a person's prosperity and success.

Talismans

In ancient Rome, horse bridles were decorated with pairs of round bronze discs known as phalera. The Greeks and Romans saw the crescent moon as a symbol of good luck, and the crescent moon symbol appeared on many items of horse-wear. It was often depicted, along with the sun, as a popular motif on early brasses. Throughout history, horse owners have decorated their horses with talismans believing these symbols could protect the horse from ill health, accidents, or the evil eye. Horses were expensive creatures. Much time was invested in their training, as the health of a horse could make or break a small farmer or haulier.

Brass had long been used to make harness furniture such as crests and studs, but the pendant type of horse brass, designed to be hung onto the harness via a

leather strap, didn't become popular until the 18th century. Some suggest the pendant type of horse brass was an idea brought to Britain by the Romany people. They were a superstitious race and may well have made their own decorations to protect their horses. Brasses with moon, sun and star motifs are often thought to have originated from early Romany designs.

Around 1850, carters began decorating their horses with brasses. Soon the practice of adorning working horses with brasses became very fashionable. Horses were the vehicles of the day, and people took a lot of pride in their turnout and appearance. Huge numbers of designs of brasses were made; some related to places, family crests, company names. For trades, for instance, railway horses might be decorated with locomotive themed brasses, horses in the dockyards might be decorated with ship motifs, while miller's horse brasses might feature windmills and corn sheaves.

More bling

As roads improved, wealthier people travelled more throughout Britain. It was important that the horses and the carriages were well decorated and looked impressive



A collector's display of harness furniture and brasses.

as they passed by. For the wealthy, the use of horse brasses was less about superstition and more about status. The more 'bling', the better, so much so that the weight of the brasses on the horse's harnesses became an issue, especially with the early 'cast' brasses, which were heavier than the stamped versions.

Small foundries made brasses around Britain, but the centre of harness decorating was Walsall and the Birmingham area. The region was famous for specialising in metalworking, saddlery, and harness-making. This industrial hub had been making bits, buckles and stirrups for hundreds of years, so it was natural to progress into producing horse brasses.

People were collecting horse brasses as far back as the 1880s. The middle and upper classes collected and displayed brasses as decorative items. Some horse brasses, in particular, the royal commemorative brasses would be sold as souvenirs rather than as harness furniture. Hanging brasses near firesides, or using them as door fingerplates, gradually became popular. Today, horse brasses are still collected, and some of the old cast brasses are very sought after today. However, brasses continue to be made for the souvenir market, and budding collectors must distinguish now between a genuine horse brass and a modern copy.



These brasses belonged to the author's late grandfather and were used on his working horses.

WORDS & PICTURES Mike Teanby

Vintage MODEL TRACTORS

A round-up of some of the agricultural items produced during the heyday of model manufacture.



LEFT: An early clutch of Fords at a farm near Royal Wooten Bassett. Such models have been much copied by British toy makers

farm-related products that children could play with. What they achieved with the resources and materials they could muster was truly remarkable.

Dinky farm tractors

Dinky included its first tractor, a Fordson (made from 1933 to 1940) as part of its model miniature series. It is still a cracking toy. Examples of these were coloured green, yellow, red, or blue. Their Massey-Harris (1948 to 1971) and Field Marshall (1954 to 1966) sold in their tens of thousands. Later versions had plastic wheels and rubber treaded tyre sets. In 1966, M-F decals replaced the original M-H set to reflect what the tractor industry was doing. Rumours persist today, albeit in the collectors' world, of a limited number of black coloured Field Marshalls leaving the factory in 1956, but far be it from me to confirm this.



Dagenham-built Fordsons not only became a global farming institution but a magnet to our metal toy makers. The Super Major shown here was made by Wm Britain in 1958, replacing their Fordson E27N introduced a decade earlier.

RIGHT: Dinky's excellent but ageing Field Marshall used a simple tow hook throughout its 12-year production life. An early Marshall is shown here coupled up to a Halesowen trailer complete with raves.

During the late Forties, the British tractor industry was starting to pull itself together. The Fordson Major emerged at Dagenham, Harry Ferguson's TE-20 was firmly ensconced at Banner Lane, whilst up in Yorkshire International Harvester were setting out their stall to build the Farmall M. Keeping a close eye on such developments were the toymakers, whose own businesses were gaining traction.

Leading the field

The Fifties were an exciting time to be in the agricultural industry, with new tractors and implements, along with ancillary equipment such as front-end loaders and hydraulic lift systems pouring out of factories. Leading toy companies were also forging close links with manufacturers to ensure they too could provide new

Tamworth pig

Another fact file from the latest listings of native rare breeds held on the Rare Breeds Survival Trust's watch list.

WORDS & PICTURES Tony Hoyland

Photo courtesy Nic Vickery (Buttle Farm).



Photo courtesy RBST.

piglets and in common with all rare breed pigs the Tamworth sow is known to be an excellent mother. The Tamworth is a docile pig, but it is more active than many rare breed pigs and therefore requires strong fencing. The Tamworth is a good breed for rooting and does well in a woodland based system.

The Tamworth is a long-legged, lean pig with sows weighing around 260kg and boars 320kg. They have prick ears, a long snout and an alert expression. The Tamworth is currently ranked in the RBST's Rare Breed Watchlist as a priority breed. In 2020 there were only 29 herds that registered offspring in the year, down from 66 in 2010. Female registrations in 2020 were 125, down from 268 in 2010.

Breed Societies

For more information, visit the British Pig Association website at britishpigs.org.uk

Tamworth pigs are the closest living relative of the Old English Forest pig. There are differing theories about how the breed originally developed, with one theory being that the import of red pigs from Barbados influenced the breed. However, of all the native breeds the Tamworth experienced the least influence from imports of Asian pigs during the 18th and 19th centuries. The breed was developed in the Midlands, but it never became as popular as other pig breeds.

It is a very hardy animal and is suited to an outdoor system and its distinctive ginger coat helps protect the breed from sunburn. The Tamworth is a slow maturing breed but is a good dual-purpose pig and is known for producing good bacon. In the past, the breed has fluctuated from very high to very low levels of fertility. Information from RBST shows that the average litter size in 2009 was around 7.80



Rare Breeds Survival Trust

The aim of the RBST is to secure the future of our rare and native breeds of farm livestock. RBST monitors rare and native farm livestock breed numbers. By collecting data from over 100 livestock breed organisations and

using the number of animals registered in a year, they estimate the total number of breeding females and produce an annual watch list.

The RBST promotes the breeding and registration of rare and native breeds

and provides a network of knowledge to support and encourage breeders. It also promotes the use of rare and native breeds for food, fibre and conservation grazing.

For more information, about RBST and their work visit www.rbst.org.uk

MEMORIES ARE MADE OF THIS

Basking in the intermittent sunshine at Shrubbs Farm, Sheering, Bishops Stortford, Essex, 2 July 2021 is the 1969 equal-wheeled County International 634 All-Wheel Drive no. 525, which at some stage in its career carried a cab. It was one of 50 County IHC machines produced between 1969 to 72. However, it cannot be called the greatest of successes for County or International who assembled some of these tractors on their own Doncaster production line. Our example has been well used but is still going strong and certainly looks the part in our picture here. It went on to sell for £15,500.



vintage scene

WORDS & PICTURES Peter Love



TractorTalk



We want your news, views, and pictures: Write to us at *Tractor & Farming Heritage, The Granary, Downs Court, Yalding Hill, Yalding, Kent, ME18 6AL* or email tony.hoyland@kelsey.co.uk

LETTER OF THE MONTH

Minsk machine



I read in the July issue *TFH* Mr Bruce Nicolson was inquiring on information regarding the decaying remains of a Belarus. Going on the description and pictures supplied, I think I may be able to supply a little information. The Belarus

MTZ-52 which I believe was a 70hp 4wd agricultural tractor built at the Minsk Tractor Works and in Russia badged as MTW-52. They're fitted with hydraulic linkage, independent front suspension and cab, they first started mass production in 1964.

To the best of my knowledge, the first two to come to this country were brought in by Bexwell Tractors of Downham Market in late 1970. One was used as a demonstrator by Bexwell tractors, and the other was sold to me. As the picture shows it had a typical Eastern block-looking cab which was replaced by future Belarus tractors being imported with a Duncan Safety Cab as the new safety cab law was about to come into being. I worked the tractor the year round in the autumn mainly contract sub-soiling behind Lincolnshire Drainage while working in West Norfolk. The mid-summer till harvest we were pulling a mobile pea and bean viner for Lincolnshire Cannery of King's Lynn and through the winter and spring (as the picture shows) we were sub-contracted to E C Longmate of Terrington St John to inject aqueous ammonia into grassland cereals sugar beet and brassicas.

Peter Thorpe, Fincham, Norfolk.

Fergie Linkage

In reply to Graham Hampstead's question in his article, *The Blue and the Grey* to his photo on page 52 of the June edition of *TFH* magazine (June edition) of a punch holding up the Ferguson starter linkage. The answer is yes, it will drop!

It happened to me recently. The problem occurred when I started my Ferguson TE-D20 after not using it since the lockdown began last year. Pushing the gear lever to start, the engine turned

over... and over... and, well, it would not fire, but it would not stop either. Returning the gear lever to neutral didn't stop the starter. I switched off the ignition and opened the toolbox, frantically trying to find a spanner to fit the battery terminal while the starter carried on running. I eventually found a suitable spanner and managed to disconnect the ground lead. When I removed the solenoid, I did exactly as Graham did with a punch. I found the



Graham left the punch in, so the linkage did not drop.

Marshall Inspiration

I thought you might be interested in the two photos taken in c.1985. The Field Marshall pictured had belonged to a respected local farmer and retired threshing contractor called Wilfred Day of Carleton Rode, Norfolk. Before using Marshalls, I can remember Mr Day using a petrol-engined Minneapolis-Moline tractor for contracting work in the early Fifties (I believe those big M-Ms had a higher BHP rating than the Series 2 Field Marshall).

When Mr Day retired from threshing in the Sixties the Field Marshall was parked up in the stackyard and stood there until my father, Fred Lorne, purchased the tractor, which my brother David collected on a Saturday morning.

My son took the pictures at 2pm the same day (I think it says as much about Marshall's engineering as my dad's knowledge of the make). Father had been fettling the tractor and had

actually got the Marshall running, albeit started off the belt by a Fordson Major. Once dad had given the Marshall a thorough mechanical service and look-over, the tractor was wire-brushed and then painted (both by hand!) and attended a couple of local shows the following summer. The tractor was later sold into preservation. Looking back at these pictures, it might give anybody undertaking a restoration some inspiration.

G Lorne, email.



problem was dirt causing the solenoid pin to stick in the hole at the top of the assembly. All cleaned, oiled, and working, I began to fit the solenoid back on top of the bell housing but couldn't line it up to remove the punch. I have one of those 'magnets on a stick' things that

come in handy when you drop things in awkward places. I held up the linkage until I knocked it off, lining up the solenoid. Luckily, the magnet retrieved the linkage, and I held it this time in long-nose pliers on that tab to the left of Graham's punch in the photo. Then using my other

hand, lined up the solenoid holes with the linkage hole and with my third hand pushed the pivot cotter pin back through. Finally, finishing with a quick smear of inhibitor paste around the four steel bolts before screwing them back in.

Jimmy Waters, email.

Every month *Tractor & Farming Heritage* selects the writer of the letter of the month to receive a prize. This month the lucky winner will receive a 9-in-1 Multi-Tool, a versatile, lightweight multi-tool, incorporating stainless steel pliers and a range of eight essential tools, neatly stored in the handle. You can find more details at www.lasertools.co.uk



ONLY £8.99*
PER ISSUE INCL. P+P
*UK PRICE, OVERSEAS ADD £2 PER ISSUE
visit shop.kelsey.co.uk/
call 01959 543 747

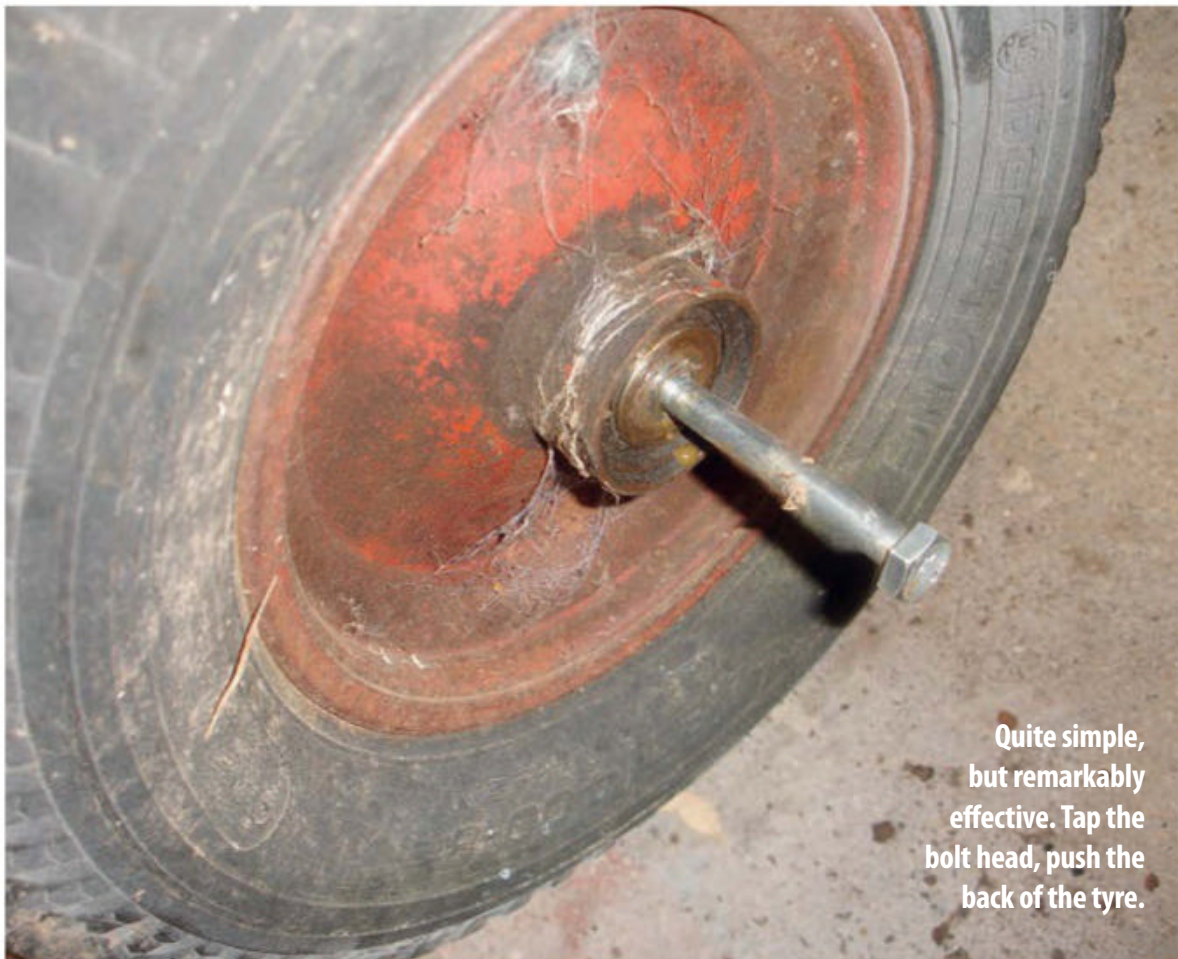
MIRACLES DO HAPPEN

WORDS &
PICTURES
Graham
Hampstead

From the welcome return of the swallows, to finally restoring the old hay bob, it's all good news for **Graham Hampstead**.



Well, it looks ok, let's hope it works as well as the Lely Haymax, if not it will go back on the scrap pile!



Quite simple, but remarkably effective. Tap the bolt head, push the back of the tyre.

Back working on the old hay bob and by the way the weather has taken up it may not be too long before it's needed.

Strip down

I had now all the tines and tine holders stripped off and was thinking about painting the whole lot. There were just a couple of more jobs before I could get the spray gun out. For one, I had a flat tyre; I had blown it up a few days earlier, but it had soon gone flat again.

I jacked that side up and removed the short bolt and the tin grass guard that covered the wheel and gave the wheel a pull. Would it budge? Would it hell! The problem was on the other side of the wheel where there was also a tin guard that completely shrouded the wheel. I clouted the tyre with a soft mallet, but the wheel was stuck firmly on the stub axle.

Simple solution

That night I was tippy tapping away on the old internet and quite by accident I came across a video of a chap who had exactly the same problem and he had come up with the simplest of solutions. I'm somewhat sceptical of these so-called problem solvers on YouTube but the next morning I thought I would give it a go.

He had screwed a very long bolt back



It would not budge, and this is the result. I tried to get it back in shape with two hammers.



Once the big nut on the top was off, the whole assembly dropped out, then it just needed the centre sleeve dropping out.

into the hole in the end of the axle. I came up with one and screwed it in tight. He then tapped the bolt head quite sharply with a hammer and at the same time pushed on the back of the wheel. And blow me it worked just as good for me and off it came, so hats off to that chap.

Free wheels

I then thought if I'm going to paint it, I might as well have a go at freeing off the two adjustable land wheels. When I bought it, I noticed they were both in the centre pin hole and both were rusted up solid. Not a chance of moving them up or down. I don't know if you actually need to have them freed off but if they are fitted, I'd like them to work. To this end, I had been squirting freeing oil on the spindles for weeks now, hoping to loosen them off a bit.

I knocked the top adjusting pin out and gave the top of the spindle an exploratory knock and thought I might be in with a chance. Off I went to fetch the long-handled 14-pounder. Then, working on the theory (which has worked for me in the past) that you do less damage with one robust clout than half a dozen medium clouts I lifted the brute up as best I could and gave the top of the stalk "what for".

Damage

A quick inspection revealed that it had moved. All that duck oil must have helped. Working it from side to side and with a ➤

Once out I applied a bit of heat to the sleeve and the centre spindle wriggled out. What a job.



few more knocks, I had it out without too much damage. Now for the other one, this too had been doused liberally with easing oil. I knocked the wheel off using the long bolt method; the frame was lifted, and I put three solid stands under it. I put a mark on the shaft near the sleeve so I could see if it moved. Then I raised the meaty hammer and gave the top of the shaft what for.

After three good blows, I checked the mark and it had not moved, but I noticed in horror that the top of the spindle was now totally deformed. Two or three inches from the top is quite a large hole. A bush is knocked into this hole, and then in this is the adjusting locking pin that alters the height of the wheel.

The once beautiful round hole was now egg-shaped. Blimey, I didn't realise I was still that strong. I got two smaller lump hammers and battered the damaged section back into something like the right shape.

RIGHT: A clean up with the flap disc and then two thick coats of red oxide.





The recently repaired tine brackets got the red oxide treatment too.



It's surprising how just a coat of shiny paint makes things look much better.



Twenty new bushes and end caps. Looks like my banging on about brown paper bags may have struck a chord, well done Old Twenty.

Time for a rethink

That method of removal was put on hold. I had a look at the spindle and noticed it had a crank in it to make the wheel run behind the machine. Maybe I could knock it from side to side from below and get it freed off that way. It's a bit constricted down there but I managed to get in with a lump hammer and after a bit, it had actually moved from side to side. I got a large set of stilsons on the bottom of the shaft and managed to twist the axle an inch or so each way, but when I gave the top of the shaft a gentler wallop, it still did not move at all.

That's strange. I put the stilsons back on and as I twisted the spindle I watched what was happening at the top. Jigger me. Instead of the spindle turning in the centre sleeve, the whole sleeve was turning inside the machine. A large nut is on top of the sleeve. I realised I had to bite the bullet and probably remove the entire assembly if I was going to get that blasted spindle/axle freed off.

Centre punch

I slackened the large nut off with a hammer and dull chisel. As was normal in setups like this, the thread had been centre punched to stop it undoing so the nut was quite tight. I had to hold the bottom of the centre sleeve with one set of stilsons while I struggled to unscrew the top nut. Now I was beginning to wish I had never started the blasted repair. As I reached the last thread, the whole lot came to bits. The axle and sleeve dropped out, as well as the complete rotor frame.

Once I got the axle set up in the vice, I could heat it up, and gently tapping all around the sleeve, it gradually loosened up and I knocked the spindle out. I had a good look at the rotor set up and noticed on top of the bevel gear there were half a dozen thickish shims; I reasoned they were there to adjust the bevel gear engagement. There was quite a bit of backlash on the rotor before. So, I took half of the spacers out and lifted the rotor frame up and slid the sleeve back up the centre and tightened the top nut. When it was as tight as I could get it, the side-to-side backlash was much better, probably only a quarter-inch either way. What a struggle was it worth it? Will I ever use any setting but the centre hole? Anyway, it is done now. ➤



Almost there

I cleaned the whole frame up and gave it two good coats of red oxide and a coat of some red gloss I had in stock. The 20 tine brackets got the same treatment. I now had a look at what I needed to finish the job. Most of the tines were there and all the springs. I was just short of the nylon sleeves and the nylon caps that fit next to the springs. They are all readily available, so I ordered a set of each.

By the time they arrived, the paint was dry, and I could start assembling. Now I had heard a few stories about fitting this lot together, so I gave every part a good covering of copper grease and found it went together quite easily. So that was the main part painted and finished.

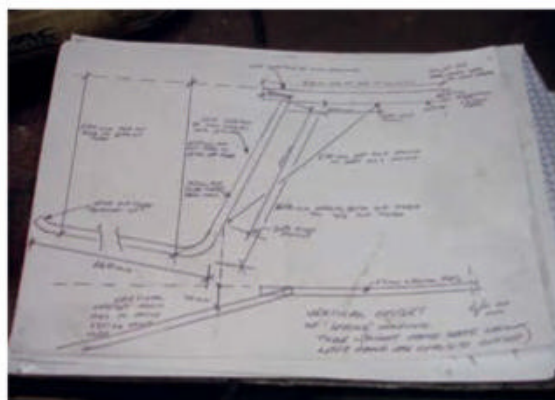
Gates

It was time now to turn my attention to the homemade gates that came with the machine. The top half of them looked ok but the bottom half and especially the bar that ran on the ground was far too well-engineered for me. They seemed to weigh a ton, and it was a right job to hold them up and slot them into the brackets.

I cut all the bottom lot off. On the original ones, the bottom rail is 32mm x 3mm wall tube bent into the right profile. We had some of the tube kicking about, and we also had a hydraulic pipe bender. This was going to be easy. Not so. I cut to length and marked the tube where it needed to be bent, but as I jacked the bender instead of the tube forming a graceful sweeping bend,



Just got the gates to sort out and then nearing the end of the repairs.



Thanks to Richard Wilson for the detailed drawings of the gates.

it just gave it a horrible kink where the roller was. Finally, I ended up cutting small wedges out and then bending and welding to get the shape I needed. Then I welded some end caps on to stop water from getting down the tube and rusting it from the inside. I straightened the “whippy wappy” fingers and bolted them back on, and the whole thing looked as if it would do the job.

Guidance

I must here thank another reader, Mr Richard Wilson from Derbyshire, who read about my intentions of squaring up the gates and sent me precise engineering drawings

of all the dimensions and angles of the gates. Apparently, in his spare time, he used to repair and sometimes make these gates from scratch, so that's why he had the blueprints. Thanks Richard.

When finished, the gates got a paint and then the whole thing was assembled. Now I'm not one to blow my own trumpet but I must admit it really looks like the business now. There is a set of decals available for this machine so I will use it this hay time and if it works ok, I will treat it to some stickers.

Good news

We have had two minor miracles happen here this spring. The first I noticed was when I went into the log shed for some wood and saw a small pyramid of bird muck on the logs. I looked up and there was an old swallow's nest. There looking back down on me from over the lip, was a white face and yellow beak. So, it looks like we may get some baby swallows, after all, I slowly made a discreet exit and left them to it.

The second was a most wonderful surprise. I drilled my mangel-wurzel seed as usual. Ever since I have grown it, I have never had good germination. When I ride about and see my neighbours' lovely long rows of sugar beet with no gaps, I am ashamed of my patchy rows. I have tried all sorts, different depths, different times, different varieties but I have never had even 80%, sometimes it has been around 50%.

Result

The seed I have been using up to now is ungraded, so there is a vast difference in size. But this year, I am happy for anybody to come and view my crop. It is new seed from a new supplier which may have helped but I think the biggest thing was the weather. I drilled one dampish day and then it rained on and off for the next three days, so the seed got a real good dousing.

In some of the old farming manuals that I have the old-timers recommended soaking the seed for 24 hours before sowing. I am almost certain my drill with the aluminium wheels would not cope with bunched together sticky seed. But what a picture this year, big strong healthy plants with almost no gaps. In fact, the rows are so dense as well as chopping weeds out I have had to do some gapping.

NUFFIELD PANEL WORK

WORDS & PICTURES
Richard Lofting

The time has come to start sorting out the tin work on the Nuffield 4/60 before it's too late.

A quick check to confirm the 'new' nose cone is a match before starting.

I showed the making of hinge repair sections several years ago. The tractor has been minus its bonnet ever since. I was waiting till a consignment was going to the sandblasters. All the major rot areas had been repaired (or so I thought), but on the panels' return, some places were like a colander. As they had been given a coat of red oxide, they were hung up in the workshop out of harm's way and been overlooked ever since.

Rust

Nature is wonderful, but it has its downside too. Although man has learned to extract iron etc from the rocks, nature will always try to return it back to its most natural stable state. In the case of iron and steel, that is iron oxide - rust.

How we eliminate the rust will determine how long before it starts its pernicious cycle. The top coat of paint is shiny (usually). Its purpose is to look good and throw off the weather, protecting the panels beneath. It's the underlying coats of paint and how they are attached that are probably more important than the top coat at keeping the tin worm at bay.

I may have mentioned the wings that we fitted to my son's Fordson Major. They were pattern parts that were a good match to originals and came in a coat of blue paint. For all intents and purposes, it looked good enough to be an undercoat. I had a feeling in "my waters" that the paint needed to come off down to the bare metal. I was proved right. Under the nice blue paint were fingers of red rust spreading across the panel unseen.

Health & Safety

- When handling paint and thinners etc, wear appropriate PPE to avoid skin contact.
- When spraying paint wear a suitable breathing mask.
- Never spray two-pack paint without an air fed mask as it gives off dangerous compounds as it dries.
- Do not spray around naked flames or smoke while applying paint.

That's why I like the term 'tin worm' as it looked just like a worm had crawled across the panel beneath the paint. Had we merrily rubbed down the said coat of paint and then put fresh paint on top, it would have looked great for a while. But the rust seeds had already been sown. Rust, as it is created, expands and this would have pushed against the underside of the paint until a crack was formed, letting in moisture giving fuel to its progression.

Treatment

There are many rust treatments available on the market, but in my mind, there is only one real solution to rust. That is to get rid of it completely by sandblasting. This not only gets rid of the rust itself but keys the surface giving the primer something to grip onto. The other effective way to remove rust is electrolysis. Here the parts are immersed in a bath of electrolyte, (caustic soda and water) and have a DC current passed (12 volts) between the item and a sacrificial anode. However, this is impractical for such things as big as tractor panels.

Welding

I suppose I could have just used filler over the holes as the rust had been removed, but as the tractor lives outside in all weathers, I thought it better to put some metal back. Using the MIG welder on its lowest setting and using short pulses, it is just possible to fill the holes, although if you are not careful you will be chasing the hole across the panel if the area surrounding the hole is thin. If this happens, then a lot of weld metal will need grinding off to get back to a flat panel.

The pits

On the panels, there are a lot of pits where the rust has eaten into the panel, although not affecting the panel other than in a cosmetic sense. The ones on the underside will be left 'as is' but the ones on show I have filled with filler before flattening back and giving the rest of the panel a good rubdown.

With most pits taken care of, I applied two coats of primer/filler to the panels and left them to dry. This revealed many small

Tools required

- MIG welder.
- Angle grinder.
- Wet & Dry abrasive (various grades).
- Tac Rags
- Compatible paint, primer/undercoat, and thinners.
- Elbow grease or a DA sander for a good finish.

pits. Ok, I could have rubbed back and applied the top coats of paint as it is not a concours job. It is just the yard tractor although it is road registered but on a SORN at the moment.

For the sake of a small amount of time and some fine surface filler, these small blemishes were taken care of. There are several types of fine filler available. I have some acrylic filler, but I find it dries harder than the primer so is a pain in the neck when rubbing down. If you are not too careful, you have rubbed through the paint before the filler is down to level.

My preferred fine filler is a cellulose-based one. It is quick-drying if not applied thickly and it is as soft or softer than the paint so rubs down with fine wet and dry, preferably wet, a treat. At this stage, I always rub down wet using a small amount of soap on the wet and dry to stop the paper clogging. Rinsing the panel as you go you can see from the wet reflection where you need extra work.

Degrease

Before doing any work on each panel, I use a degreaser to remove any contamination such as fingerprints. Thinners will do the same but be careful with cellulose thinners as it may take the paint off the panel as well. If you are using enamel paint, as I am here, then use the enamel thinners as it is not as aggressive as cellulose but will still take off any grease. Once degreased wipe over the panels with a Tac Rag, it will surprise you what this will take off your clean panel.

Applying the paint

Good results can be had brushing enamel paint, but I find it easier to use a spray gun thinning the paint with 10% thinners

and rubbing down with 800 grit wet and dry between coats. How many coats is a personal preference, but I find two or three coats does the job. I always start by going around the edges of the panel after doing the underside before doing the main area, overlapping each pass by half.

Keep the gun moving or you will develop runs. Ideally, red oxide primer would have been better for the orange top coat, but I had a tin of grey in stock and gives more contrast for the photographs. Once painted walk away, don't try prodding a Kamikaze fly, etc. You will inevitably make more of a mess, once dry then sort it out, even if that means repainting the panel.

The nose cone

Last month I mentioned we had another nose cone. I thought it had come from a Sodbury Sort Out, but I was wrong. It was from one of our tractor club auctions, run by fellow member Graham Wood of Newland and Wood Auctioneers. I discovered this because once I had retrieved said nose cone from our store there was the auction label still attached (memory doesn't get better with age).

The badge on the nose cone said it had been fitted to a Nuffield Universal tractor. I was sure they were the same and after offering the 'new panel' to the tractor, this was confirmed. Although not too bad, the panel needs sandblasting before it gets a new coat of paint. Unfortunately, the guy that does our sandblasting is too busy to do the panel right now as he is catching up with onsite work now covid restrictions are easing.

I removed the old universal badge and unscrewed the retaining screw for the top of the bonnet from the captive nut. This required a bit of heat. There was also a belt guard fitted. This won't be required as on the 4/60 at this position is the fuel pump driven internally.

While I was ascertaining that the nose cone fitted the tractor, I noticed the headlight bracket on one side had been welded to the panel as the panel was rotted out where the bolt hole should be. The one on the other side had been removed. It is on the shelf in the shed as we had been

using the tractor 'on the belt' running a rock crusher that we had borrowed from a friend to convert our brick rubble into suitable road making material.

The belt was catching the lamp, so it was hastily removed. The last time I had removed the nose cone from the tractor (some time ago) to replace the front crank seal, I applied copper grease to the holding bolts so at least this will make the job easier. Still, while I await the sandblasted new panel, I can get on with sorting the lights and their brackets.



The battery box, now fitted, stands out like a sore thumb. Hopefully not for long!



The headlamp bracket has been welded to the nose cone as it has rotted away.



This is obviously not the original panel as it had a hole for the steering arm from a three-wheel model.



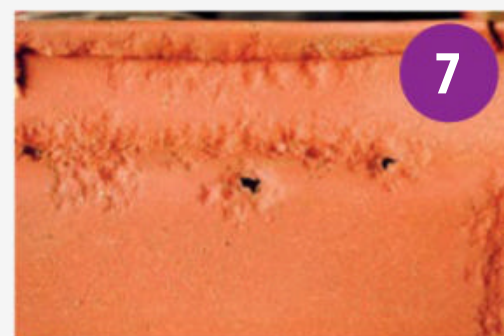
The other side is not much better with rot in the attachment bracket.



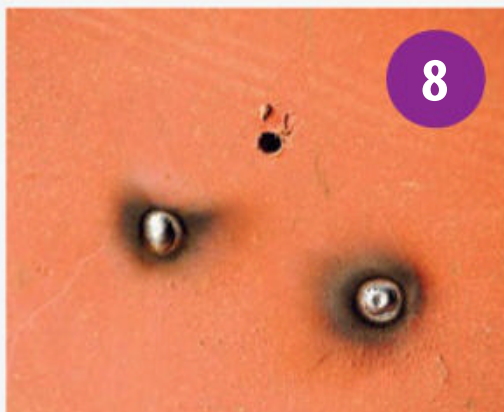
Using some heat, I managed to free the bonnet holding screw from the retained nut.



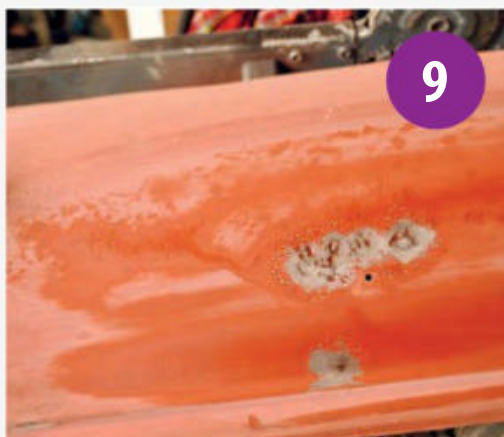
After knocking out some dents the nose cone is ready for sandblasting.



What I had thought was surface rust wasn't! Sandblasting revealed the extent of the rust.



Careful pulsing of the MIG torch on the lowest setting filled the holes.



The other side of the holes once ground down.



Mixing the body filler, using pea-sized hardener to golf ball filler amounts.



Mix thoroughly until the filler is uniform in colour.



Apply the filler, leaving it proud of the surface.



Rub down using a sanding block going through the grades.



Your hands are more sensitive than you think, you can feel when the filled areas are flat.



Using a contrasting colour, spray paint lightly over the spray area, let it dry...



...then rub down with a sanding block.



You can now see the low spots, including the scratches of the coarse paper used as the dark paint is left in the hollows.



Before opening the tin of paint, blow around the lid to remove any residual dust, especially if it's been on the shelf for a while.



The central bonnet panel needed a fair bit of filler as well.



With the primer applied, the panel started to look good.



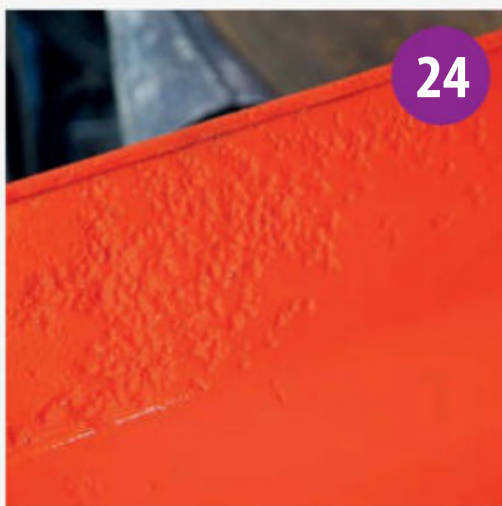
Once dry looking closely, the pits revealed themselves.



These pits were taken care of with fine surface filler.



This time wet flattening brought the panel to a good finish ready for a top coat.



I always paint the panel underside first, making sure all the nooks and crannies are covered, and you get a feel for the paint before doing the bits that show.



I always do the panel edges before concentrating on the main parts.



Once painted leave well alone until dry (enamel paint the next day).



Although I am waiting for the nose cone before fitting, I couldn't resist having a trial fit. Wow!

LADIES' TRACTOR ROAD RUN 2021

The LTRR has always been presented as a challenge. Find a tractor, learn how to drive it, take it on a 20-mile run, raise lots of money for CRUK's breast cancer appeal. This year 105 ladies took up that challenge.

WORDS John Chapman | **PICTURES** Jono Slack



Annie Chapman, the organiser, leading the Pink Ladies on her 1950 DB Cropmaster.

INSET: On the MF 135 was Pip Taylor, Annie's granddaughter, who was on her first run.

For Annie Chapman, who created and has led the run on behalf of the Suffolk and Norfolk David Brown Club since it began in 2004, there is a long and daunting list of additional challenges to be faced each year.

Public and employer's liability insurance, risk assessment, fire and first aid cover, tyre repair and tractor recovery,

loos, posters and signs, filming and photography, street collection licence, liaising with landowners, marshals, media, mail-outs, endless emails, and phone calls. Fortunately, there are generous and committed people who step

Virginia Skoyles, a regular who raises lots of money on a rare 1965 DB 990 crossover from Implematic to Selectamatic.





Gail Ritchie-Lilley on her recently acquired and refreshed 1968 DB 780.



Emma Slack, wife of photographer, Jono, and impressive fundraiser on her 1954 Ferguson TE-F20.



RIGHT: Helen Withey looks happy to reach the finishing line on John Chapman's 1955 Diesel Major.



First-timers on the run Lizzie Sibson and Gillian Lynsey Wright, with a 1953 DB Cropmaster.

forward to help each year. In fact, on the day, a small army is mobilised to make this a safe and fun day for everyone.

Anyone standing in the local market town of Harleston would have been puzzled by the use of the word 'fun' as they would have seen many of Annie's pink ladies wiping tears from their eyes. It is hard to describe the emotional impact of driving through a town where the entire population seems to have turned out to applaud and cheer the ladies on their way.

CRUK cause

It was a similar scene in the villages as the tractors passed through. Some 105 tractors resplendent in what has become an art form in pink decoration supporting a cause that is close to so many people's hearts clearly moved the crowds to be generous with an extraordinary £3250 raised from the street collections on the day. But, of course, that is only part of the money raised by what has become CRUK's biggest volunteer fundraiser in Norfolk and Suffolk.

Before this year's run, the grand total raised stood at £738,000. With money still flowing in, it is now well beyond three-quarters of a million pounds. Annie is determined to carry on leading her pink ladies on her beloved DB Cropmaster until they get to the £million mark.

Next year's run will be on Sunday, July 3, 2022. Contact pinktractorannie@gmail.com and see ladiesttractorroadrun.co.uk



Sara Curtis, a long-time supporter of the event, on 1964 MF 35X.



Meryl Raines, sister of the Keeble brothers, who provide tyre back up for the Run, on a 1964 MF 35X.

Marketplace

www.kelseymarketplace.co.uk



Cheffins MD Bill King presents Bill Pepper with the bell he rang every month at 9.45am and 10.20am to indicate that the mighty Cambridge Machinery Sales were about to start.

The July 3 Cheffins Liddell, Shrubbs Farm sale created amazing prices when the original 1983 County 1474 with just under 5000 hours and the rarer 38in rear wheels made not just £100,000 as I predicted but £249,312 all in. What can I say? See our full report on page 20 of this issue.

Things are very hot at the moment as we come out of lockdown restrictions with excellent prices in places you would never

have thought possible five years ago. Just a week before the Liddell sale Cheffins held the Paul Haylock sale at Shudy Camps. The replica Doe 180 valued in the £28-36,000 mark sold for a remarkable £56,000 and it contrasted with a lovely original style 1940 Avery Ro-Track with just 11 known worldwide sold for a good £7700. I certainly know which one I would have had.

Goodbye old friend

After 31 years with Cheffins, Bill Pepper, partner and head of the machinery department retired from the company on June 30 and conducted his last sale on Monday, June 14. Bill Pepper's first year at Cheffins was in 1987 on the old machinery site in Cambridge, prior to attending The Royal Agricultural College for three years at Cirencester before joining the company full time in August 1990, at 24 years of age. His early days of auctioneering were on the wheels and tyres section of the Cambridge Machinery sales site. In 1995 he joined the machinery sales team and was later

promoted as head of Cheffins' machinery department at its present location at Sutton. Bill plans to pursue other projects, including commercial and recreational opportunities on his family's farm near Royston and to get involved in residential development ventures.

At his last Cambridge Machinery Sale, Cheffins MD Bill King presented Bill Pepper with the bell he rang every month at 9.45am and 10.20am to indicate that the mighty Cambridge Machinery Sales were about to start.

Bill King, Cheffins chairman, says: "It is with great sadness that we say goodbye to Bill, who has played a crucial role in the development of the Cheffins Machinery Sales, developing it to where it is today. We are hugely thankful for his dedication to the firm, and he will be sorely missed by everyone at Cheffins. We wish him all the best for the future."



JOHN DEERE 3050 CHARITY AUCTION

A John Deere 3050 4wd that was assembled in Germany with the engine made in France and sold originally to Canada was auctioned at Cheffins Cambridge Machinery Sale on June 14, 2021, with all proceeds being donated to Alzheimer's Research UK. The tractor was generously donated by an anonymous client of Cheffins and was the second to last lot to be sold in the drive-through auction by Bill Pepper and was sold amazingly for £17,200 on the day (worth £10,700).

The JD 3050 with the Alzheimer's Research UK ladies who were very knowledgeable about the subject.



NEW CLARKE & SIMPSON DIRECTOR

James Durrant has moved from the land agency side of Clarke & Simpson to become a director of Clarke & Simpson Auctions Ltd and has brought all his auction work across with him. Aged 37 with a degree in physical geography from the University of Wales, Aberystwyth, James joined the company for two weeks of work experience in 2005 and loved it so much he made this his career rather than go into law. He then continued to work for C&S until he undertook a master's degree in Rural Estate Management at Royal Agricultural College, Cirencester, while still continuing to work for C&S during his holidays.

Career highlights include organising the Paul Rackham Collection sale of vintage tractors in 2015. This included The Hunday Ferguson Collection (which at the time was the most complete Ferguson collection in the world). There was also over £1m worth of machinery in one sale for Strutt & Parker (Farms) Ltd in 2020, staged in Covid lockdown



James Durrant has staged several 'high class' sales for Clarke and Simpson.

conditions. He established the bi-annual collective auction of plant and machinery in 2013, which has grown year on year to become the biggest 'direct from farm' collective auction in East Anglia (May 2021 broke all records) and the tri-annual sale of Rural & Domestic Bygones. James has a great passion for vintage machinery, buying his first tractors aged 14, a Ferguson TE-D and continues to

collect and use all machinery as well as new around the farm. At the company's collective sale on Saturday, May 29 the ex-Hunday/Rackham 1957 Ferguson FE 35 grey and gold in grade 4.7 sold for £4400. During the same sale, the 1983 MF 690 with only 2447 hours on the clock changed hands at £4400 and lastly the 2010 MF 6490 Dyna-6 with 9878 hours was knocked down at £23,200.

CHEFFINS PROMOTION

Cheffins is delighted to announce a new promotion. Joe Page, from the machinery department, has been made director from July 1 and has taken over from the retiring Bill Pepper. The ever likeable Joe Page joined the Cheffins machinery department ten years ago and has since risen through the ranks to being an integral part of the team which hosts the monthly machinery sales at Sutton. He will now have a significant role within the senior team at Sutton working closely with Bill King and Oliver Godfrey. He is also an excellent auctioneer in his own right.

Joe Page takes over from Bill Pepper at the Cambridge Machinery Sales and will work closely with Oliver Godfrey and Cheffins MD Bill King.



COLIN MEAD

HJ Pugh has been given instructions to dispose of the Colin Mead collection on Saturday, August 7. It was to happen in 2020 but owing to Covid it was postponed. The sale includes a rare Howard DT22 from Australia including a

cultivator on the back we presume. A lovely, styled John Deere D, County Super-Six, International BT20 (made at Doncaster Rolls-Royce engine) crawler and many more! It all happens at Chalfont St Peter, Buckinghamshire. For further details, tel: 07836 380730.



The John Deere D was the longest produced tractor from 1923 to 1954.

GEORGE PRICE RETIREMENT SALE



The oldest in the sale is this 1924 Fordson F.

On August 11 at 10am near Malvern, Worcestershire the George Price retirement sale takes place comprising some 123 lots including a raft of just lovely tractors and an even better



A wonderful RSJ 54in threshing drum ready to go.

Ransomes, Sims and Jefferies A54 threshing drum. The oldest is a fine 1924 Fordson F, followed by a raft of very good Fordson Standards followed by an E27N, County Z crawler, good looking Fordson Dexta, 2000 Dexta,



1954 E1A Diesel Major looks is very straight indeed.

3000 and 4000 that are all goers and look fine. To add to the line-up there is a raft of Fergusons including some orchard models and finishing off with an MF 135 and a very original Fiat 80-90. Further details, tel: 07836380730.

EURO AUCTIONS COLLECTORS' SALE

Euro Auctions have announced a second sale in Northern Ireland on August 28 at the stunning Castle Irvine Estate in County Fermanagh.

The auction will be held as a 'physical sale' with preview days prior to the auction. In addition, for those unable to attend, this unique sale will be conducted online in real-time, via the internet, with Euro Auctions marketing the event to a database of regular buyers in over 115 countries, enabling consignors to tap into an international market.

One classic that is guaranteed to get the crowds excited and could be the 'unicorn' of the show is a 1974 Ford 5000 in as-new condition with under 10 hours on the clock. Owned by Brian Keys since 1999, when it was bought at a disposal sale, this tractor was sprayed with wax oil and was then stored, until now. It has been looked after over the years but never worked, and on August 28 will go under the hammer. More information at Euro Auctions, tel: +44 (0) 2882 898262 - info@euroauctions.com



The better of the Caterpillar D2s in the sale here.

CATERPILLAR D2 SPARES

Clarke and Simpson have been cataloguing a farm sale in west Suffolk recently which is to be staged in late September on this fourth-generation family farm.

In the sale are a couple of Caterpillar D2 crawlers plus an excellent selection of spares, including some NOS stuff. The farm ran a number of these at one time. Further details next issue.

DOE-180 REPLICA SELLS FOR £56,000

This was the second Cheffins staged sale at Paul Haylock's, Lordship Farm, Shudy Camps, Cambridgeshire in relatively recent years. It all took place on June 26 and featured an eclectic section of tractors.

The one we loved best just had to be the rare 1940 Avery Ro-Track in such original condition which sold for £7700. The 1919 International Junior 8-16 needing considerable work changed hands at £3000. However, the big surprise was the Leyland 282 Synchro with 2685 hours on the clock, which sold for £6000. This again proves Leyland/Marshall family prices are certainly on the upward climb. The Roadless Super Major in a green livery needed the works and rather tired was sold for £5400. The highlight was the replica Doe 180 based on two Ford 7000 units. It looked like a tidy creation and sold for a staggering £56,000.



The pewter Ford 7810 Jubilee gift model (given with the original 7810 Jubilee tractors) sold for £400.



This 1919 International 8-16 was to sell for £3000.



The Doe 180 creation sold for a very good indeed £56,000.



Just proving again the Leyland range is at last on the up with the 382 changing hands at £6000.



The gem in the sale was the 1940 Avery Ro-Trac sold for a good £7700.

TRACTOR GRADING SYSTEM

Veteran, Vintage & Classic: 1-Non Runner Rough, 2-Running Needs Work, 3-Original & Perfect, 4-Older Restored, 5-Restored, 6-Concours. Modern: 7-Rough, 8-Tatty & Running, 9-Running needs Some Work, 10 Average Condition, 11-Very Good, 12-Like New. If you need a tractor valued or advice on selling or buying please contact our correspondent Peter Love tel: 01323 833125, email: peterlove@madasafish.com

Sales dates

COVID-19 - At the time of going to press there is uncertainty about outdoor sales taking place over the next few months, because of the coronavirus, but some online sales are still planned, so please check details beforehand.

August

- **6** - Timed Online Auction - York Machinery Sale. York Auction Centre, tel: 01904 489731.
- **6** - Shrewsbury Plant & Machinery Sale. Shrewsbury Auction Centre, Shrewsbury, Shropshire SY4 3DR. Halls, tel: 01743 442815.
- **7** - Dispersal sale of tractors, crawlers, implements, tools. Chalfont St Peter, Buckinghamshire. H J Pugh & Co, tel: 01531 631122.
- **7** - Monthly Machinery & Smallholders Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253275.
- **7** - Rylands Farm Charity Auction of Classic & Vintage Tractors & Machinery. Dorset. Symonds & Sampson, tel: 01935 382909.
- **9** - Cambridge Machinery Sale. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- **10** - Online Auction of the Norbert Stahl Minneapolis Moline & Crawler Collection. US. Aumann Auctions, aumannvintagepower.com
- **11** - Collective Machinery Sale of tractors, machinery, horticultural equipment, etc. Sedgemoor Auction Centre, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.
- **11** - Machinery Sale. Exeter Livestock Centre, Matford Business Park, Marsh Barton Trading Estate, Exeter, Devon EX2 8FD. Kivells, tel: 01392 251261.
- **11** - Online Auction of Automobilia, Bikes & Cars. H & H Auctioneers www.HandH.co.uk

- **11** - Private Retirement Sale for George Price of Early Fordson & Ferguson Tractors, Match Ploughs, Ferguson Implements, Threshing Machine, etc. Nr Malvern, Worcs. H J Pugh & Co, tel: 01531 631122.
- **11 to 16** - Online Timed Auction of Machinery & Fodder. Hassell Brothers www.hassallbrothers.co.uk
- **12** - Online Bidding - The Mehling Early Tractor Collection Auction. US. www.aumannvintagepower.com
- **12** - On Farm Dispersal of Massey Ferguson 35X Tractor & Vintage Machinery. Devon. Symonds & Sampson, tel: 01935 382909.
- **14** - Sale of implements, plant, machinery. Bailechaal Road, Dingwall IV15 9TP. Dingwall & Highland Marts, tel: 01349 863252.
- **14** - Monthly Collective sale of tractors, plant, implements, etc. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co, tel: 01531 631122.
- **17** - Online Auction of Tysse Classic Auto & Late Model Tractor Collection. US. Aumann Auctions, www.aumannvintagepower.com
- **18** - Online Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk
- **18 to 20** - Online sale of agricultural machinery, equipment, vehicles & builders equipment. Aberdeen & North Marts www.anmarts.co.uk
- **20 & 21** - Online Auction. Mathewsons www.mathewsons.co.uk
- **21** - Harrogate Vintage Sale. The Great Yorkshire Showground, Harrogate HG2 8NZ. Cheffins, tel: 01353 777767.
- **21** - Dispersal Sale of Tractors & Farm Machinery. East Devon. Symonds & Sampson, tel: 01935 382909.
- **27** - Cornwall Online Machinery Collective Auction. Edward Buckland www.edwardbuckland.co.uk

PRODUCT

HAND TOOL PROMO

Sealey's new Hand Tool Promotion is out now and valid until October 31, 2021. It contains over 35 new lines and savings of up to 55% off the list price. New lines include impact bit sets with heat treated CNC machined tips, ratchet wrenches, reversible ratchets and adjustable wrenches featuring a slim raised lip style handle with hanging hole, perfect for alternative storage.

More information at www.sealey.co.uk



REVIEWS

Product Reviews



OFF-LINE SCREW BIT HOLDER

With the use of cordless drills and powered screwdrivers, and with such a large selection of bits available, driving screws has never been easier. But what if you can't actually get a straight drive onto the screw? There's something in the way, or the screw is tucked up in a corner and access is difficult? Laser Tools to the rescue with this off-line bit holder (ref 6373) designed for use with a cordless drill or powered screwdriver.

When locked in the straight position, it works as a solid, fixed bit holder, but slide the collar back, and the ball joint is released, allowing the drive to be angled. Fitted with a quick-chuck end to fit the cordless drill, the 1/4in hex socket will take any of your (50mm or longer) 1/4in bits. The spring clip holds the bit securely. RRP £15.05 (inc VAT).

More details from www.lasertools.co.uk



GREAT DRIVER

This electric screwdriver from Laser Tools (ref 7985) is a compact, comfortable (rubber-coated handle) electric screwdriver packed with features. It uses a quick-chuck and is supplied with a quick-chuck bit holder and 8 25mm long 1/4in-drive bits: PzDrive Pz0, Pz1, Pz2 and Pz3; flat 7mm and Torx T15, T20 and T25. The screwdriver is powered by a Li-ion 3.6V 900MAH battery rechargeable through a USB socket on a PC or USB adaptor. Charge time is just 60 minutes, which gives an operating time of approximately 40 minutes. The initial torque using electric power only is set to 3Nm to prevent over-tightening of screw fixings, but for unscrewing, up to 15Nm can be applied manually. An LED torch comes on automatically when in use keeping the job illuminated, which is useful in dark, difficult to access areas. RRP £83.35 (inc VAT).

More details from www.lasertools.co.uk



VERSATILE MINI VICE

This super-versatile mini vice from Kamasa Tools (ref 56130) features a suction base that anchors it securely to smooth surfaces in seconds. Just place it onto the surface, turn the base lever through 180° and it is firmly anchored and ready for work. The vice body is manufactured from sturdy polypropylene and the metal jaws are supplied with soft foam protection strips to protect the workpiece. The maximum jaw opening is 30mm. The mini vice has a multitude of uses. It can hold circuit boards when soldering, setting up and adjustment of micro-switches, crafting and scale-modelling projects - the list is endless. When you're finished, simply lift the lever back and release the mini vice. RRP £10.85 (inc VAT).

Further details from www.kamasa.co.uk

VINTAGE BRASS PLATES

VINTAGE BRASS PLATES

Tel: 07594 969146

We specialise in the authentic reproduction of chemically etched metal plates for all types of veteran, vintage, and classic vehicles and equipment.

Is your original plate missing or damaged?

We accurately reproduce all types of plates from either the originals, or photos of original plates.

Our attention to detail ensures that each plate looks and feels just like the original.

Plates made from brass, aluminium and nickel.

Please visit our NEW website

www.vintagebrassplates.co.uk



STEEL BUILDINGS

STEEL BUILDINGS



HEAVY DUTY STEEL BUILDINGS

- ✧ Extremely cost effective ✧ Workshops/Garaging/Storage
- ✧ Widths from 20ft to 70ft ✧ Unlimited Lengths
- ✧ Buildings to BS 5950 ✧ Finance available

BLUELINE BUILDINGS
Tel 01709 578333

LITERATURE

TRACTOR & IMPLEMENT WORKSHOP AND OPERATORS MANUALS

HUGE SELECTION OF MANUALS,
REPRINTED FROM
MANUFACTURERS' ORIGINALS

NOW AVAILABLE FROM

**JAPONICA
PRESS**

Trade Enquiries Welcome
Low Green Farm, 31 Orchard Lane,
Hutton, Driffield YO25 9PX

Tel. 01377 270209

Email: sales@classictractors.co.uk
Website: www.classictractors.co.uk

CLUBS



As you will know, Ferguson Club members man our stands at shows, the length and breadth of the country, where we are always pleased to welcome you and encourage you to join us..

With the latest edict relating to the coronavirus pandemic banning all such gatherings we will be unable to welcome you,

but please, don't despair,

you can still join us on our web site at fergusonclub.com,

on Facebook or by E Mailing our NEW Membership Secretary,

Mrs Lynn Turner at membership@fergusonclub.com

or by phone 01964 562239

It still will be the best £20 you spend this year!

SPARES AND PARTS

Vintage & Classic Tractor Breakers

Parts for

Fordson F&N, E27N, Majors, Dexta's JD B.R, A.R, D, H,
IH 1020, 22, 36, W30/W9/W4/W6, B250, B275, 434, Farmall M/A cub, DB
Cropmaster 880/900/950/990, Seletamatic 990/995/885/1212, Oliver 60/70/80/90,
Case LA, Case DC4, DEX, Ferguson TVO diesel * p3, Allis Chalmers U&B models,
Nuffield & Leyland, Cockshut 30/40/50, MM - UTS-ZTU, Massey Harris 44

MANY OTHER SPARES AVAILABLE TOO

Please call Jason Smith on **07855 399487** (7 days a week - 8am til 6pm)

www.antiquetractorparts.co.uk

Carrew Cottage, High St, Sparkford, Nr Yeovil, Somerset. BA22 7JH

RESTORATION SERVICES

ARMOTO
FROM FARADAY TO MODERN DAY
REWINDS & REPAIRS
MAGNETOS DYNAMOS ARMATURES



3 year warranties on fully reconditioned units
In house winding facilities

Armoto Ltd Tel: 01246 826667
Unit 26, M1 Commerce Park, Markham Lane
Duckmanton, Chesterfield, S44 5HS
armoto.co.uk email: sales@armoto.co.uk

Pocock Tractor Supplies Ltd

SPARES

Suppliers of new and
used parts for British and
American tractors

PARTS

Visit our Website:

www.pocock-tractorsupplies.co.uk

Please see website for used tractors for sale

COURIER
SERVICE AVAILABLE

• Fordson • Nuffield • David Brown • John Deere
• Massey Ferguson • Case • International

Richard Pocock, Manor Farm, Berwick St John, Shaftesbury, Dorset SP7 0EX

T: 01747 828272 or 07821184799

E: rjbpcocock@btinternet.com

RESTORATION SERVICES

AUTOCOLOUR & INDUSTRIAL COATINGS LIMITED

Paint for all jobs
From painting the parlour to
restoring an old tractor
Tel: 01782 747100
sales@coatit.co.uk
www.coatit.co.uk

Steering Wheel Restoration

Steering wheel
restoration, vintage to
modern cars, tractors,
lorries, buses, boats.
Bluemels, Celluloid,
Bakelite, Wood & Plastic



tel: +44 (0) 1843 844962
www.SteeringWheelRestoration.co.uk

*For Tractor Registration, Dating
and History Research Advice for
the Classic & Vintage Tractor
contact between 10am-8pm
Mon-Sat:*

Thomas Andrews

Andrews Tractors

2 Trendeal Vean Cottage,
Ladock, Truro
TR2 4NW
Tel: 01726 883195



HYDRAULIC PARTS DIRECT

Tractor Pumps, Spool Valves, Hose Repairs,
Hydraulic Rams & Ram Repair Service
Nationwide collection on units for repair
Fast turn round

For an unbeatable deal contact:

HOWFORD HYDRAULICS

Tel: 01290 551428 Fax: 01290 550549
Email: sales@howford-hydraulics.co.uk
www.hydraulicpartsdirect.co.uk

FREE ADS

FOR MAXIMUM IMPACT, INCLUDE A PHOTO WITH YOUR AD

Photos are printed free but cannot be returned. We can only accept one advert per reader per issue.



Email: **tractors@kelseyclassifieds.co.uk**



Tel: **0906 802 0279**

(Lines open Mon to Fri, 10am-4pm, calls cost 65p per minute plus network extras. Calls from mobiles and some networks may be considerably higher). Service provided by Kelsey Media.



By post:

Kelsey Publishing Ltd,
The Granary, Downs Court,
Yalding Hill, Yalding, Kent,
ME18 6AL

Reach a dedicated
audience of
**TRACTOR
ENTHUSIASTS**

READERS' ADVERTISEMENT COUPON

☐ FOR SALE ☐ WANTED

☐ TRACTORS & MACHINERY ☐ TOOLS & EQUIPMENT ☐ PARTS & ACCESSORIES

☐ TRUCKS & 4X4S ☐ MISCELLANEOUS

Title:

Name:

Price:

Address:

Main Text (no more than 30 words):

.....

.....

.....

.....

Town:

.....

County:

.....

Postcode:

.....

Telephone:

.....

Email (optional):

.....

PRIVATE ADVERTISERS ONLY MUST SIGN HERE:

Ad Contact Number:

(The goods advertised are not offered by way of trade.)

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales person on 01732 441642.
- Kelsey Media reserves the right to edit adverts that exceed the 30 word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.

- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
 - By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
 - No other correspondence can be entered into.
 - Business Advertisements (Disclosure) Order 1977. Dealers and traders are reminded that they are committing an offence if readers are led to believe that goods are being offered by a private seller.
 - ☐ Tick here to receive email newsletters and offers from Tractor & Farming Heritage.
 - ☐ Please tick here to receive our Tractor & Farming Heritage e-newsletter and offers.
 - ☐ Tick the box if you are happy to receive this information about other Kelsey publications, events, promotions and products that may be of interest to you.
- For further information please refer to our Privacy policy at <https://www.kelsey.co.uk/privacy-policy/>

TRACTORS & MACHINERY

ALLGAIER A22



1952, POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world.

109077

ALLIS-CHALMERS D272 P3 DIESEL



£2,800. A good example. Starts well, nice to drive, original log book. Please call 01747 828272, South West.

109203

ALLIS-CHALMERS ED 40 DEPHOMATIC



£4,200. Lovely little tractor, great starter and good oil pressure. Runs and drives well. Older restoration. Please call 07899 947344, South West.

108950

BELARUS TRACTOR



1990, £6,000. 90 horsepower, good running order, tide tractor, comes with the manual book. Please call 07854 440159, South East.

108876

CASE RC



1936, £4,500. Rowcrop on steel wheels. All original and in working order. Buyer to collect. Please call 01409 261345, South West.

108960

CASE INTERNATIONAL 695L



1992, £7,950. 2WD. In very nice condition, done only 2175 hours. This is a basic example with 8 speed gearbox, one double spool valve and original Goodyear radial rear tyres. Please call 01763 780440, East of England. (T)

108396

CLAAS ARES 697 ATZ



2007, £17,000. Front links, tidy condition. A, B and D ranges all working okay but no C range hence the low price. Please call 01539 620636, North West. (T)

108447

COUNTY 7600



1981, £8,821. 4WD. In very genuine condition, with Dualpower! A very nice looking tractor in good mechanical condition. Please call 01763 780440, East of England. (T)

108391

DAVID BROWN 1390



£2,999. 2WD tractor, diesel, power steering, 60hp, out of genuine farm sale. Please call 01249 740377, South West.

109139

DAVID BROWN 990



POA. Original one owner Somerset tractor with history. Starts on the button, no frost damage. Please call 07855 399487, South West.

108405

DAVID BROWN 990



£3,500. With VQ cab. Has been barn stored. Runs and drives well, hydraulics need checking, an unusual example. Please call 01747 828272, South West.

109204

DEUTZ F1M414



1950, POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world.

109075

FERGUSON TE-F 20



£2,850. A good running example fitted with new front tyres. Starts easily and runs well with good oil pressure. Tinwork is complete but has been previously brush painted. Please call 07966881985, South West. (T)

109176

FERGUSON TE-20



£2,500. Complete with Perkins P£ and Howard reduction box. Runs well, engine block has frost damage. Please call 01606 592639, West Midlands.

108454

FERGUSON TE-D 20



£5,595. Has dung prong. Runs well, Good hydraulics. Little used by me past 35yrs, More photos for serious buyers. Please call 07812 958530, South West.

108858

FIAT 1580 DT



1984, £19,500. Very good original condition. Ex arable farm, always been kept under cover. Hard to find like this one!. Please call 01606 592639, West Midlands.

108458

FIELD MARSHALL SERIES 2 CONTRACTORS



1947, £15,000. Starts and runs well. Road registered, Marshall winch, high to gear and lights, no frost damage. Please call 07754 258030, South East.

108863

FORD 2000 DEXTA



£3,500. Petrol, runs well, rare model, in good working order. Please call 07778 525037, South East. (T)

108379

FORD 7610



£9,650. Series II, 4WD. C/w 2 spools and pick up hitch. Mechanically, a sound tractor, and would make a great project for a Ford Enthusiast. Serial Number: B63640. Front tyres 14.9 R24. Rear tyres 16.9 R38. Please call 01763 780440, East of England. (T)

108387

FORD 3000



£4,250. Tidy, goes well. M Reg, new front tyres. Please call 07831 347400, South West. (T)

108421

FORDSON TE-20 CONTINENTAL



1946, POA. Two TE-20 Continental with parts. Please call 07771 571339, South West.

109048

FORDSON POWER MAJOR



1960, £2,500. Good condition, live drive, use as is or restore. Please call 07712 745873, Yorkshire and the Humber.

108320

FORDSON POWER MAJOR



£2,650. Complete with front loader. Very good condition, good working order. Please call 07778 525037, South East. (T)

108380

HINOMOTO E21



£1,800. Taken in part exchange, as you see in the picture it cosmetically scruffy and in need of some TLC on the body work. Plus side - it starts, runs and drives fine. All working as should, perfect for a small holder for topping etc. Sold as seen in working condition. Please call 01458 269210 / 250978, South West.

108574

SALE *Highlight* RARE 1947 NEW HOLLAND 76 BALER



To find an advanced New Holland baler press of this kind and original condition that was imported just after World War Two is very hard to find. Well here is one that has come up for sale in north Somerset.

It was designed by Ed Nolt for New Holland at Intercourse (crossroads), Pennsylvania and the key to his success was that he held the bale under compression using a telescope con-rod that had an automatic latch with this it made the plunger stop were the chamber was full that then missed a stroke while the bale was automatically tied this was unique compared to any other balers of the time.

The baler was better balanced than the Case example that had its pickup at the front end by the drawbar and gave you a rupture if you tried to lift it and needed a three-furrow Case LA to pull it where as a smaller tractor could pull the New Holland far easier. The 73 came along in 1940, in fact the company went on to make 20,000 to that original design. Another fact not realized Nolt used a thicker twine that kept the bail together far better than other manufacturers of the time.

It went on to be imported to the UK after WW2 and sold by companies like TH White, AJ Ward, AT Oliver of Bedfordshire and others.

This example has been so well looked after over the years and was one of the first to come to the UK and is fitted with the redoubtable VE4 (V-4) Wisconsin air-cooled engine, petrol with TVO kit. These came to the farm in crates and were assembled on site and is a one owner machine.

It was restored about 20 years ago, back then was fitted with all new belts and canvases, was last used about 10 years ago and has been barn stored since and features excellent tyres never used. The assembly manual, the parts manual, and the operating manual are all with it as well as the sales literature.

PRICE £5,000 ONO
TEL: 07775 366305
LOCATED: SOMERSET.



HOLDER B10



POA. Restored, in very good condition. Please call 32 56 61 62 60 , Rest of the world.

109079

HURLIMANN D500 ROAD TRACTOR



POA. 62kph, 4-wheel brakes. Very good order. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world.

109081

HYPOC MINI DIGGING MACHINE



£1,895. Single cylinder diesel with two buckets. All in good working order. Please call 07942 253929, East of England.

108668

INTERNATIONAL HARVESTER 434



£600. Ideal for restoration. Please call 07712 107058, Wales.

109039

INTERNATIONAL FCC



£2,000. Tidy and original. Comes with a pair of ploughs. Please call 07831 347400, South West. (T)

108428

INTERNATIONAL B250 VINEYARD



1964, £3,850. Lovely condition throughout. Starts easily and runs well with good oil pressure. Please call 07966881985, South West. (T)

109173

INTERNATIONAL B-250



£1,250. Rare with no hydraulics or PTO from new. For restoration. Please call 07831 347400, South West. (T)

108429

JCB FASTRAC 125



1991, £14,950. 4WD. One of the first Fastracs and quite rare now! This has Air Brakes, 2 double spools, 2 speed PTO, Pick up hitch, Air Conditioning and Passenger seat. Please call 01763 780440, East of England. (T)

108392

JCB 3 MKIII



£3,500. Runs and drives. Hydraulics all working. Please call 07901 667875, South East.

108847

JOHN DEERE B ROWCROP



£3,750. Early restoration, original import. Please call 07778 525037, South East. (T)

108376

JOHN DEERE 3350



1992, £14,999. 2WD, 6-cylinder, very original tractor, pick-up hitch, power steering. Please call 01249 740377, South West.

109135

LAMBORGHINI 2R



POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world.

109068

LAMBORGHINI 7750-F TURBO



£7,995. With cab, good machine with lots of power. Please call 01458 269210 / 250978, South West.

108566

LANZ D9506



1953, POA. Completely restored. Please call 32 56 61 62 60, Rest of the world.

109078

MAP DR3



1949, £3,750. Two cylinder two stroke diesel, very original condition. Good runner complete with V5C. Please call 07778 525037, South East. (T)

108378

MARSHALL 55 CRAWLER



POA. Long track frame model. Five bottom rollers. Running gear all good, been stored in dry. Starts and steers well. Please call 07860 346682, South East.

109131

MASSEY FERGUSON 550



1977, £7,250. Multi power with creeper gearbox. Front end power loader with bucket. Next to new rear tyres, new battery. Included in sale 1.7m flail mower in excellent condition. Please call 07974 860178, West Midlands.

108966

MASSEY FERGUSON 735 COMBINE HARVESTER

£750. For restoration. Excellent TVO engine and internals. With spares, bagger model. Please call 01348 837733, Wales.

108277

SALE Highlight MASSEY-HARRIS 333



Looking superb and with the brakes working to perfection, Tel: 07771874414

Wow! Here is a tractor that you won't have to do much to by all accounts; this is a lovely 1957 Massey-Harris 333 standard. It runs a treat and the brakes have all been sorted out and relined so it stops now. The paintwork and mechanical condition is correct and second to none and carries the Continental 3.4 litre E208 engine with the 'new' when introduced ten-speed transmission and was a type made between 1956-7 of course. Some 2,748 were built, mostly in 1956, with only 100 being made in early 1957. The tractor was bought to take part in a specific road run, but didn't owing to Covid-19, and is now offered for sale and is ready to go. It carries the front grille chrome strip that was correct for these tractors and the paintwork is authentic. The tractor has been gone right through and features new tyres, a plough light and has plenty of speed when on the road.

**IF YOU HAVE A
TRACTOR FOR SALE
AND YOU WANT
IT FEATURED IN
SALES Highlights
GET IN TOUCH**

Tel: 01323 833125

SALE *Highlight* STUNNING MF 148



We have recently been contacted by Chris Denton who has decided to take life easier and concentrate on his Jaguar E-types, which he has restored to the same concours standard as the 1974 Massey Ferguson 148 Multi-Power, which he has finished by applying the 'MF' decals to the bonnet since he took the pictures.

Yorkshire man Chris, who now lives near Inverness, Scotland, purchased the tractor from a cattle farmer at Slaidburn, Yorkshire some nine years ago now. This is a nut and bolt restoration and we are proud that we have the opportunity to offer it to readers.

The panels were all stripped and the tractor split. All seals that were needed Chris replaced and the power steering system was also overhauled with a new steering wheel and chrome fittings before a new radiator, thermostat, pump and cooling fan went on, also the water hoses and clips were replaced with the correct period type. A new fuel tank and sender unit were replaced and new bonnet chrome handles went on after the panels were overhauled.

But that's not all: the engine ran very well indeed but was properly serviced with new diesel injectors and pipes, as was a rocker cover gasket, also with all filters. The fuel pump was also replaced, as were the many other items at no expense spared. New draught control parts were also fitted.

The electrical system featured a new loom, dynamo and starter motor and sundries, including lights. The clutch lever was replaced along with the seat and number plate carrier. The wheels were overhauled and new tyres and tubes were fitted. The tachometer was overhauled and all the instruments are now like new and work perfectly, as does the Multi-Power with its gleaming chrome lever. The rear linkage was also given a major overhaul.

Chris says he is getting too old to be doing such stuff, but has enjoyed it fully and it's now someone else's turn to enjoy this Rolls-Royce series 148. Tel: 01445731610.



MASSEY FERGUSON 135 MULTIPOWER



1967. Fully restored engine and steering, new mudguards and all new tyres. Re-sprayed, excellent condition. Please call 01902 850861, West Midlands.

108321

MASSEY FERGUSON 5445



2005, £23,500. Low profile, std shuttle. Please call 01539 620636, North West. (T)

108440

MCCORMICK X60.40



2012, POA. 4WD. 4.4L Perkins Engine 110hp, 4000 hours, 3 Hydraulic services, Trailer brakes, 3 Speed electronic PTO, Telescopic PUH, Front weight set, Front fenders, Deluxe 4-post cab, Air seat, Air-con, Passenger seat, Sun roof, Radio. Please call 01254 854103, North West. (T)

108398

MCCORMICK CX 110



2010, £26,500. One owner from new, very clean condition, power shuttle. Please call 01539 620636, North West. (T)

108444

MCCORMICK CX 95



2007, £18,500. Low cab, power shuttle, 3-speed power shift, fitted with Q30 Quicke Loader. Please call 01539 620636, North West. (T)

108445

MCCORMICK X4.35



2016, £27,000. Wide tyres, mint condition, massive saving on new price. Please call 01539 620636, North West. (T)

108446

MINNEAPOLIS MOLINE



1938, £3,500. Really nice old MM ZTU 564008. Flat fenders, cast rear wheels, needs new rear tyres, one owner for 30 years. Please call 07946 200437, South East.

109165

MITSUBISHI MT2001DX



£7,850. Mitsubishi compact tractor with Loader, 25hp, 4x4. Very versatile little compact. Excellent condition. Fully checked over, with warranty and ready to work!. Please call 01458 269210 / 250978, South West.

108568

MITSUBISHI MT1601DT



£7,250. Mitsubishi compact tractor with loader inc bucket. 19hp, 4x4. Strong little tractor. Fully checked over. Please call 01458 269210 / 250978, South West.

108572

MITSUBISHI MT1401DT



£7,200. With loader. 17HP. Please call 01458 269210 / 250978, South West.

108573

NUFFIELD UNIVERSAL



£2,850. Tidy original condition. Runs well. Please call 01606 592639, West Midlands.

108449

OLIVER 60 ROWCROP



£2,200. Early restoration, electric start. Please call 07778 525037, South East. (T)

108381

OLIVER 60 ROWCROP



£2,800. With mid mounted cultivator. New front tyres. Please call 07831 347400, South West. (T)

108425

OLIVER ROWCROP



1941, £1,700. Electric start, runs very well, tin work is very good. Please call 07711 545002, South East.

108471

ROADLESS LOGMASTER NO.16



£8,500. Runs and drives well, needs work. Rare machine. Please call 01606 592639, West Midlands.

108456

SAME EXPLORER 3 100



2007, £24,000. Power shuttle, HiLo power shift 40K gearbox. Front weights, excellent condition, one owner tractor. Please call 01539 620636, North West. (T)

108448

SALE Highlight FORDSON E27N



This 1948 Fordson E27N petrol paraffin tractor has been restored by Friedel Willims in 2017 and has done little since, hence its sale. The electrics were gone through and the magneto was rewound, the leads were renewed and new plugs were fitted. The water pump was refurbished along with a new radiator core and fan belt. The engine was gone through and the bores and pistons were excellent. New valves and springs were fitted. New brakes were fitted including the back plates and cables. The carburettor was refurbished by Cox & Turner costing £450. All new paintwork and the wings rebuilt + a new set of tyres went on. The tractor starts and runs like it should with the hydraulics and pto all working. The tractor comes with a current V5c and is ready to go.

TEL: 07970 455 138



SALE Highlight MASSEY FERGUSON 35 4-CYLINDER DIESEL



Andy Hawke has been in touch from East Sussex and has a 1959 Massey Ferguson 35 diesel for sale with factory option downswept exhaust from new. It has been dry stored and has been serviced with new filters and oils in engine, gearbox and back axle. The charging system has been overhauled and fitted with new dynamo, control box, battery and starter motor. The brakes have been gone right through and a safety roll bar has been fitted and stabilisers to the rear linkage are all part of the package. Optional extra is Ransomes mounted triple-cylinder mowers that is powered by the tractors pto.

**PRICE £3,500 ONO
WITH MOWERS £4,000 ONO**

**TEL: ANDY 01424 773 096
DELIVERY POSSIBLE WITHIN 15
MILE RADIUS OF TN32 5JW**



SAME TAURUS 60



POA. Taken in part exchange Same 4 wheel drive 58 hp tractor good strong 3.1t 3 cylinder diesel engine all works fine As seen in the photos cab is rusty but other metal work only showing wear and tear. Sold working and running. Please call 01458 269210 / 250978, South West.

108565

SIROMER 204S



2003, £500. Has done very little work, grass tyres, does run. Please call 07760 177277, East of England.

108846

TEREX L20



£1,500. Rated to lift 8 tons. Quick release carriage for bucket, lifting frame for 20ft shipping containers, also frame for 8ft blue containers. Hydraulic splitter valve with two spool valves. Needs tom fettling. Comes with manual. All you need to move your containers, for heavy lifting or earth removal. Please call 07949 328057, West Midlands.

108964

TITAN 10-20



1921, POA. Good runner, restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world.

109076

ZETOR 4712



£2,500. Good condition, rebuilt engine. New brakes and clutch. New BKT tyres all round. Duncan cab. Please call 07591 623274, Wales.

108870

OTHER MACHINERY#

AMANCO CHORE BOY 1 3/4 HP



1916, £1,150. Hit and miss, open crank, number 11893, very good original condition, only had two owners from new, runs very well, ready to rally. Please call 07810 448305, South West.

108536

ARMSTRONG SIDDELEY AS2



£300. Armstrong Siddeley AS3 for sale. Engine No: 3A 1121-12 30 HP / 1500 RPM. Tappet clearance cold. Inlet and Exhaust .006. Engine starts and run, unknown use, stored in-house. Location Norway. Buyer pay for shipping. Please call +4745199369, North East.

109056

BAMFORD STATIONARY ENGINE



POA. Stationary engine and thatching machine. Collection only. Please call 07932 958541, Greater London.

108865

BAMFORD AND OTHER ENGINES

POA. Selection of engines for sale, Bamford, Lister Ds, Lister D Shaft, Ruston Hornsby, Wolseleys. Please call 01773 857778, West Midlands.

108914

BRIGGS STRATTON ENGINES

£60. Two Briggs Stratton engines, both in working order, 3.75hp - no carb/fuel tank, 4.0hp. Other 4.0 HP complete running/spares/repairs. Please call 07934 085291, North West.

108606

BOMFORD BRIGAND 720 HEDGE CUTTERS



£3,000. Cable control, full set of flails, 7m reach, 3-point linkage, mounted. Please call 07854 440159, South East.

108875

BAMFORD BALE TRAILER



POA. Two wheel bale trailer complete with lades. Needs new floor. Please call 07814 742568, South West.

108692

BROOME-WADE COMPRESSOR



£135. Broome-Wade twin cylinder, single-phase compressor. 1.1Kw motor, good working order. Please call 01630 672302, West Midlands.

108859

BRIGGS STRATTON ENGINES

£60. Two Briggs Stratton engines, spares or repair, lawnmower engines, working order. 3.75hp - no carb/fuel tank, 4.0hp - complete. Please call 07934 085291, North West.

107188

BRIGGS STRATTON ENGINES

£60. Two Briggs Stratton engines, both in working order, 3.75hp - no carb/fuel tank, 4.0hp. 4.0 HP complete running/spares/repairs. Please call 07934 085291, North West.

107357

BASHAN QUAD BIKE



2019, £2,100. 250cc, road tax, only 400 miles from new, excellent condition. Reg AF69 BVT. Please call 01485 579366, East of England.

107234

CRAFTSMAN RUDE ON MOWER



£725. 40 inch cut ride on mower. Excellent condition, available for collection only. Please call 01386 860140, West Midlands.

108324

FLIEGL PAN CONCRETE MIXER



£985. PTO driven, mixes half cubic meter, 75hp tractor plus. Please call 07768 891320, West Midlands.

107450

FELLA DRUM MOWER

£1,500. 1.87, off small farm, two boxes of new blades, new PTO, very good condition. Please call 01777 248357, East Midlands.

108082

FLAT 10 BALE SLEDGE



£450. Flat 10 bale sledge. Please call 07740 106944, East of England.

107494

FERGUSON 2 FURROWED MATCH PLOUGH



POA. Excellent condition, oiled up and ready to go. Please call 07990 856057, Wales.

109158

FERGUSON HOP YARD MAN PLATFORM



£2,000. Fits on loader. Also want Dexta, may exchange, WHY?. Please call 01694 751287, West Midlands.

108273

FERGUSON SAW BENCH



£175. Good condition. Please call 07836 544478, East Midlands.

108332

FERGUSON CULTIVATOR

£120. Ferguson 9 tine cultivator. Also, Austin A30 engine, £100. Please call 01302 771550, Yorkshire and the Humber.

108485

FERGUSON SPRING TINE CULTIVATOR

£350. With 9 tines. Please call 01363 772965, South West.

108533

HORSE DRAWN POTATO LIFTER



£300. Potato/sugarbeet lifter. Excellent condition, ready to show. Please call 01726 842357, South West.

108323

SALE *Highlight* 1951 FERGUSON TE-D PETROL/PARAFFIN



The tractor comes with a V5c, the cylinder head has been overhauled and a new head gasket fitted. A new exhaust has been fitted with weather cap plus, a full service has been carried out and all the oils renewed throughout. The gaskets and oil seals have been replaced on the driveshaft to rear wheels. New tyres have been fitted and the paint work is in very good order. Optional wheelweights offered.

**PRICE: £2,500 ONO
WITH WHEELWEIGHT
£2,600 ONO**

**TEL: ANDY 01424 773 096
DELIVERY POSSIBLE WITHIN 15
MILE RADIUS OF TN32 5JW**



HALLS TIPPING TRAILER



£995. 1.5 ton, very little use, paint still on the floor. Please call 07768 891320, West Midlands.

108957

HAYTER GRASS TOPPER



£425. 6ft wide, adjustable height and new belts. Ready for work. Please call 07726 664689, East of England.

109160

IFOR WILLIAMS TRAILER



£1,500. 12ft x 5ft 6in. In very good condition with sides and spare wheel. Please call 01379 741378, East of England.

108686

KIDD ROTAFLAIL



1969, £1,100. 48 inch offset. Runs very smooth. Pick up hitch, owned since new, used for 9 seasons then barn stored and used occasionally for zero grazing. Please call 07929 773569, North West.

108326

KVERNELAND MATCH PLOUGH



£1,000. With trash skimmer and disc skims. Also spares and marking out poles. Please call 07546403535, South East.

108470

LISTER PETTER ALCON PUMP



£350. Pick-up pipe. Delivery hose. Engine starts and runs really well. Please call 07949 974922, Yorkshire and the Humber.

109055

LISTER 3KW ALTERNATOR



1947, £650. 1000RPM spec 23/20R. Mounted on a steel base plate. Part-restored engine, runs well and generates. Complete with control panel, starting handle and cooling tank. Please call 07510 355794, South West.

108419

LISTER SR2



£225. Diesel engine. Offered as spares or repair. Turns okay. As it stands. Genuine makers plate with serial number. Please call 01502 561657, East of England.

108473

MASSEY FERGUSON FRONT END LOADER



1965, £250. Loader to fit Massey Ferguson 35. No Hydraulic Rams. Please call 07811 434470, South West.

107276

MASSEY HARRIS HARROWS

£100. Massey Harris 3-section spring tooth harrows. C-shaped tines. With spares. Good condition, 9ft wide, would suit tractor or horses. Please call 01409 259103, South West.

108488

MEIJER FLAT 8 BALE SLEDGE



£450. With hitch bracket for baler. Tyres all up and good to go. Can load. Does unbolt into two for easier transport. Please call 01889 500303, West Midlands.

109192

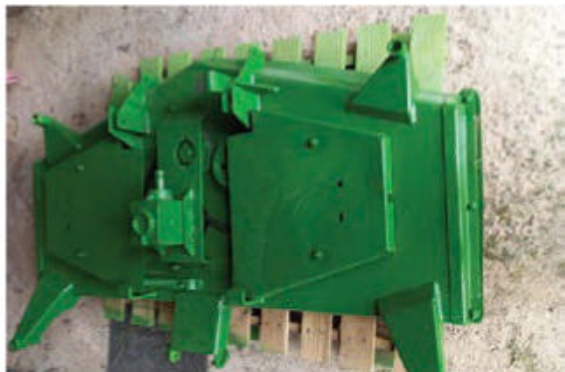
MAYNARD CHAFF CUTTER



1885, £1,750 ono. Five knife conmachine. Restored and in good working order. Many spares and original instructions book. Please call 01841 540516, South West.

108681

MID MOUNTED MOWER



£575. To suit John Deere 855 tractor or similar. Please call 07711 508200, Yorkshire and the Humber.

108684

ONAN PETROL GENERATOR SET



1942, £100. Ex MOD Onan petrol generator set, 2KVA. In need of thorough restoration. Buyer collects. Please call 07754 637460, East of England.

108417

PLANER AND THICKNESSER



£100. Antique on wooden bench cupboard with attachments. Original leaflets. Please call 07790 022823, North West.

109042

PERKINS MARINE ENGINE

POA. 3-cylinder marine engine with reverse gear. Please call 01727 866802, East of England.

108492

RANSOMES JACOBSEN



£450. Triple cutting decks, 10' cut, hydraulic control, all wheel Hydrostatic drive, 3 cylinder Kubota D722 diesel engine. Please call 01362 687506, East of England.

107675

RUSTON BUCYRUS 19RB



1949, £4,500. Face shovel on the button. Buyer to collect. Please call 07831 726540, North West.

107881

RUSTON HORNSBY 6HP



1915, POA. Lamp start engine in full working order. Please call 07817 754311, South West.

107455

RUSTON HORNSBY ZPR

£900. Good runner when stored, twin flywheel. Please call 07724 187317, South East.

108689

SALE Highlight FERGUSON 717 3 TON TIPPING TRAILER



If you want a really well restored concours 1949 Ferguson 717 3 ton tipping trailer with the early 12-stud wheels and hubs this is it!

It features mostly original metal (not a replica) and has been sandblasted etch primed and finished to a grade 6 concours standard. As can be seen it's fitted with hay gormers and a bale extension. The hand brake works perfectly as does the hydraulic lifting mechanism and the ram is in perfect condition. There is new Keroir hardwood stained T and G floor boards and side boards. The brake and tyres are in exceptional condition. This is a rare chance to buy a restored Ferguson 717 trailer in perfect condition with all the work done for you at a fair price.

PRICE: £3,250
TEL: 01751431358



WOLSELY MERRY TILLER TITAN

POA. Very good condition with many extras. Potato lifter, bulker, cultivator, lawn aerator, full set of slasher tines, spade lug wheels. Please call 01865 407920, South East.

108608

PARTS AND ACCESSORIES

ALLIS-CHALMERS HUB CAPS



£25. Pair of Allis hub caps. Please call 07717 127970, East of England.

109051

BSA ENGINE

POA. BSA petrol engine. Please call 01981 500674, West Midlands.

108027

BKT TYRES



£500. New BKT 9.3 x 36 tyres, perfect condition. Please call 01379 650504, East of England.

107461

BOSCH STARTER MOTOR



£144. Used Bosch starter motor as fitted to Ford when Lucas were on strike (1978). Ideal for accurate restoration. Good condition and starts engine. Please call 01889 500303, West Midlands.

108110

BRADBURY T ROPE 4 POST CAR LIFT



£300. For spares or repairs. Not been used in over 10 years. Please call 07799 333452, Scotland.

108105

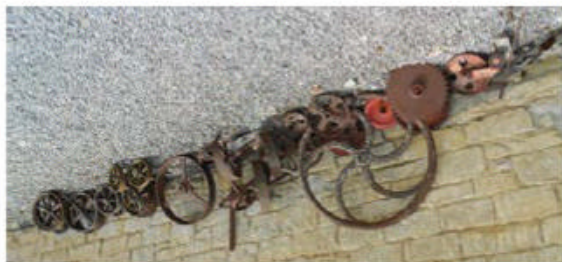
CASE HUB CAPS



£30. Pair of Case hub caps. Please call 07717 127970, East of England.

109050

CAST IRON WHEELS



From £15. Old cast iron wheels, pulleys, flywheel, etc. Wheels from £15, pairs from £40. Cash on collection. Please call 01258 820062, South West.

108849

D SHACKLES



£60. Various size shackles. 1 ton - 10 ton. Buyer collects. Please call 07780 883690, East of England.

108577

FERGUSON TE-D 20 ENGINE

£550. Good condition, ideal for exchange. No carb or manifold, buyer collects. Please call 01377 267626, Yorkshire and the Humber.

109034

FORD DRAWBAR



£114. USED. Fits 5/7000, 56/66/7600, 67/7700, when fitted with auto hitch. c/w pin and clip. Good condition. No welds or cracks. Please call 01889 500303, West Midlands.

109197

GOODYEAR TYRES



POA. Two second hand Goodyear 12x4/11x28 tyres. 60% tread, wall very good. Please call 07972 913704, West Midlands.

108089

INTERNATIONAL



POA. Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

108963

INTERNATIONAL PICK UP HITCH

£130. For B275-434, etc. IH front weight, for B275, etc., fits under bonnet, £85. Ford 6D, 590e cylinder head, as new, no valves, never been fitted. Please call 01630 672302, West Midlands.

108861

INTERNATIONAL B23 NUT

£5. Pair of left hand treaded nuts for International B23 mower. Please call 01440 820047, East of England.

108012

INTERNATIONAL HARVESTER LOWER LINK ARMS



£120. Pair lower link arms for B414 or 434, new old stock. Used link arms, £35 each. Pair lift straps for pickup hook on B250/B275, £50. Please call 01502 561657, East of England.

108928

IH FLYWHEEL



£120. Used flywheel to suit IH 574, etc. with 11" clutch. Buyer to collect. Please call 01889 500303, West Midlands.

108670

JOHN DEERE WEIGHT BLOCK



£60. Also, Ford aluminium top grill, £30. Please call 07951 796879, Scotland.

108412

LISTER TS3 FUEL INJECTION PUMPS



£75. Genuine Lister fuel pumps, brand new and unused. Will fit many other Lister engine configurations. Part no. 201 48540. Please call 07968 968869, South West.

108694

LINE SHAFTING



£100. Line shafting, three carriers, pulleys and length of shaft approximately 8 foot. Please call 01772 684222, North West.

107628

MASSEY FERGUSON 35 FRONT LOADER



£250. Taken off a MF35, front loader, all there, strong heavy construction. Also have two tyres, 12.4/11/28, a good 50% tread, some surface cracking but good and usable, £80 the pair. Please call 01509 412662, East Midlands.

108077

MASSEY FERGUSON 780 COMBINE WHEEL WEIGHTS



£40. Number on castings unclear, possibly MHF636495M2. May also fit 35/65 tractors. Please call 07738 818901, West Midlands.

108078

MASSEY FERGUSON BELT PULLEY



£50. Bolt on PTO driven belt pulley in good condition. Barn stored since last used. Fits standard shaft. May fit makes with suitable brackets/adaptation. Please call 01768 881834, North West.

107882

MASSEY FERGUSON 135 FUEL TANK



POA. With fuel cap, good condition. Please call 01483 428637, South East.

107511

MASSEY FERGUSON WILLYS JEEP 6V DYNAMO

£250. Genuine Willys Jeep 6v dynamo. Professionally restored. Carriage extra. Please call 07929 969702, Scotland.

109052

MASSEY FERGUSON BUCKET

POA. Bucket to fit a Massey Ferguson 80 loader off a 135 tractor. Please call 01788 860645, East Midlands.

108275

MASSEY FERGUSON SEAT COVER KITS



£POA. To fit MF 100 series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Please call 01939 290371.

MASSEY FERGUSON QUICKE LOADER BRACKETS



£950. Loader brackets, spool block, joystick, etc. To fit Massey 6485 T3. Please call 07971 412497, South West.

108856

NUFFIELD FRONT AXLE



£250. To fit 3 cylinder Nuffield. Complete and in good order. Buyer to collect. Please call 07715 002730, Yorkshire and the Humber.

108691

OXYGEN AND ACETYLENE PIPES



£60. Two 40' pipes. Used but in good condition. Buyer collects. Please call 07780 883690, East of England.

108578

RANSOMES PLOUGH



£750. Ransomes plough, repainted and ready for work. Perfect. Please call 07740 487075, South West.

108746

TOWBAR



£25. Tow bar with adjustable hitch and 50mm ball. Suitable for Lan Rovers and other vehicles. Buyer collects. Please call 07780 883690, East of England.

108580

TITAN PLUGS



£100. Pair of original new titan plugs. Please call 07717 127970, East of England.

108411

WHEEL RIMS



POA. JD A and G, Farmall H or M. Good condition. Please call 01379 650504, East of England.

107462

WESSEX 2180 FLAIL MOWER



£800. Heavy duty hammer flail mower, Rollers and cutters in good condition, Standard tractor 3 point linkage, Tractor PTO drive. Please call 07828433186, South East.

108335

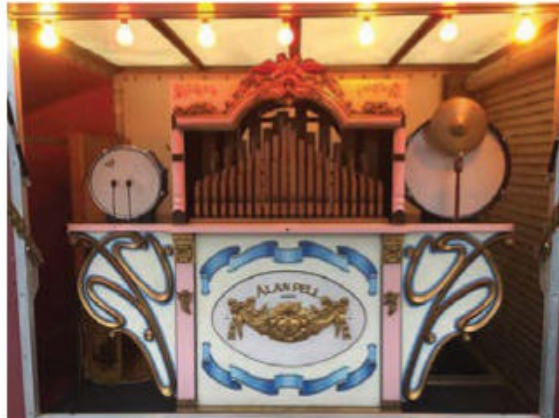
WICO HIGH TENSION MAGNETO

£100. Part number A860B Z, impulse coupling, clockwise, good spark. Please call 01291 626686, Wales.

107660

MISCELLANEOUS

ALAN PELL 46 KEYLESS FAIRGROUND ORGAN



£7,500. Very good condition throughout. Mounted in a twin axle Indespension display trailer. Comes with 45 books of music by various arrangers and storage shelving. Please call 07752 288703, Yorkshire and the Humber.

107277

ALBION NAMEPLATE



POA. Albion nameplate. Please call 01884 35825, South West.

108697

BENCH GRINDER



£20. Small high speed, single phase Pillar drill. Some usage. Ideal for metalwork modeller. Buyer collects. Please call 07780 883690, East of England.

108584

BASSETT-LOWKE O.G. LIVE STEAM

£400. 2.6.0 (Mogul) Loco, Precision Engineered. Never steamed, whistle, spring buffers, engine lamps, spirit fired, one of 500 made in presentation box. Collection only. Please call 01274 875032, Yorkshire and the Humber.

109032

BRASS ESSO PETROL CAN CAP



£12. Brass Esso petrol can cap. Please call 01473 658804, East of England.

109043

COVENT GARDEN HAND CART



£995. With pull out table. 46" wide by 8' high and 9' long. Looks great. Please call 07942 253929, East of England.

109161

CANDY FLOSS STALL



£225. POA. 6ft long by 4ft wide. Just stall, no machine. Please call 01442 832744, East of England.

109038

COMPRESSOR



£100. 120psi. Briggs and Stratton engine. Please call 01787 461695, South East.

108954

EX COUNCIL LAMP STANDARD

£70. 5.5m long (18ft) stainless steel ex council lamp standard. Was an antenna mount, can be carried by two men. Please call 01723 362537, Yorkshire and the Humber.

108873

FAIRGROUND HORSE



£345. From early Noah's Ark, possibly German made. Outside horse. Vinyl seat. Super decorative item with great patina. Collection only. Please call 01934 732801, South West.

108956

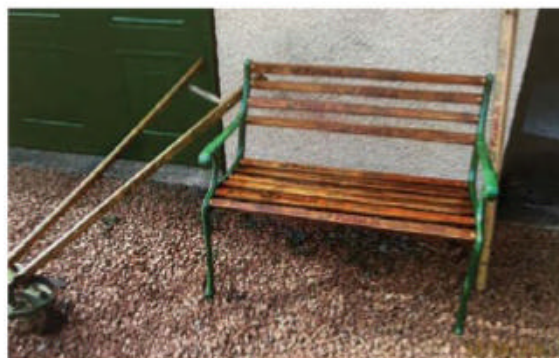
FOUR WHEEL TROLLEY



POA. Vintage 4-wheel trolley made by Slingsby of Condon. In good working order, needs new wood on platform, ideal for stationary engine. Please call 07840 642362, South East.

108936

GARDEN BENCH



£120. Made from new Planet Junior handles, very unique. Please call 01875 853257, Scotland.

109037

ADVERTISING DOESN'T COST IT PAYS!



**CALL GARY NOW ON
01732 447008**

**THE NUFFIELD
AND
LEYLAND
TRACTOR CLUB**

- A Club for Nuffield and Leyland and Golden Harvest Marshalls enthusiasts
- A colour magazine four times a year
- For Sale and Wanted advertisements
- Advice from other members on projects
- Registration number service for all makes of tractors
- Club merchandise etc.
- Visit our website for a membership form and other details

www.thenuffieldandleylandtractorclub.co.uk

Contact: Pam Towndrow, Bucketwell, Frocester, Glos. GL10 3TG
Tel: 01453 828737
Email: pam.harlow5@btinternet.com

Peter Strong DIESEL FUEL INJECTION SPECIALISTS

Over 50 Years' experience in Diesel Fuel Injection Engineering

Repair and reconditioning service for all types of fuel injection equipment and electrical units- Antique, Classic and Modern

**James Farm, James Lane, Grazeley Green,
Reading, Berkshire RG7 1NB**

Tel: (Workshop) 0118 9832217 Mobile: 07850 173793
www.psdfi.co.uk

Sign up for the FREE newsletter

Tractors ○ Lorries ○ Steam ○ Plant



A monthly round-up of the latest news, buying & selling reports, auctions, working classics and restorations.

Visit heritagemachines.com

And sign up on the homepage



GAS STOVE



£50. Very good condition, ideal for rallies or camping, comes with gas bottle and table. Please call 07927 675074, Scotland.

108685

JOIN THE CAST IRON SEAT SOCIETY

£15. Interested in old farmyard bygones? Why not join the Cast Iron Seat Society, for newsletters full of information for just £15/year. Please call 07899 886672, Wales.

107358

LAWN MOWER



£75. Childs lawn mower, Webb miniature, 1950s, in good working order with grass box. Please call 07840 642362, South East.

108935

MCCONNEL SAW BENCH



£500. McConnel All Work Saw Bench in good condition, PTO is included, ideal for cutting fire wood. Please call 07914 313593, West Midlands.

108680

MAKERS NAMEPLATE



POA. Cast iron makers nameplate. Please call 01884 35825, South West.

108696

OLD GLORY MAGAZINES

£150. From issue 1 to last one 377, all in mint condition, some in binders, buyer collects. Please call 01274 616154, Yorkshire and the Humber.

109223

OXFORD ARC WELDER



£140. 180 amp. Both 3-phase and single-phase. Leads, gun and earth included. Please call 01787 461695, South East.

108953

PONY AND CART

£175. Believed to have been made by Triang. Please call 01442 832744, East of England.

108800

STOURPAINE BUSHES POSTERS



Offers over £100. Old Stourpaine bushes posters. Please call 01285 711708, South West.

107454

SPARE PARTS MANUAL



£15-£7. Whitlock 505 excavator loader/shovel, £15 including postage. No 3 Marshalls manuals, petrol motors simply explained, pocket sized, £7 including postage. Please call 01787 371618, East of England.

109036

STRIMECH TIP SKIP



£185. Strimech tip skip. Please call 07768 891320, West Midlands.

108959

SAW BENCH

£650. Easton Johnson Engineers Taunton heavy duty 6ft x 3ft bench. 32" blade, ideal for steam demonstration. Please call 01348 837733, Wales.

108276

TIN PLATE SIGNAGE



£400. Total of 100 small tin plate signs covering wide range of different subjects including transport, military, food and many others. Buyer collects. Please call 07780 883690, East of England.

108586

TWIN TANDEM DOUBLE ACTING ENGINE



POA. Approximately 1 inch per foot scale model of a mighty Snow gas engine, 2" Bore x 4" stroke. Length 5 foot and weighs in at 75kg. Fires every 180 degrees. Trophy winner at Midlands Exhibition 2019. Please call 01738 850083, Scotland.

108325

TRACTOR BADGES



POA. Selection of agricultural tractor badges. Please call 01884 35825, South West.

108695

SERVICES

DAVE ALLEN TRANSPORT



£POA. Ring for details. Collection or delivery to and from shows and sales tractors, agricultural machinery, plant, commercial and military vehicles, etc. Winch for non-runners. Large or small equipment moved. Short notice, evenings and weekends are not a problem. Fully insured. www.daveallentransport.co.uk (T). Dorset. 01308 868741 or 07798 845112 (HP)

TRANSPORT AVAILABLE

£POA. Based in south east England and 40 years in the business and a vintage tractor owner myself. Please call 07836 575198

SUBSCRIBE TO THESE GREAT TITLES AND SAVE OVER 30%

6 FOR £20*



Stationary Engine is the magazine for enthusiasts of these fascinating vehicles.

- Takes readers on a journey into the world of stationary engines
- Written by expert contributors
- Detailed coverage of the collection, identification, restoration and study of a wide range of stationary engines

6 FOR £19*



Tractor & Machinery: the world's best-selling tractor magazine.

- Covers tractors from the 1940s to the 90, with profiles and restorations
- Features all the popular makes such as Ford, John Deere and New Holland
- A dedicated workshop section with practical tips and advice
- The Farm & Horticulture section covers smaller machinery and implements

SUBSCRIBE AT [SHOP.KELSEY.CO.UK/PA21](https://shop.kelsey.co.uk/pa21) OR CALL 01959 543 747 AND QUOTE PA21

*when you pay by direct debit. For full price options, visit the website. **Savings are calculated on a full UK subscription rate.

next month

DELIVERED FREE TO YOUR DOOR

THE BIG LITTLE TRACTOR

As the Sixties dawned, it became clear IH needed to modernise its offerings in the smaller power bracket, so with the final demise of the B-250, the firm launched the new B-414 at the Royal Show in 1961.

FAMILY FAVOURITE

We meet a collector from West Lothian with several Grey Fergies, a Fordson Dexta and a penchant for T20s fitted with Scottish Aviation cabs.

FIFTIES FARMING ICONS

This collection of Fifties farming icons is alive and well in North Wales, including this Cropmaster. It was sold from the family farm in the late Sixties and finally found its way home.

DELIVERED FREE TO YOUR DOOR

You can order a single issue, post free, and get it delivered directly to your door post-free! Also, you only pay the cover price.

HOW TO ORDER YOUR
COPY OF THE
NOVEMBER 2021 ISSUE

IH B414 THE BIG LITTLE TRACTOR

Tractor

November 2021

www.heritagemachines.com

AND FARMING HERITAGE MAGAZINE

FAMILY FAVOURITES T20S & SCOTTISH AVIATION CABS

NEW
SALES &
FREE ADS
SECTION
SEE INSIDE

RURAL
RELICS
WOLSELEY
SHEEP SHEARER

GAINSBOROUGH
MARSHALL
GATHERING

FIFTIES FARMING ICONS



DENNY FARMLAND MUSEUM



RARE BREED ERISKAY PONY



WORKSHOP: FERGIE HYDRAULIC PUMP

ON SALE **SEPTEMBER 3** TO SUBSCRIBE SEE PAGE 24

TRY SOMETHING NEW!

SUBSCRIBE & SAVE



Simply subscribe today at

shop.kelsey.co.uk

Full terms and conditions can be found at shop.kelsey.co.uk/terms.

TAKE OUT A
DIGITAL
SUBSCRIPTION
TODAY
FROM JUST
£19.99*

ENJOY READING YOUR
FAVOURITE MAGAZINES
ANYWHERE, ANYTIME!

- ✓ Read on your desktop, phone or tablet
- ✓ All your back issues in one easily accessible place
- ✓ New issues instantly downloadable as soon as they are published



* OFFER AVAILABLE TO NEW
SUBSCRIBERS ONLY.

SUBSC



RIBE & SAVE



VIEW THE FULL RANGE ONLINE

**SUBSCRIBING IS EASY
VISIT:**

SHOP.KELSEY.CO.UK/PROMOTION/TRACTORS

FERGUSON FE35



53143
Head Gasket Set
£20.00



50484
FE35 Thermostat Housing
£48.00



7008A
Engine Overhaul Kit - 23C
Engine (Less Valve Train Kit)
£190.50



2010
Crankshaft
£290.00



7814
Injection Pump
£300.00



7845
Fuel Tap & Bowl
£29.00



50059
Foot Throttle Kit
£54.99



7766
Oil Bath Assembly
£29.47



4309
Quadrant Assembly
£65.00



6231A
FE35 Front Badge
(Chrome & Gold)
£26.00

FERGUSON TED20



2999
Bonnet Kit
£320.00



2155
Wing Skin & Bracket
(As Original)
£74.99



5799
Radiator
£152.17



6132
Fuel Tap & Bowl
£74.99



21381
Petrol/TVO Tank
£154.00



2483
Battery Tray
£59.00



6835
Ignition Kit 12V Petrol/TVO
£50.00



10100
Red Dash Lamp
(Coiled Harness)
£19.99



C0094
Cover Assembly
£89.00



6777
Draft Plunger Repair Kit
£83.50

MASSEY FERGUSON 35



7571
Rocker Assembly
(3 Cylinder)
£69.99



4105
Exhaust Elbow
£19.50



5850
Swept Axle Carrier
£256.00



6870
Steering Box Repair Kit
£139.00



5079
Control Box - Side Lug
& Push In Terminals
£22.00



6200ER
Headlight - Side Mounting
(Pair) Red
£28.06



5677
Brake Shoes & Back Plate
Assembly
£74.99



4151
Swinging Drawbar
Assembly
£149.00



5239
MF35 Decal Set
£12.50



2417
Foor Plate Set (Ext Fenders)
£70.63

FORDSON MAJOR



2129
Nose Cone (Steel)
£210.00



2167
Fender Set (with ENFO Stamp)
£229.00



5051
Radiator
£206.52



7001
Engine Overhaul Kit
£199.00



3198A
Air Pre-Cleaner
£15.00



5071A
Ignition/Light Switch
£16.17



5077
Control Box
£24.99



5911
Starter Motor
£149.26



5030
Rear Light Square
£15.30



5817
Brake Lining Kit Drum Brakes
£20.25

FORD 4000



2432
Nose Cone with Grilles
£195.00



2165
Fender Set
£249.99



5037
Water Pump
£35.00



101201
Engine Overhaul Kit
(Less Liners)
£149.00



8176
Injection Pump
£395.80



7823
Heater Plug Conversion
Pipe (3 Cylinder)
£39.00



3187
Exhaust Silencer (Silver)
£23.68



5240
Dynamo with Tacho Drive
£76.91



6034
Blue Suspension Seat
(Original Design)
£180.00



5271
Starter Motor
£93.51

**DAVID BROWN 880
SELECTAMATIC**



9175
Engine Overhaul Kit
£198.00



8651
Oil Pump (3 Cylinders)
£139.00



9176
Bottom Gasket Set
£19.99



50014
Air Pre-Cleaner
£14.99



5029
Butler Side Light
£12.50



9254
Brake Lining Kit
£25.00



2172
Fender Set
£382.00



50101
Seat Assembly (Red)
£80.00



9152
Decal Set
£19.50



5971
Grille Stud
£7.50

MASSEY FERGUSON 135



2161
Bonnet Kit
£275.00



A-803
Hose Clip Kit
£6.00



7274
Engine Block AD3.152
(Lip Seal)
£480.00



7070
Crankshaft (Rope Seal)
£149.99



7259
Injector
£29.17



5665
Front Wheel Hub with Studs
£25.00



2253
Radiator Shroud
£23.21



4190
Front Weight Carrier
(6mm Steel)
£120.00



6971
Lighting Kit
£99.00



4003
Levelling Box
£39.99

OVER 20,000 LINE ITEMS IN STOCK • SEE OUR FULL RANGE ONLINE AT WWW.AGRILINEPRODUCTS.COM



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

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



Agriline are proud distributors of:



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

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