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Competitor - 2



Competitor - 3



Competitor - 4



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Tractor

AND FARMING HERITAGE MAGAZINE

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for every
generation!**

Welcome

Welcome to this month's edition of *TFH*. As I was doing the last checks before the magazine went to the printers, I realised that a lot of the stories this time pointed towards this November's Newark Vintage Tractor & Heritage Show.

Mike Teanby's memories of Threshing Days Gone By (see page 30) featured images of a threshing set which we had both watched in action at the 2019 show. Also, one of the big attractions at the show will be a celebration of 75 years of the Ferguson TE-20. No doubt there will be some examples of the TE-F20 on display too. It is a model that is itself celebrating 70 years of life and is one of our principal features in the magazine this time (see page 6).

The Marshall Club is also a stalwart of the NVT&HS, and I am pleased that Ian Palmer has kindly provided us with a history of the club for your pleasure to include in this issue. I hope that if you are going to the show that you have time to visit their stand. They are a friendly bunch and always come up with an unusual exhibit or two in their displays.

If that is not enough to whet your appetite, we also include another preview of the latest news from the show, too.

What a belter. A Marshall M running the display set up by the Vale of Belvoir Machinery Group at the 2019 NVT&HS.

This time it focuses on one of the fine exhibits you can expect to see there. It is the restoration by Colin Taylor of his TE-20, the 33rd of the make to roll off the production line back in 1946. You could say I'm looking forward to being there, I suppose! Hope you are too.

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 Jonathan Whitlam, Bob Weir, Peter Love, Mike Williams, and Graham Hampstead.

www.tractormagazine.co.uk

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

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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

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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

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THE DIESEL FERGIE AT 70

FERGUSON TE-F20 SPECIFICATION

Engine	Standard Motor Company, 2.1 litre, 4-cylinder diesel
Power	26hp
Transmission	4 forward, 1 reverse
Power take-off	540rpm



WORDS & PICTURES

Jonathan Whitlam

FERGUSON TE-F20

When Harry Ferguson launched the Ferguson TE-20 tractor in 1946, it took five years before a diesel version became available. When it did, it proved even more popular than the original machines and is still well-loved today.

Ferguson anniversaries seem to abound in 2021. It is 85 years since the introduction of the Ferguson Type A in 1936 and 75 years since the launch of the TE-20; both tractors that changed farming forever thanks to the innovative Ferguson System of three-point linkage and hydraulic draft control.

Predecessors

Looking back, the Type A, built by Huddersfield based David Brown for Ferguson, was very much the first incarnation of a design that, although fairly crude in many respects, was still revolutionary. The essence of the tractor was then refined with the arrival of the Ford 9N in 1939. This was followed by the system achieving its full potential with the hugely popular Ferguson TE-20.

The Ferguson Type A was a success, despite its shortcomings. But the farming community, in Britain at least, was not yet ready to embrace this new technology fully in the depressed Thirties. It was also down to the fact that to get the very best from this little tractor, a whole range of special implements also had to be purchased. This made it a substantial financial undertaking, sometimes out of reach of the small, often poverty-stricken farmers of the UK.

The lack of huge sales success put a strain on the relationship between David Brown and Harry Ferguson. This led to Ferguson doing a deal with Henry Ford. The result was the Ford 9N tractor, one designed by Ford around the Ferguson System and marketed as 'the Ford 9N with Ferguson System'.

The TE-20

The Second World War meant that this would stay an American-built product. Even after the conflict in 1945, the British arm of the Ford Motor Company decided not to produce the 9N in England, but a rather more primitive take on the old Fordson Model N called the Major instead. Ferguson was not pleased, and, as Ford was pushing ahead with new features for a successor to the 9N that he was not happy with, he left and came back to Britain. He quickly produced a new tractor in conjunction with the Standard Motor Company in a factory in Coventry. The Ferguson TE-20 was duly introduced to the world in 1946. ➤



This TE-F20, like many others, has been restored to a very high standard and looks stunning out in the field under a blue sky.



Despite a four-cylinder diesel engine being fitted, the Ferguson TE-F20 retained the same sleek lines of the earlier TE-20 tractors.



Before the TE-F20 version arrived in 1951, many owners upgraded their petrol powered 'Fergie' to diesel power by fitting a Perkins P3 diesel engine. Note how the bonnet had to be raised significantly to accommodate the taller engine, which also led to stability issues.

Taking its design cues mainly from the earlier Ford 9N, the new TE-20 was improved in many ways. This included an extra forward speed and, perhaps most noticeably, a one-piece bonnet that hinged forwards to make access to the engine easy for routine maintenance.

When launched, the TE-20 (standing for 'Tractor England' and approximate power) was powered by a Continental petrol engine. Once the tractor's production got underway in North America, that version was known as the TO-20, standing for 'Tractor Overseas'.

Ferguson followed on from his success with marketing the Ford 9N in America in the early Forties, by demonstrating the new TE-20 around Britain with a wide range of matched implements that were also produced and would gradually be extended as time passed.

As had happened in the US, these demonstrations proved to an often-sceptical farming public that this new little tractor could perform exceptionally well when equipped with the correct Ferguson or 'Ferguson Approved' implements. In fact, it worked so well it made contemporary tractors, such as the Fordson Major, look archaic!

The TE-A20

The TE-A20 soon replaced the original TE-20, now using a Standard Motor Company petrol engine instead of the Continental power unit. This began a new sequence of lettering alongside the TE-20 model number that included different letters for various versions: such as the TE-D20 for the tractor vaporising oil version, the type that soon became the bestselling in Britain because of petrol becoming so expensive. At least with TVO, although you had to start on petrol, you could quickly turn over to the much cheaper TVO once the engine had reached operational temperature. Ferguson even produced a version that was fuelled by lamp oil for export. In the event, it was often powered by quite a variety of fuels.

This was fine but, in 1948, Ford offered a diesel-powered version of the Major by factory fitting a Perkins P6 engine. The result almost doubled the amount of horsepower available while also being a much better-performing machine.



The famous front grille of the Ferguson TE-20 family graced the TE-F20 as well, along with the Ferguson badge at the top.

Change to diesel

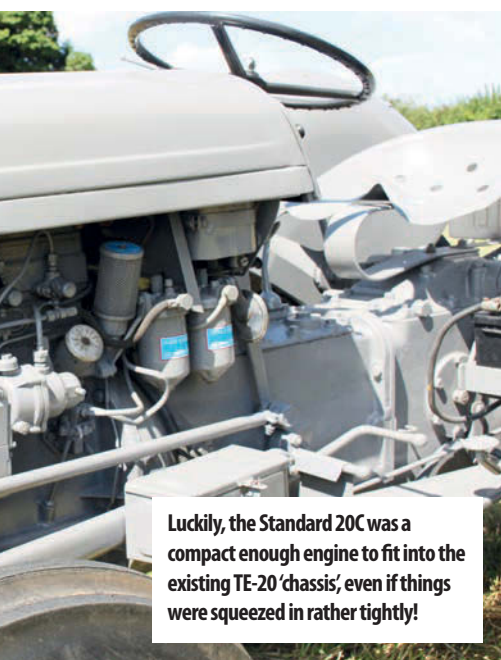
Diesel power was not brand new to British farmers, as the Field Marshall had achieved a great deal of success with its single-cylinder engine. The Fordson Major, with its six-cylinder Perkins diesel engine, further cemented the use of multi-cylinder diesel engines in tractors in the



UK. However, Harry Ferguson was not at all keen on diesel engines. He considered petrol the best fuel for tractors and had not been keen on even introducing the TE-D20 to run on TVO. He favoured the smooth running and quietness of petrol over the admittedly very noisy and often rough running early diesel engines. One wonders what he thought of the



The TE-F20 looked just as stunning as the other members of the TE-20 family.



Luckily, the Standard 20C was a compact enough engine to fit into the existing TE-20 'chassis', even if things were squeezed in rather tightly!

lumbering Field Marshall! Farmers with experience of diesel tractors, however, thought differently and pressure grew on Ferguson to produce a diesel-powered TE-20 variant. Some farmers and dealers took matters into their own hands and did their own conversions, often using a Perkins P3 diesel engine, for instance. Perkins, based in Peterborough, was a really successful

Ferguson TE-F20 dateline

1946	TE-20 enters production with Continental petrol engine
1948	TE-A20 with Standard Motor Company petrol engine arrives
	TE-B20 and TE-C20 narrow versions produced
1949	TE-D20 TVO version launched with also a TE-E20 narrow version
1950	THE 20 lamp oil model launched along with TE-J20 narrow version
1951	TE-F20 diesel version launched
1956	TE-20 production ends



engine builder that was soon specialising in producing diesel engines for agricultural use and commercial vehicles.

Ferguson ruled out the Perkins engine, as it was too high for the TE-20 design and the conversions that had been built needed an extra section of bonnet fitted to accommodate the Perkins motor. This not only spoilt the lines of the tractor but also

A rear view of the TE-F20 showing the really important part of the TE-20 design: the rear three-point hitch.

made it rather top-heavy. Weight was one of the chief concerns for Ferguson with diesel power. He didn't consider the extra weight desirable, preferring the lighter weight of his original petrol tractor. ➤

Ferguson TE-F20

Customers still wanted a diesel TE-20, however, and after several tests with different manufacturers' engines in the TE-20, Ferguson settled on an engine that had just been developed by the Standard Motor Company - the actual builder of the Ferguson tractors. The Standard 20C, as it was called, had been designed with input from the Freeman Sanders company. It was a four-cylinder engine that had the added advantage of fitting pretty seamlessly into the existing chassis of the TE-20, unlike the taller Perkins P3. With an output of 26hp, this was a good little engine, despite adding more weight to the TE-20 design, and performed really well, although it was soon discovered that cold starting could be slow, which was eased by the fitting of a Ki-Gass atomiser system.

Launched in 1951, the numbering system of the TE-20 nomenclature led to the new diesel version being classified as the TE-F20, although to most farmers and users, this was all pretty irrelevant, and the tractor carried on being the grey Fergie! In the same year, the Fordson New Major had appeared, featuring a brand-new design that modernised the Ford tractor from Dagenham beyond all expectations. Its new specification included a new diesel engine option, which proved to be one of the most robust multi-cylinder engine designs ever produced. Aimed at the larger tractor market that was making itself felt, which included the likes of the Nuffield Universal, the new Ferguson TE-F20 was actually still a good match, despite being smaller and much lighter. This was because of the efficiency of the Ferguson System hydraulics, which other manufacturers could get nowhere near for ease of use and true weight transference. The TE-F20 soon became the most popular TE-20 variant sold in Britain and was extremely successful and reliable. When used with the plethora of Ferguson implements now being produced, this little tractor could pull well above its weight, and it was still sold by the Ferguson company as the only tractor needed on the farm. In short, they claimed it could do it all.

Way forward

The petrol version had set the scene, but in the Fifties, the diesel-powered TE-F20 took things to a new level. This tractor was very



The diesel Ferguson can be found in large numbers at ploughing matches and working events. It might be the heaviest of the TE-20 variant, but it is easily transported by trailer.

much the shape of the future and, as one of the earliest British multi-cylinder diesel-powered tractors to go into production, the TE-F20 was a true trendsetter. It was also relatively inexpensive, priced at £490 when launched in 1951, rising to £525 by 1953. A lot of money back then, especially when the petrol TE-A20 cost £395 by this time. But farmers were realising the longevity and inherent cost savings of the diesel engine for tractor use and the TE-F20 found itself at the spearhead of the widespread adoption of the heavy oil engine in agriculture.

In 1953, Massey-Harris and Ferguson merged, although it was, in reality, more of a takeover by the Canadian firm. Massey-Harris-Ferguson Ltd was duly set up as a newly formed business that carried on largely as before, at least to begin with. Gradually the two separate entities worked closer together, but with a replacement for the TE-20 tractor, it was all Ferguson company input that produced the result; the Ferguson FE 35, based on American designs that had evolved from the TO-20 built in Detroit.

New order

The new FE 35 was still offered in petrol, TVO, lamp oil and diesel forms, but it was the diesel that was by far the most popular for farmers in the UK. The diesel-powered FE 35 used an improved version of the Standard Motor Company engine used in the TE-F20. These improvements were largely very welcome, as were the new styling. The tractor also boasted a more

advanced hydraulic system that improved on what was already the best in the world.

A downside was that the new engine proved less efficient than its predecessor, despite more power being available at 37hp. This led to some disappointment when a new FE 35 replaced a TE-F20 and was further exacerbated by the diesel engine's reluctance to start from cold. This was an issue, but not the large one that has since been taken out of all proportion. However, when the super reliable TE-F20 had given such excellent service, the FE 35 seemed a bit of a let-down in comparison, at least to some purchasers. Although this was perhaps made worse because the TE-F20 had been such a reliable, user-friendly machine in the first place!

Eventually, the FE 35 developed into an excellent and popular tractor design and later became the Massey Ferguson 35 at the end of 1957, following the change of name and colour scheme.

The TE-F20 had been the diesel pioneer though, and many who used this version of the little grey Fergie for a job of work will agree that it is a very nice machine to operate. It was a huge success in its day and is still a popular tractor with many enthusiasts and smallholders, often still being used for light tasks because of its still inherent reliability and ease of use.

SOURCES: *The Ferguson Tractor Story* by Stuart Gibbard and various Ferguson promotional films of the period.



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ROCK STEADY RENAULT

Roy MacGregor from the Scottish Borders has been collecting old tractors for years. **Bob Weir** checked out his Renault 3042, which was recently brought across from France.



The Renault's chunky looks struck the right chord with many buyers.

WORDS & PICTURES

Bob Weir



Roy MacGregor has made a few contacts in France over the years and has brought French tractors back to the UK, not only for himself but also for other enthusiasts.

Roy likes his tractors and apart from the Renault owns a French Farmall Super FCC, Massey-Harris Pony, Case DC4, International B-275, Massey Ferguson 550 and a McCormick-Deering 10-20.

Changes

"I was born locally in the Dumfries area and have lived here all my life," he explained. "My family has been farming for generations, although I now take more of a back seat. I've also taken part in several hobbies over the years, including horse riding and motor racing.

"I've certainly seen some changes in farming practices. Holdings have become a lot bigger, as these days you need the extra



acreage to make a living. Mechanisation also means fewer people are working the land." Roy is still involved with horses, and the family runs a local livery business. He also has a property in France, which accounts for his passion for French tractors.

"I've made a few contacts in France over the years and started bringing French tractors back to the UK, mostly for other enthusiasts," he explained. "I kept a few back for myself, including the Farmall Super FCC and a pair of Renaults.

"I bought the 1949 petrol 3042 from a collector in France, it was part of a deal, which included a 7012 equipped with a Perkins P4. I'm happy to tackle most things and like to plan the work well in advance, so I can carry straight through to the end. I've found over the years that it also pays to have a good supply of spare parts ready to hand."

Renault tractors

Renault is probably best known for its cars and involvement in motorsport, yet the Societe Renault Freres built their first tractor in 1919. The machine was a crawler, based on a primitive tank design, which had seen action during the latter days of the First World War.

The company soon began making wheeled tractors to take advantage of the growing increase in mechanisation on French farms. During the Second World War, it also carried out experiments using methane as an alternative to petrol, which

was in short supply then. The company survived the conflict and was still in business at the end of hostilities.

Model R3040

Following founder Louis Renault's death, the firm was nationalised in 1945. It was also renamed Regie Nationale des Usines Renault (RNUR). Following reorganisation, the company launched a new model, the type R3040. The R series numbers comprised four digits, and '3' was used to signify a petrol tractor. The other figures showed the different versions, engine and chassis variants, type of radiator, suspension, and brakes.

As things turned out, the R series was an important watershed in the history of RNUR. Starting with the model 3040, the new machines would form the backbone of tractor production for the next ten years.

French industry had been targeted by Allied bombing during the war as the Germans had commandeered many factories, and the Renault factory had suffered a significant amount of damage. To bring the R Series onto the market, the new design was heavily influenced by an older model - the wartime 304E1. This machine reflected the shortages and privations of the war years and was basically a stripped-down tractor without the trimmings.

Demand for new tractors was high. Like most occupied countries, France's population had suffered during the war ➤

Technical specification: Renault 3042

Production	1948-1955
Engine	Renault
Power	22.371kW (30hp)
Cylinders	4
Bore x Stroke	85mm (3.346in) x 105mm (4.133in)
Rated speed	2000rpm
Transmission	4 fwd, 1 rev
Weight	2821kg (6220lb)

years. A major effort was required by the country's agricultural industry to bring food production up to standard.

Specification

The R3040 was quite an advanced design for its day and was equipped with a two-speed PTO. It also claimed to be the first tractor of its type to offer a full electrical system. It was produced in several variants using a mixture of in-house engines and power plants brought in by Hispano-Hercules and Perkins.

The model 3042 was the third tractor in the range and was launched in 1948. Like many of its contemporaries, the tractor was available with a choice of fuels. These included petrol, paraffin, and alcohol, and buyers were required to specify the fuel to be used when putting in their order.

The 2383cc side-valve engine was rated at 30hp and was mated to a five-speed gearbox. This delivered a top speed of just less than 14mph. The tractor was well-equipped for the time, and standard features included hand and independent foot brakes and an electric starter.

Options

There was also an extensive options list offering useful extras like a side-mounted belt pulley and 627rpm power take-off shaft. This was located on either side of the tractor and was intended to drive a side-mounted cutter bar mower. Owners could also opt for a bolt-on hydraulic linkage unit, which was powered by the rear 552rpm PTO. The tractor was also equipped with six-volt electrics, although the engine could also be started using a traditional hand crank.

Renault publicity of the time stated examples of the tractor's uses, which included "the ploughing of five acres of medium soil, 10in in depth with a double



The 3042 in Roy's storage area; the 7012 is in the background.



Standard equipment included a two-speed PTO, hydraulic lift, and adjustable tread.



The R 3040 series claimed to be the first machine with a full electrical system.



The 2383cc side-valve engine was rated at 30hp and was mated to a five-speed gearbox.

plough in one." Although the 3042 was popular with owners, only 9635 left the factory before the tractor was phased out in 1955.

From work to play

After he retired from motor racing in 2013, Roy started collecting tractors and competing at ploughing matches. He said: "I had bought an International B-275 back in 1999, which I still use with a log splitter, and then bought a 1941 Case DC4 in 2013, which I entered in vintage ploughing matches. Although the sport is obviously not as fast as motor racing, it is just as competitive. I can't say I am particularly good, but I enjoy it. When I am ploughing, I use either a Ransomes TS43A or model TS64.

"The 3042 isn't registered for use just now, but I drive it around the yard. It is very powerful and handles well. The machines were well built and are easy to work on. The panels were made of solid metal, so they were all in reasonable shape. I have connections in France and getting hold of spare parts was not really an issue.

"Because the tractor has a cast chassis, it is certainly a heavy beast. I also like the orange paint. The 3042 is a lot thirstier than the diesel, but it doesn't get a lot of work. To be realistic, I've probably got too many tractors in my collection at the moment and may be tempted to move a few on. Whether that includes the 3042, we'll just have to wait and see."

If anybody would like to contact Roy about buying any of his tractors, his mobile number is 07850250806.



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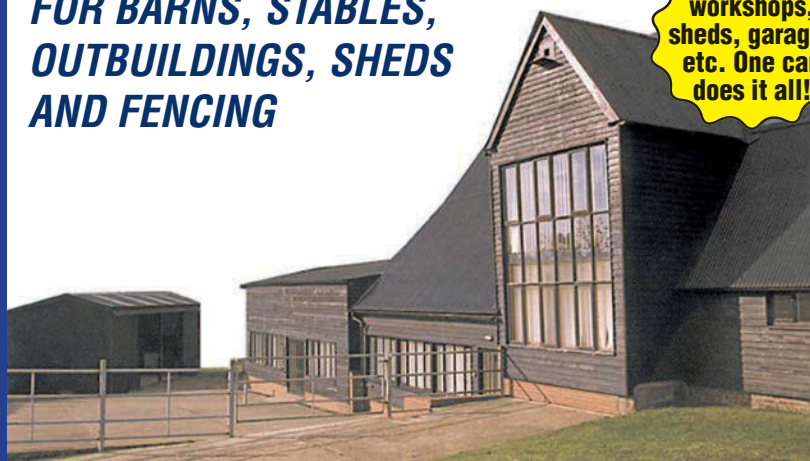
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TractorNews

CRUCIAL RBST ADVICE

Rare Breeds Survival Trust (RBST) is encouraging smallholders and farmers to ensure timely registration of their rare breed livestock and equines despite the disruption to shows and sales for a second year, to help safeguard the breeds' futures.

In normal years, the summer's county shows, agricultural shows and sales often provide key milestones ahead of which rare breeds are registered, but many of these shows have been cancelled or disrupted. Registered livestock and equines need to be recorded in the relevant flock book, herd book or stud book, and some receive certificates.

RBST Chief Executive Christopher Price said: "If registrations of rare breeds

are overlooked in 2021 as a result of disruption to summer events, crucial information will be lost and the work to support the future of these breeds will suffer. Every registration helps RBST and the breed societies to determine an accurate picture of breed numbers and geographic distribution. Year by year, this analysis informs our conservation priorities and programmes of work, as well as decisions about which breeds to target for the UK Gene Bank and categorisations on the RBST Watchlist. Some breeds must be registered within a certain timeframe and missing the window this year will have impacts for years to come because only progeny of registered animals can themselves be registered." Many breeds allow online registration through the Grassroots



Each year around 200 foals have been registered with the Clydesdale Horse Society, a total which the society feels is the minimum to sustain the breed. Courtesy Hay Farm Heavy Horse Centre.

system (www.home.grassroots.co.uk) or the Cloudlines platform (www.cloudlines.com). Paper applications can also be sent directly to the relevant breed society.

RUN IN AID OF PLOUGHING

With the 61st Welsh National Ploughing & Hedging Championships being held at Llancayo, Usk Monmouthshire on September 25, host landowner, local businessman and chairman of the local organising committee, David Morgan decided to have a tractor run to raise funds for the championships, writes *Anne Bates*. This came to fruition on August 8, starting from David's business, Morgan's of Usk yard where the assembled tractors gathered. The tractors were led by David Morgan on his Fergie and followed the River Usk down the valley to Llanbadoc. Circling around the country lanes and touring Wentworth Forest before returning to Woodside Works of Morgan's of Usk, everyone agreed on what a brilliant way to raise funds for the ploughing championships.



David Morgan leading the tractors on the run to raise funds for the ploughing championships.

HEAD FOR THOSE HILLS

On one of the hottest days of the year, without a cloud in the sky, the Nantmel Tractor Run headed for the hills in search of cooler air, writes *Anne Bates*. Starting at 10.30am from the Showfield, Maesygelli, Nantmel the annual Run, held on Sunday, July 18 and organised by the Tractor Enthusiasts of Nantmel (TEN club) toured many of the local communities, they were Nantmel, Llanyre, the Wye and Elan Valleys, Rhayader, before heading home

to Nantmel. Again, this year, the run was raising money for Cancer Research UK and attracted entries from as far afield as Shropshire, West Midlands, Herefordshire, Monmouthshire, Carmarthenshire, and local Powys participants. The TEN club thanks all landowners, participants, marshals, and supporters for their contributions in making yet it another successful event.

A presentation will take place at a later date when all donations have been collected.



Race engine specialist, Roy Millington with David Brown, complete with grass tyres.

BRITAINS £10,000 DONATION

To mark its 100th anniversary, Britains, Europe's oldest specialist in agricultural toys and collectables, is donating an amazing £10,000 to a remarkable educational charity Farms for City Children.

The charity, founded in 1976, gives school children aged 8 to 13 the chance to experience life on a working farm. With locations across Devon, Pembrokeshire and Gloucestershire, children and their teachers have the opportunity to work on the farm and explore the local countryside. Prioritising schools that score highly against particular criteria, which include the

index of multiple deprivation and free school meal eligibility, the experience at Farms for City Children farms helps develop the children's self-confidence, new friendships, and experience completely new environments beyond their crowded city horizons.

Mary Wood, General Manager UK and Ireland at TOMY said: "We are incredibly proud of Britains' 100-year history, and without the support of the incredible farming community we wouldn't be where we are today. As we reach this major milestone, it was really important that we were able to give back and what better cause than the Farms for City Children charity."

Snippets

Case IH show plans

➤ Leading farm equipment manufacturer Case IH has announced plans to attend major European agricultural shows during the remainder of 2021 and 2022 as part of the company's programme to reconnect with customers. Agribex is the remaining major event Case IH will attend this year, which will be held at Brussels Expo from December 7 to 12. For 2022, Case IH has confirmed its attendance at five major shows, although others may be added to the company's schedule.

Heritage show

➤ The Heritage Transport Show takes place at the Kent Showground, Detling, Maidstone, ME14 3JF on October 10. It is a celebration of classic and vintage cars, motorcycles, tractors, steam, stationary engines, commercial and military vehicles. Joined by the South East Bus Festival, the event also brings together a huge number of buses and coaches from across the South East and beyond. Step back in time to discover vehicles of the past with a display boasting over 1000 vehicles. For more information, visit www.kcas.org.uk or tel: 01622 633053.

Mart catalogue

➤ The new Machine Mart catalogue is out now and is packed full of all the tools and equipment you need, whether it is for a hobbyist, DIY enthusiast or professional. Featuring over 400 price cuts and new products, the new 500-page autumn/winter catalogue is a 'must have' for anyone seeking a huge choice of tools and equipment at unbeatable value. To order your catalogue, go to www.machinemart.co.uk visit your local store or tel: 0844 880 1265.

DEDICATED FERGIE FOLLOWER

A taster for vintage enthusiasts at this year's Newark Vintage Tractor & Heritage Show (NVT&HS) - a stunning TE-20 restoration.



Colin is proud to say that his restored TE-20 is now almost entirely original.

It takes dedication, patience, and unwavering attention to detail to restore a tractor to the exacting standards of Ferguson TE-20 owner Colin Taylor.

Quest

Colin Taylor was always searching for an early TE-20 from his home in County Down, Northern Ireland, and eventually, one was spotted in Norfolk. The tractor turned out to be one of the earliest surviving examples in the UK, bearing the serial number 33.

"We had stumbled across the 33rd TE-20 to roll off the production line just days into the first year of manufacture, 1946," Colin

says. There were 321 TE-20s manufactured from June to December in 1946, so this would place this vehicle within the first few weeks of production, though some castings can be dated to May 1946, almost a month before the first tractor was completed.

Originality

Because of its rarity and significance, Colin decided to restore the tractor with only original parts where possible - and visitors to the Newark Vintage Tractor and Heritage Machinery Show on 13 and 14 November will have a chance to see this gem in person.

It was a tough target - the tractor was a



The TE-20 was the 33rd example of the make to roll off the production line.

rough runner with a knocking engine; in later working life, it had been used to mow grass right into the early 2000s.

Research

The restoration began with painstaking research using photographs and web-based documents to piece together the vehicle's history. Colin found out that the first examples off the production line, including Number 33, were demonstrator tractors, which were used all over the country at shows and sold later through dealers.

Huge logistical hurdles increased the pressure on the factory to supply dealers and to get returns on their investment in a war-torn Britain. Shortages of steel and parts meant Harry Ferguson had to compromise just to get the tractors out of the factory.

"The intention was to use a Standard engine from the outset," he said, "but delays in development forced a switch to import Continental motor company Z120 units for the early examples - then the Standard units were phased in during the later part of 1947."

Other parts of the tractor which differ from the later units include the gearbox, which is cast iron, rather than the normal Elektron alloy unit. This tractor's gearbox is also stamped gearbox No 33.

The internal hydraulic linkages were cast out of brass, which has a much lower strength than steel and was likely a stopgap measure to keep production moving. Several other differences

are found on the brake pivots/linkages, check chain anchors and even the dashboard bolts, which have a slot head compared to the later captive splined bolts.

"The bolts on Number 33 are noticeably thicker on the heads and have the Bees Bolts logo on them - even down to the front axle bolts which have UNC thread compared to the normal UNF," says Colin. The later thinner headed bolts were obviously a material/expense saver.

It took a few years and a search that extended across Europe and into America for Colin to track down the exact parts required to restore the engine. One of the biggest hurdles was the steering wheel. "The very early steering wheels are made of an alloy casting with thin pressed steel spokes; it was extremely fragile and extremely rare today."

This proved to be almost useless, and most were replaced within the first few months of use, as they were so fragile. However, the wheel on Number 33 required major surgery and aluminium welding to repair it. Other items which proved tricky to track down were the original style front wheel bearings, which are different to the normal TE-20 ones. "The early Dunlop tyres were another problem and almost impossible to find in sound condition," says Colin.

Donor

It took the purchase of another tractor in Hereford to salvage this set. He added: "I had



Perseverance and patience have paid off for Colin Taylor's restoration project.

to buy and transport the whole thing home, but it was the last piece of the jigsaw and had to be done."

Colin also set the rear wheel track to 48in, so the combination is exactly as the early pictures show the tractors. A few other smaller details are the angle of the fuel tap and petrol line; also, the length of the HT leads, which Colin has matched to original pictures of Harry Ferguson on very early production tractors.

The unpainted alloy distributor body with black painted cap clips are also cloned from original pictures. "Number 33 is now almost entirely original," added Colin. "Just about the only things that don't date back to 1946 are the battery, fuel and oil."

This fascinating piece of history will be on display at the Newark Vintage Tractor and Heritage Machinery Show on November 13-14, alongside a wide range of other Little Grey Fergies as part of the 75th-anniversary tribute to the much-loved TE-20.



About the Show

The 18th Newark Vintage Tractor & Heritage Show returns to Newark Showground on November 13-14. The two-day event brings together vintage vehicle enthusiasts and hobbyists to see hundreds of vintage tractors, commercial vehicles, military, and stationary engines from across the UK and Europe. In line with previous years, the Show will celebrate several key anniversaries in the Vintage Tractor calendar, including one from 2020! These include 60 years of David Brown 990, 50 years of Ford 7000, 75 years of Fordson E27N (carried forward from 2020) and 75 years of the Grey Fergie (TE-20).

Visitors can expect to see over 1000 vintage tractors, machinery, and commercial vehicles alongside a wide range of trade stands selling vintage parts and equipment. On Saturday, there will be a live auction of vintage

equipment, with an autojumble taking place on Sunday visitors can also enjoy one of the county's largest congregations for the annual Service of Remembrance held amidst the vintage tractors, as well as tractor and trailer rides and a display of remote-controlled trucks, tractors, and diggers. For more information, visit www.newarkvintagetractorshow.com



**The Newark
Vintage Tractor
& Heritage Show**



PURE FARMING NOSTALGIA

ABOVE: Nick Smith with his 1917 IHC Titan 10/20, which was a total wreck when it arrived. Thanks are due to the late Alec Walford, who helped rebuild the engine and put it into running condition.

WORDS AND PICTURES

Peter Love

If you want two hours of pure farming nostalgia, then this private museum near Maldon in Essex is certainly the place to go.

It was a pleasure to be invited by owner Nick Smith to see the progress he has made with his superb bygone's museum, which I last visited nearly 20 years ago now. I can tell you it's a wonderful place, full of Essex life and farming nostalgia, from an era that's becoming long forgotten.

True enthusiast

Nick Smith is a true agricultural enthusiast and has collected such things all his life. As he says, he's not in it for the money, but the

pleasure in owning these venerable relics, which, quite naturally, gives pleasure to others with similar interests.

I certainly came away from my visit in August feeling that here is someone willing to collect, not just tractors, but smaller implements and bygone's and such things that had been part of farming life from 50 years, or even over 100 years ago, that have been long forgotten.

One instance of this is an amazing bread slicer, which takes some working out, to the



Nick loves inexpensive chaff cutters, including this R Hunt, Earls Colne Simplex example.



The late 1922 IHC 8-16 Junior runs very well and came from a Cheffins sale and had been entered by the Boyt's.



The 1936 International 10/20 came originally from Does at Fyfield and was purchased from the H J Pugh Mike Reid sale.



The David Brown Thresherman came from a farm near Stansted Airport where it had worked.

rare and quite large Turner of Ipswich No. 8 roller mill, a recent eBay find which Nick came across just by chance. Interestingly, this company even made steam plant and portables in small numbers at one time, one of which survives today, on loan to the Museum of East Anglia Life, Stowmarket.

Charm

Nick and I were talking about chaff cutters, which so many people were making 100 years ago, he said: "I have a fascination for these, and they make nothing at sales." Nick has a number here, all painted up and adding so much character to his museum and it's similar with the seed sacks, which all have stories to tell, dotted on the walls around the buildings.

Similarly, there are the enamel signs, which Nick has been collecting since before they have become so fashionable over the last 20 years. There are implement plates too, many connected to the sugar beet industry. At one time, most farms around this area grew a crop, all helped by the sugar beet factory at Felstead, of course. In times past, the tops would be cut off and given to the animals to eat.

Early days

Our bygoners collector started off at South Woods Farm, near Maldon, Essex and still has the 1951 Ferguson TE-D petrol/paraffin tractor they used in those early days on that farm. He was born in the "Swinging Sixties" and his highlight, as time went on, was his Friday trips to Chelmsford Cattle ➤



A rare tractor in these parts was the 1938 IHC W-12 that came from a Cheffins Collective sale with an original woodworm free James Smythe of Peasenhall narrow seed drill.

Market. He remembers as a child always being particularly drawn to the chickens and bantams.

As time went on, a Massey Ferguson 135 arrived on the farm and their combine was an MF 500 series. Later on, an MF 550 series tractor was to arrive and today Nick uses a Massey Ferguson 4355. It came off the Banner Lane factory line in the very last days of production and was supplied locally by R W Crawford from their Writtle branch. In fact, they even wrote a letter to Nick confirming this fact, which he still has today.

Interestingly, Bob Crawford set up his dealership at South Woodham Ferrers in 1980 and the company has three branches today, not only in Essex but at Ashford, Kent and Billingshurst, Sussex and are very well thought of. It's well-known Crawfords sold far more Challenger crawlers than any other company in the UK and besides MF, the company offers the popular AGCO Fendt range, which includes crawlers of course.

Dealers

Going back in time, Ernest Doe was (and still is) based at Fyfield and was the local Ford agent, as was Hensmans at Mountnessing, but their great competitor in this area was Eastern Tractors (Chelmsford) Ltd. They were Massey-Harris, Ferguson, and later Massey Ferguson tractor dealers and also sold Rover and Standard cars.

However, Coleman's were the IHC dealers at Barnston, Great Dunmow and for the 'leaping deer' green you had Blythe and Pawsey also at Great Dunmow and Rayleigh. One has to remember this was very much a large arable farming area with mostly large acreages at that.

After leaving school, Nick joined the family farm and in his spare time joined the March 1968 formed FMPS (Farm Machinery Preservation Society) at Sudbury in the late Seventies. This was the organisation that staged the famous Mammoth Old Tyme Machinery Rally at Long Melford Hall on Richard Hyde Parker's estate (every four years). It was, in its day, the largest event of its type in the UK. Here you saw veteran tractors come out in force and so much more, with a huge selection of steam, commercials, and veteran and vintage cars. It was an event to look forward to and something I attended frequently since it started, as did Nick.



Nick's road run tractor is this 1966 ED40 and came from the Mike Reed sale.



The ex-Bill Kembell Feb 1918 Fordson F with its Hercules engine looks the part.



Wallis 20-30, part of the Barleylands Collection at one time and previously with Don Miller. It has appeared running at the late lamented 'Power of The Past' events in Suffolk.

Inspiration

The club also staged a yearly rally between these gigantic events. It was from these events that Nick got his collecting inspiration, but as a very young member of the society it could be rather daunting, and as time went on and the “glory days” were over, the older members found it hard to change their ways. However, thankfully, the society survives today for everyone to still enjoy, but on a smaller scale, of course.

The Essex County Agricultural Show was all part of Nick's upbringing, and he was to become vintage tractor section steward until 2000 when the A130 was straightened at Great Leighs, Chelmsford and that was to end that show quite frankly.

His first preservation tractor was his Allis-Chalmers B, which came from Dereham, Norfolk, via a *Farmers Weekly* advert, and from there it has just blossomed. Nick was an early attendee of the Paul Gooderham Cheffins Saturday Bygone Sales, which were held at their old Cambridge Cattle Market site. These sales were the forerunner to the start of all the Linton veteran, vintage, and classic sales, which today are at Sutton, where Cheffins are the major player under Bill King and Oliver Godfrey.

Curatorship

Nick became the curator of the delightful Peter Philpot Barleylands Agriculture Museum near Chelmsford, when Jim Munden retired, a job he did for ten years. As he says, it was so frustrating, as there were many things to be restored, but the family didn't want to spend the money. It all became very static with the inevitability that, with a change in direction, the collection was sold off in several sales, but that's progress, as they say.

In 1979, Nick joined the local Maldon Vintage Farm Machinery Club, which is still a very active club today, whose members visited Nick and his museum on Wednesday, August 25, where they had a great evening. The highlight just had to be the first public running of the May 2, 1926, Blackstone GS1-1 38bhp spring injection stationary engine no. 161410.

Nick bought the stationary engine from the 2015 Cheffins late Norman Wasteney sale, all on pallets, (the flywheel is more than 5ft). The fact that it's running is thanks to Ewan Fenn, who was looking for a job to do

during the early 2020 lockdown and asked if he could sort it out. Nick was delighted when this retired engineer took on making it all run again.

Blackstone running

Blackstone of Stamford spring injection engines are not so easy to get running well, as many of you know, but this example performs well here with plenty of compressed air to help matters. It was new by Blackstone agents H Warner & Sons, Kings Lynn, Norfolk to Buckingham's Mill, Sutton Bridge.

Even if the camshaft lobes really need building up, the Blackstone is a gem and to see it run on its public debut was Norman's daughters, Jackie and Julie. Norman was a personal friend of Nicks when he was alive and another great agricultural collector.

It certainly had been a visit to remember (most of the tractors are in running order) and as always, was full of so many things that Nick had brought back to life with so much history attached to them. Thank you, Nick.

There are many more delights hidden around every corner and if you have a chance to visit the premises, which is open to preservation groups from time to time, it will certainly make an ideal club outing. I have had the pleasure of bringing groups here in the past where we have always had a great time, thanks to Nick Smith's wonderful hospitality, tel: 01245231792.



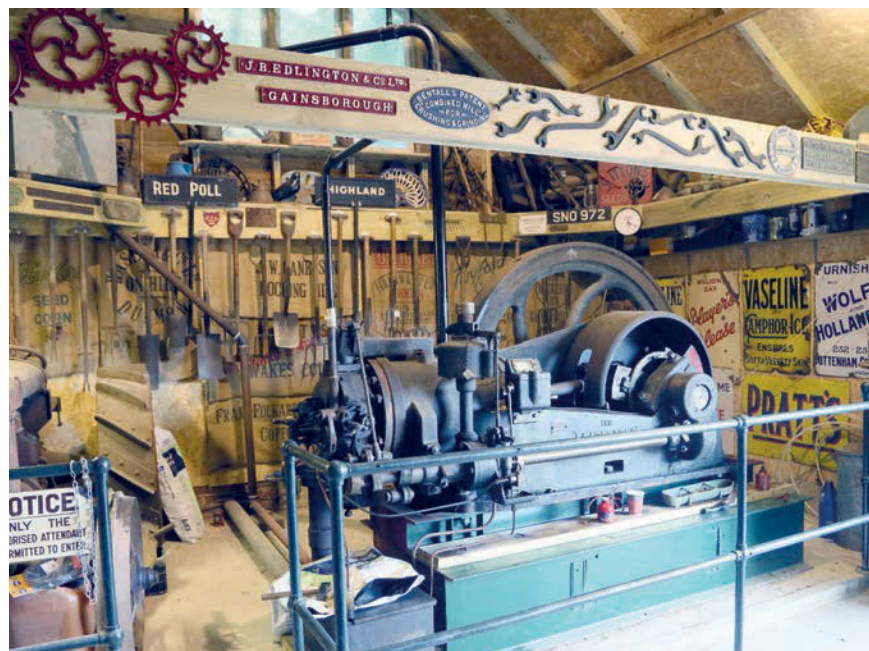
What do you think this is? Answers to the editor, please.



Maynard sugar beet lifters were common in these parts at one time, with the beet factory only at Felstead.



Nick's favourite in this collection, a 1931 International 10/20 that came from the Mike Laffling sale at Sudbury.



Wow! Look at those tools and the 1925 Blackstone 38bhp oil engine.



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THE MARSHALL CLUB

A brief history of the excellent Marshall Club and plans for it to move forward in the 21st century with Ian Palmer at the helm.

WORDS AND PICTURES Ian Palmer

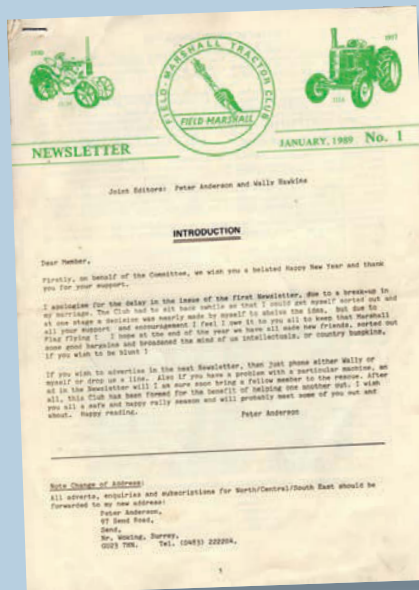
William Marshall had been an apprentice at leading industrialist William Fairbairn's Manchester factory and was later appointed Fairbairn's representative in St. Petersburg, then the capital of Russia. In 1848 William returned to his hometown of Gainsborough and bought a small engineering works in Back Street.

Marshall's of Gainsborough

By 1855, the business had outgrown the Back Street works and he acquired the initial 1 1/2 acres of freehold land on the site of Britannia Works. With the death of William in 1861 his two sons, James and Henry, took over the running of the business and by the end of the 19th century, they had established Marshall Sons & Co Ltd as one of the leading steam manufacturers in the country.

In 1908, the first oil tractor was produced by Marshalls and production ran up to the start of the First World War, when Marshalls devoted much of their facilities and workforce to the war effort. After hostilities

The Marshall Yard meet has become an annual Father's Day treat. Photo courtesy P Kemp.



The club Newsletter No.1 back in 1989.

ended though, times were bleak, and Marshalls were forever looking to repeat the good days of steam manufacturing.

The return to oil tractors in 1930, with the introduction of the 15/30 and 18/30 tractors, created a new beginning in the manufacture of single-cylinder tractors that would remain



In January 1993, the newsletter became known as the Britannia News, which was originally the name of the Marshall in-house magazine.

until 1957. By this time, tractor production had transferred over to the multi-cylindere tractors of the MP6 and the crawler tractor Track Marshall range.





The *Britannia News* of September 1995 adopted a new magazine-style format.

Marshall Sons & Co Ltd. would become Marshall-Fowler in 1969 and Aveling-Marshall in 1975, but by the end of 1979, most of the Marshall workforce had been made redundant.

Charles Nickerson acquired Track Marshall in 1980 from British Leyland, followed in 1982 by the Leyland wheeled tractor division with production transferred from Bathgate to Gainsborough. Ownership of Marshall Ltd was transferred to Hubert Flatters, a former sales director of Marshalls, in 1986, but he died suddenly in 1987, aged 56.

In 1990 T W R Industrial Division of Tom Walkinshaw's Group purchased Track-Marshall of Gainsborough Ltd. and he negotiated with Australian tractor manufacturer Waltanna to build their 'rubber tracked' crawler tractor as the TM200 at Gainsborough. Demand, however, was disappointing and, with mounting debts, it became no longer buoyant. In 1998, the business was sold to Tony Leighton; tractor production ceased, and the company concentrated on the provision of Track Marshall spare parts only. The entire 150 years of history of Marshalls is covered by The Marshall Club. ➤



Ross and Peter Anderson became involved with Field Marshall tractors from a very early age.



LEFT: The 'The Field Marshall Club' was renamed 'The Marshall Club' and Bridget Laycock's first revamped Club magazine appeared in Spring 2005.



The plaque dedicated to Jeff Bloom and Peter Anderson.



Over 60 Marshall tractors were at the Newark Show in 2016.



A line up of Field Marshalls and an MP6 at the Tractor Fest show.

The Field Marshall Club

Peter Anderson's name has been associated with Marshall tractors for decades. His introduction to single-cylinder Marshalls came at the early age of about five when a Fowler VF could be heard working the fields at the bottom of his garden, and he was captured by the sound of the exhaust. After the death of his father, at an early age, his Uncle Ted decided that a good way of keeping Peter and his brother Ross out of trouble was to buy a Field Marshall Series 2. On a cold Winter day in 1968, for the princely sum of £50, he gave the tractor to Peter and Ross as an early Christmas present.

Several Marshall fanatics had expressed a desire about starting a Marshall owners Club in the mid-Eighties, but nothing had come to fruition. Peter Anderson met up with Henry Marshall (the grandson of the founder William) at the Royal Show in 1988. In the conversation, Henry gave Peter permission and his backing to form a Marshall Club.

Later on in the year, at the Great Dorset Steam Fair, Peter met up with Marshall enthusiast Wally Hawkins and after a lengthy discussion, the Field Marshall Tractor Club was founded. In January 1989, the first club newsletter was published with Peter Anderson and Wally Hawkins as joint editors.

Britannia News

Club membership grew to around 200 members, not only in the UK but also

around the world. In January 1993 the newsletter became known as the *Britannia News*, which was originally the name of the Marshall in-house magazine (named after Marshall's Britannia Works in Gainsborough), that had been set up in February 1958 by Managing Director Edward 'Teddy' Burgess, which continued until the sale of the company in 1975.

The newsletter was transformed into a 'magazine' type newsletter in September 1995. Unfortunately, even with this number of members, the club was making a financial loss and Peter felt in 2004, after 15 years at the helm, that he no longer could spare the time and commitment to the club, often having to work until the early hours of the morning to meet deadlines.

Bridget and Robert Laycock had been members of the Field Marshall Club since its foundation in 1988 and after hearing about the possible demise of the club, Bridget made a phone call to Peter, resulting in her taking over as head of the club in Winter 2004. Peter would continue as the club's archivist/technical editor and would subsequently publish two outstanding books on Marshall tractors, namely: *Three decades of Marshall Tractors* and *Marshall Diesel Tractors 1930 to 1957* before his untimely death in 2017.

The Marshall Club

Bridget decided that to reach out to more Marshall enthusiasts, the Field Marshall Club should be renamed The Marshall Club and her first revamped club magazine appeared in Spring 2005.



Bridget handed over the running of the club to Ian at Marshalls Yard.



Ian updated the front cover with icons representing Marshall products to appeal to all enthusiasts.



Ian, Lynne, and Andy at the Newark Vintage Tractor & Heritage Show 2019.

As well as editor of the magazine, Bridget promoted the club by having a club stand at various rallies and shows, including the Newark Tractor Show since 2011. In 2016, 'Anything Marshall' was the title of the display in the feature marquee. There were over 60 tractors plus a Marshall steam roller, diesel roller, traction engine and a trailed combine.

Marshall's Yard (the current site of Marshall's Britannia Works) invited the Marshall Club to display its Marshall tractors in 2010, which Bridget gladly accepted. It is now held annually on Father's Day and attracts a large number of Marshall exhibits, enabling the public to view the products made by Marshalls, whilst doing their shopping. It is good to see young children excited by the array of unusual exhibits.

Another show that Bridget took the Marshall Club to is Tractor Fest at Newby Hall near Ripon, established in 2007. There is always a good turnout of Marshall exhibits and the show has developed into a "must visit" show for all tractor enthusiasts.

Along with Peter Anderson, Jeff Bloom was a committed member of the Marshall Club and also wrote many articles for the tractor magazines until his death in 2007. On Father's Day in 2018, a commemorative plaque organised by Michael and Linda Babbings was unveiled at Marshalls Yard in remembrance of two great losses to the Marshall Club: Jeff Bloom and Peter Anderson.

Surprise

At Tractor Fest in 2019, I was approached by Bridget and asked if I would take over as editor of the Marshall Club. Over the previous years, I had contributed some historical articles to the club magazine as I now had a large collection of Marshall catalogues and brochures. The following day, I received a phone call from Bridget proposing that I should take over the entire running of the club, which came as a surprise! At the handover at Marshalls Yard, Bridget stated to me: "Peter started the club, I saved it and it is now your turn to bring it up to date using such tools as the internet, social media, Paypal and BACS."

For my first magazine, I decided to update the front cover with icons representing Marshall products covered by the club - steam, single-cylinder tractors, Track Marshall, and the Harvest Gold range.

I am the fourth member of my family to work at Marshalls of Gainsborough. My great grandfather was a carpenter and was enticed to Marshalls of Gainsborough around 1890 with the prospect of regular well-paid work and good housing to work on the building of thrashing machines.

My grandfather was born in Gainsborough in 1894 and started his fitting apprenticeship at Marshalls in 1910. During his apprenticeship, he worked in the newly erected Motor Shop building Marshall Colonial Oil Tractors. My father started as an apprentice fitter on January 17, 1944, and by this time, the Field Marshall was in its final development stages. In March 1947, still only 17, whilst working overtime, he was told to take one of the part-finished Field

Marshalls onto the flooded streets and help rescue as many people as possible from their flooded houses. I started as an apprentice fitter in September 1976 at Aveling Marshall, but ownership under British Leyland lasted only until 1979 and I and my father were made redundant, resulting in the end of my family working at Marshalls, a span of around 90 years.

Baptism

The first event that I attended as head of the Marshall Club was a baptism of fire. It was the National Ploughing Championships held near Lincoln in 2019. On the Friday set up day, several tractors could not attend, and I had to collect the loaned gazebo myself in my Ford Focus. It only just fitted! On Saturday the weather stayed mainly dry, but on Sunday the heavens opened, and it was a mud bath. If I was to continue taking the club stand to rallies, I would need a 4x4 and a trailer to transport the gazebo. Thankfully, my next two shows, at Newark and at Malvern, were a great success.

Nothing could have prepared us for what happened in 2020, but thanks to the continued support of our club members, the club's financial position is secure. I am told time and time again, from people that are members of other tractor clubs, that the Marshall Club is the friendliest and most helpful of all - to quote Bridget again "more like a family than a Club".

Finally, thanks go out to Lynne-Marie and Andrew Birkitt for their continued help and support to the Marshall Club.

Further information

The Marshall Club covers all the products made by Marshalls between 1848 and 1998 and also the crawler tractors made by Fowlers of Leeds. The A4 quarterly colour magazine provides news, restoration and historical articles covering the 150 years of history, that no other tractor club can match. The club stand can be seen at various shows, rallies, and events throughout the year. If you would like to join, please contact Ian via:
Website: www.themarshallclub.com
Email: ian.themarshallclub@outlook.com
Mobile: 07543379769
Facebook Group Pages: The Marshall Club and Marshall & Fowler Crawler

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THRESHING DAY

A snapshot in time

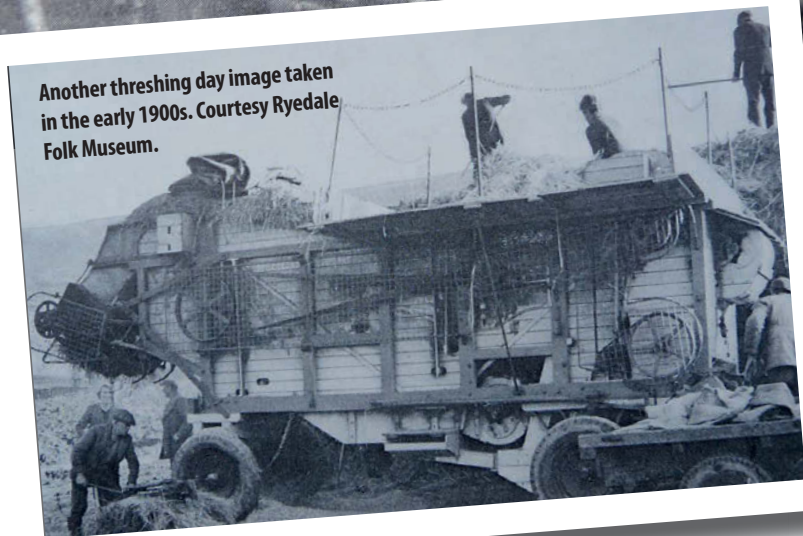
A trip to the 2019 Newark Vintage Tractor & Heritage Show rekindles childhood memories for **Mike Teanby**.

WORDS & PICTURES Mike Teanby



Threshing day in the early 1900s on farms within the present-day North York Moors National Park. Local machinery dealer Yates of Malton established an early contracting service in North Yorkshire and his machines are thought to be included here. Courtesy Ryedale Folk Museum.

Another threshing day image taken in the early 1900s. Courtesy Ryedale Folk Museum.



Our infant school was at Dunsville near Doncaster, close to the top of Broadway and alongside Hatfield Road. We walked there every day, a couple of miles each way, my brother Graham and I, until the Eleven-Plus exam.

Every now and again, our daily routine was interrupted by looking across the fields or standing for a moment on a farm gate to see what was going on. Cattle let loose after milking, folk milling about in the stackyard,

looking for things to do. Or even someone coupling up a tractor and implement such as a plough, more likely a trailer to collect or deliver something or other, to Doncaster market or a wholesaler, perhaps. Each time I saw these things, there was always a pang of regret and the thought “wish I could get involved with whatever they are getting up to”.

Rolling by

The most memorable event, however, would be when the threshing set chugged its way slowly through the centre of the village. Nobody could miss such a sight and people stopped what they were doing to step outside and look at the procession. It was a treat second only to the annual fair and parents and kids alike did not want to miss either, or so it seems as I remember things today.

What nobody brought up in the Fifties realised at the time is that what we were witnessing here, the old Field Marshall, threshing set and all the paraphernalia that came with it, would soon be outdated.

A decade on the combine harvester would become commonplace even on a medium-sized farm like ours and totally transform the way cereals were cut, threshed, bagged up and stored. The combine harvester was another one of the agricultural industry's landmark products, not forgetting that the mobile threshing machine had achieved such status long before that.

Sterling service

The traditional wood-built mobile threshing sets, like the ones hired out to us every year by contractor Alf Kitching Ltd of Crowle, had done sterling service on farms the length and breadth of the country for more than a century. Early models built pre-1900 would have been powered by steam engines and heavy tractors between the wars by smaller machines. The archetypal set-up in the Fifties, however, must surely have been threshers and Field Marshall tractors made at Gainsborough, Lincolnshire. All were still belt-driven from side-mounted pulleys, an important source of “power take-off” built into most tractors of the period.

Kitching's, today a prominent civil engineering group, were once heavily invested in farm contracting and favoured Marshall, using their tractors and even crawlers for a variety of farm work, including for threshing days. ➤

Looking along the line of the Vale of Belvoir Machinery Group display at Newark 2019.



Baling up; the Vale of Belvoir Machinery Group regularly attend public shows and events throughout the region.



Wizardry at the 2019 Vintage Tractor Show held at Newark Showground rekindling childhood memories.



Alan's grandfather was the first owner of the Marshall M, which was used to drive the threshing at Newark in 2019.



Alan Nickols explaining what all the belt work on this threshing set is used for.

Back in the Fifties, apart from creating something of a spectacle when travelling along the highway, few people who saw them would get a chance to see a threshing set working in the stackyard. If the ensemble arrived out of school term, worked late, or was held over on a Saturday (nobody ever worked on Sundays then) Graham and I would try not to miss any opportunity for a “look-see”.

Crowd pleaser

The unique and distinctive thump-thumping of the single-cylinder Field Marshall tractor will be quite familiar to many of our readers. Fired up at vintage events, they are guaranteed to draw a sizeable crowd of onlookers. I last saw a set working at the 2019 tractor show at Newark.

The demonstration, laid on by the Vale of Belvoir Machinery Group, comprised a Ransome AM 54 medium thresher and Jones Baler, all joined up and powered by a Marshall M. Once up and running, it was chattering away like a heartbeat. The tractor certainly, the rest of the ensemble more like a persistent pulse throbbing relentlessly in the back of the head. It was right here, whilst being shown around by Alan Nickols, that the memories came flooding back.

On our threshing days, the usually recumbent stackyard at Top Farm was suddenly catapulted into a hive of activity, with as many as a dozen or more workers bustling around. A couple on the stacks forking down sheaves to another, cutting the

bands before loading them carefully into the hopper. Self-feeding through the innards, as innumerable canvas belts and metal chains flapped and rattled away, the precious corn heads were stripped and shaken. The grain tumbled over beaters and finally down through chutes into huge sacks.

Chaff flew about everywhere, and straw shuffled its way through the baler. There was a constant humming noise, rattles, men and women shouting instructions loudly to each another, clouds of dust and chaff blowing around everywhere while menfolk humped unbelievably great sacks of polished grain up flights of steps into the granary. These things I recall most about our threshing days in the Fifties, but there's more.

Into the silence

Only occasionally did things stop, rarely for belt failure or some adjustment, but most certainly for “drinkings”. These were served up by our nan, whose role it was to keep the kettles filled and the great enamel buckets and mugs flowing between farmhouse and stackyard as workers took turns to stand down and enjoy a hot drink and something to eat.

Extra batches of cakes, ham and cheese sandwiches and pies were set aside for as long as it took to complete the job in hand and folk held fast. Mid-afternoon cold tea, in Tizer bottles, would come to light, along with homemade scones with lashings of butter jam.

Fresh water was on hand from a standpipe close by, and more mugs were provided for those who needed them. But tea and a bite to eat was what the workers looked forward to as the day wore on. Only at midday would the place fall completely silent. Perhaps one precious hour to allow folk to flop down for a little peace whilst the mechanics dealt with whatever might need to be done to the various mechanical apparatus.

Time to reset

A drop of more fuel here, an extra dollop of thick grease there and perhaps a chance to refasten the chocks beneath the thresher and tractor wheels. Both items would have been jumping about like a cocker spaniel eager to get off the lead, in the case of the tractor, to slip the belt, unless a careful eye was kept on it.



Brook House Farm Arksey, near Doncaster, is where the author's Uncle Ned became foreman in the Sixties. This picture from the family archive shows steam engines used to drive a portable threshing set at the end of the 19th or early 20th century.

All too soon, another cartridge would be wound down the throat of the Field Marshall and everything got underway all over again. Some clambered up those incredibly long ladders onto the top of the stacks, everyone now with an eye on what was left to do and asking themselves would they get finished before nightfall?

Recently, whilst researching a series of articles about the Women's Land Army, I came across an image of a group hauling huge piles of chaff around in what appears to be tarps. This is another (almost forgotten) memory of the threshing day, along with the rats (who could forget them) that ran around as stacks got lower to the ground. Graham and I were given a stick apiece to try to clobber them; we found mice were easy targets but rats far less so. The men would usually dispatch a good number of them in the full course of the day if they had time.

Timetabling

I am not sure how many workers came with the threshing set, a tractor driver/mechanic certainly and perhaps one other helper. The rest of those working on these days would have been the entire compliment of our own staff with maybe a couple more seasonal workers. Perhaps a dozen individuals in all and I would not be surprised if it was a few more than that, particularly if time became critical.

Kitching's would pre-plan their visits, agreeing on a loose timetable with several farms in any one area, thus if we saw the threshing set on the move it may not have been heading directly to us.

Cereal growers in the Fifties would routinely build stacks of corn in the barnyard and either sheet up or cover the tops with loose straw netted down to protect against the elements. Many were already investing, however, in Dutch barns like this one for protection before threshing.



Portable thresher built by Marshall of Gainsborough today in preservation and on permanent display at the Ryedale Folk Museum, Hutton-le-Hole, North Yorkshire.

If seen in the locality, though, the thresher would likely be paying a visit to us at some time and if so, we were desperate to be on the farm when it did. In any event, there was always more than one threshing day each year, certainly as far as we were concerned. Indeed, sometimes the whole kit was left overnight so operations could continue into the next day. As for the time of year, anytime from mid-winter through to late spring would be my best guess. What I also remember was it always seemed to be hot.

Belter

One of the few working demonstrations at the 2019 Newark Vintage Tractor Show was a belter, that's to say, a vintage threshing set belonging to the Vale of Belvoir Machinery Group. This ensemble was shown working throughout the two-day event and I was lucky enough to be shown around it by member Alan Nickols. The Ransome

Thresher and Jones Baler were powered by a Marshall M, which was once owned by Alan's own grandfather.

Built in 1944, Mr Nickols Snr ran a set just like the one on display at Newark, before recognising that once the mass-produced combine harvester arrived, the days of threshing sets like these were numbered. He traded his tractor for a combine and never looked back.

Although Marshall tractors are still hugely popular with enthusiasts, most of the big wood-built threshers have long since been dismantled for scrap or left to rot. Thankfully, this was not the fate of the one seen at Newark, which was still in full working order. It was also pleasing to note just how much interest there is today in farm machinery like this, especially when belted up and humming. My thanks to Alan Nickols for evoking precious memories of my threshing days in times gone by.



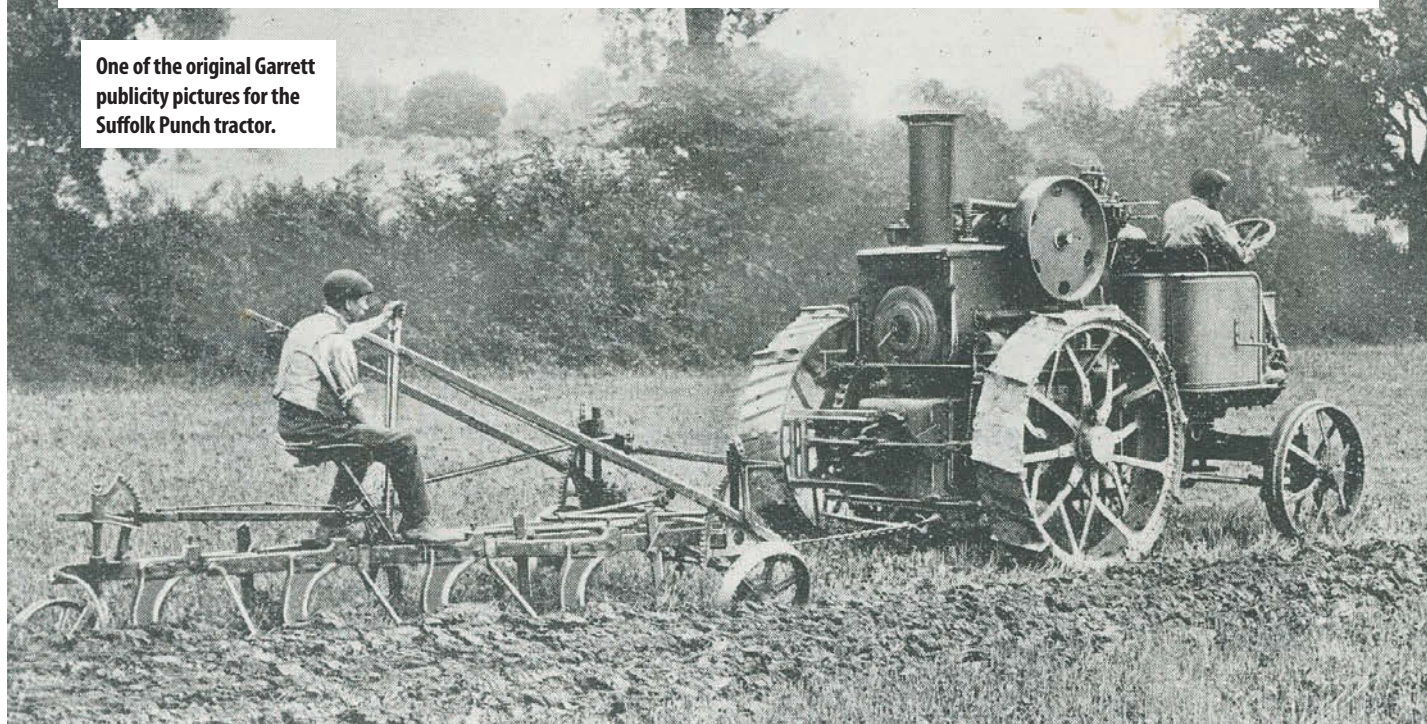
Machines that made history

GARRETT SUFFOLK PUNCH

WORDS AND PICTURES Mike Williams

An early steam age company challenges the internal combustion engine tractor market with the Garrett Suffolk Punch.

One of the original Garrett publicity pictures for the Suffolk Punch tractor.



British companies were the world leaders in developing agricultural steam power and they were also leading exporters, establishing a large international market for British built engines.

Glory days

The glory days for power farming with steam lasted until the early 1900s when it was becoming increasingly obvious that the recently arrived tractors powered by internal combustion engines were a threat to steam supremacy. The threat became a reality during the First World War when it was tractors rather than steam power that dominated the huge increase in power farming investment in Britain and America.

It was a difficult time for the established

manufacturers that dominated the agricultural steam engine market on both sides of the Atlantic. Some of them simply continued to build their traditional engines for a market that was shrinking rapidly. Others developed new products that took them into different markets and there was just a small number that diversified into the tractor market with varying levels of success.

Adapting

Richard Garrett & Sons was a steam engine manufacturer that took a different approach to survival. Based at Leiston in Suffolk, they had started making farm equipment in about 1778, and when the First World War approached, they were established as a major manufacturer of steam engines and



The driving position at the front of the Suffolk Punch provides good forwards visibility, but the rear view is poor.

threshing machines with a highly successful export business.

They made their first attempt to move into the tractor market through an agreement to use some of their spare manufacturing capacity to build a motor plough designed by the Crawley brothers who farmed in Essex. Production started in 1914, which should have been perfect timing to benefit from the wartime surge in tractor sales, but sales were disappointing, and production was transferred to a workshop on the Crawley family farm.

New project

Garrett's next venture into the tractor business was very different. Development started in 1915 and the challenge facing the Garrett engineers was to develop a versatile farm tractor that would also offer the benefits of steam power. The requirements included spark ignition, an excellent performance for field work, which included pulling a plough by direct traction instead of using a steam-powered cable system, and it would also be suitable for haulage work.

Although steam power was fading rapidly from the farming market, it still offered some attractions, including a reputation for reliability when petrol/paraffin engines were still relatively new, with ignition and fuel equipment that could be troublesome. If power problems arose, there was often someone on a big farm with steam experience, while spark ignition engines were likely to be an unfamiliar novelty.

Features

Garrett's attempt to give agricultural steam power a new future included several advanced features, including a boiler designed to operate with super-heating at up to 600°F. This improved the power efficiency and allowed a smaller, lighter boiler to be used.

The boiler was positioned over the rear driving wheels, where the weight was a traction aid, and the driver was positioned at the front of the tractor with excellent forwards visibility. The design also included Ackermann type steering borrowed from the truck industry, which was lighter and more precise than traditional traction engine steering, and there was a suspension system over the rear axle.



The maker's nameplate on the front of the Suffolk Punch preserved in the Long Shop Museum.

Powerful

The power output for the production version of the new Garrett tractor was 40hp, making it one of the most powerful tractors available in the UK at that time. The power was delivered from a double-crank compound engine through a chain and sprocket to the rear wheels. As well as the advanced features, there was also evidence of what may have been nostalgia from the Garrett company, and this included choosing the name Suffolk Punch for their tractor of the future. The name refers to the heavy horse breed that had originated in Suffolk but was in the early stages of a decline in numbers because of competition from tractors.

Another possibility would have been to use a paraffin fuelled burner to provide the heat to generate steam, a development that was being used on some cars and trucks, but for some reason, the Garrett design team chose to remain loyal to coal despite some obvious disadvantages. Coal is

bulkier and less easily handled than liquid fuel, heat from a paraffin burner can be controlled more accurately, and burning paraffin avoids the need to remove ashes or embers with the fire risk this involves when working near hay or straw.

Competition

A pre-production version of the Suffolk Punch tractor produced encouraging results when tested on an Essex farm in 1917, and the first production tractors arrived in 1918. This was not a good time to bring a new tractor onto the market, partly because 6000 new Fordsons were arriving from America to help with Britain's wartime ploughing campaign, while the end of the war in 1918 helped reduce the demand for new tractors.

The Garrett company sold about eight of the Suffolk Punch tractors before production ended, and one of them has survived and can be seen in the Long Shop Museum that celebrates Garrett's history and products in part of the former Garrett factory in Suffolk.



The sole surviving Suffolk Punch makes occasional appearances at local tractor events.

THRESHERMAN RESURRECTION

An old sawmill tractor is brought back to life as a loving tribute to its past owner.

WORDS Jo Roberts | PICTURES Malcolm Norris & Critical Photography

This story began when Yorkshireman Malcolm Norris faced the arduous task of clearing his late father's yard and realised he had to move a sad-looking derelict David Brown from its resting place to make some space.

Wreck

The rusty old Thresherman tractor had been standing for a few decades, and the years had not been kind. Had this been just any old tractor Malcolm might have taken the easy option and found a buyer

A gleaming example of a rare industrial tractor and a much-loved family heirloom painstakingly restored as a tribute to its previous owner, the late Geoff Norris.

for the rusting hulk, but this was his late father's tractor, and it's never easy to get rid of something that has featured so largely in a loved one's life.

Before that, Malcolm gave it a steam clean first, to see if he could get it going. It was a dream to hope that the tractor might just fire up, but sometimes tractors can look a lot more derelict than they actually are. Some real wrecks will fire up with minimum fettling, so there's nothing wrong with a bit of optimism. However, the Thresherman would not wake from its slumber that easily, as Malcolm soon discovered.

"After about a month of pouring different freeing agents down the plug holes, and repeatedly trying the starting handle, I concluded that the engine just would not move," recalls Malcolm. "So, I took the head off, and it was immediately obvious why it wouldn't shift - water had made its way into the engine via the exhaust... and so it all began."

Malcolm, without fully realising it, had taken his first step on what was to be an interesting, challenging, and lengthy restoration. He explained: "As I'm sure anyone who has done anything like this will tell you, there is a snowball effect, and once you start, it just takes over!"



More problems

To make it easier to access the engine, Malcolm removed the front mudguards, seeing right away the rot was much worse than it had looked. Malcolm wondered about new mudguards, puzzling over how they could be blended in with the rest of the tractor's aged bodywork. Already Malcolm could see that simply getting the tractor going was turning into a much bigger job, and every door he opened revealed a fresh problem.

Getting the Thresherman running was turning into a long-term project, and in the meantime, Malcolm had to get on with his day to day work. "Being self-employed you have to prioritise work, but the time was just rolling on, and the tractor was still standing there," says Malcolm. "Then one day a couple of years ago one of my neighbours wandered into my workshop, looked at the tractor and said, 'are we going to get on with this thing then?' and that was the kick start I needed to throw myself into the restoration."

Malcolm had already successfully built his own rally car, and one thing he had learned from that process was that if you are going to do something, you might as well do it properly and do it only once. There was no point 'half doing' the Thresherman, and while it was in bits, it made sense to go through everything.

Robert Midgley of Pool, Wharfedale was given the task of making up new mudguards, using the remains of the originals as patterns. This was a challenge as the originals were bent and battered and it wasn't possible to see exactly where the old bolt holes had been. Malcolm recalls that fitting the new mudguards and trying to find the original bolts that he removed nearly six years ago, ended up taking several weeks.

Before painting the panels and mudguards, Malcolm did a 'dummy build' just to make sure everything was going to fit together properly. This proved a wise move; there's a lot of tinwork on a Thresherman, and any incorrectly shaped sections will compromise the neighbouring panel, so accuracy is vital. "Sometimes I could easily have said 'that's good enough' to many things, but that isn't my nature, and neither was it my father's nature," says Malcolm.



The David Brown Thresherman spent its early years working as a threshing tractor, powering, and pulling threshing boxes, but then in 1963, it was bought by Geoff Norris who used it to power his rack bench at Beckwith Head Saw Mill.

Restoration reminders

Malcolm found that the restoration process brought his late father to his mind a great deal. "My father's words would enter my mind several times a day. Phrases like 'that needs a spring washer on it', and 'you'd better put a spot of grease on that so the next man can get it off', and questions like 'why have you left that bolt left so long?', 'can you do that a better way?' all of which made me feel like he was right there with me."

Malcolm tried to preserve as much of the tractor as possible, not only in the interest of originality but also because this was his father's tractor, and he didn't want to dispose of any part of it unnecessarily. "It has been surprising how many parts have been salvageable," says Malcolm, "and just by cleaning parts up and spending a bit of time on them I've been able to save a lot of the original tractor."



Initially designed for hauling, many early examples of these heavy duty tractors were used as airport tugs, but this one, built in 1946, was destined straight for the threshing market.

Light work

The rear light brackets had badly corroded and didn't appear to be like the usual David Brown brackets. Rather than put different brackets on, Malcolm fabricated exact copies of the mangled brackets, as whatever those brackets were (something his father had made perhaps), they were part of the story of the tractor.

A new wiring loom was also made for the tractor, all following the original colours and wrapped in the typical cloth-type binding, with an armoured cable to the rear and to the front sidelights. Not wishing to leave the wires unattached, Malcolm made some new clips to take the wires across the engine and to the rear of the tractor and secured the wires under the wheel arches with brass clips.

Hold water

Malcolm had hoped the radiator was going to be fine. After all, it had continued to hold water and antifreeze since his father had parked it up in 1985, but it was not to be.

"I had flushed it out, cleaned it, even painted it, spending time making sure it was ready for the rebuilt engine, and then I fitted it and checked the temperature of the block and head with a snap-on sensor gun, and it was running far too hot. In the end, I had to get a new radiator core."

Labour of love

Malcolm doesn't pretend to be a tractor restorer; breathing life back into his father's Thresherman tractor was a one-off, a labour of love, and something he won't be repeating.

"I've no desire whatsoever to restore another tractor!" he laughs, simply because no other tractor would have the same emotional tie with his father, and no other tractor could ever inspire him in the same way again. Also, Malcolm modestly declares that there is no way he could have done all the work himself.

"I'm sure there are many people who could have done the complete restoration themselves," he adds. "But I can honestly say that this restoration wouldn't have been at all possible without an array of different people, all of whom have helped me, either with their knowledge or with their hands-on work."

Current owner Malcolm Norris restored the David Brown Thresherman as a tribute to his late father Geoff.



✓ The Thresherman not only worked as a sawmill tractor but it was also used for contracting work and for winching out bogged down plant.



Maiden voyage

What began with the thought, "I wonder if I can get that tractor going" resulted in an epic restoration. Whilst it might have seemed like a can of worms, the fact Malcolm has left no stone unturned in this project means not only has he done justice to his father's tractor but also that he has preserved it for many decades to come.

When the time came to fire up the restored tractor and drive it for the first time, it understandably felt like a tremendous occasion to Malcolm. There had been years of build-up to this moment, and here was the prize, the light at the end of the tunnel, the grand finale.

There was one part of the tractor that Malcolm had no intention of altering,



To get a better look at the engine, Malcolm removed the front mudguards and saw that they were too corroded to go back on!

Debt of gratitude

Malcolm says: "Some of the main characters who I couldn't have done the restoration without are Les Wilson, for the original sandblasting; Stuart Atkinson for the chassis paint; Mike of Wilson Motors for the paint; Martin Wood for the cylinder head work; Mike Smithson for the electrical help; Les Gawthorpe, Graham Towers and Toby Ward for their photographs and knowledge; Peter at David Brown Parts in Ross on Rye; Paul Humberstone for the signwriting; the British Rubber Company, Gibson's of Harrogate for the upholstery, Finley Mac for the hours of sandblasting that he really didn't want to be doing, and Trevor Jones for giving me the kick start and many hours of help, rewarded only by beer. Thank you all, of you!"

and that was the steering wheel. "The last person to drive the tractor was my father, so to feel that connection with him through the steering wheel was, and still is, something special. Every time I drive the tractor out of the yard and down the lane, I'm reminded that my father drove out of that same yard and down the same lane, on the same tractor, so many times."

Never having driven the tractor before, or indeed any David Brown tractor, Malcolm wasn't sure how it would handle, but he found it a pleasant surprise. "It really is lovely to drive," says Malcolm, adding that it is obvious the tractor was designed to tow as the first two gears are very low, while the top gear is quite high, giving a top speed of around 12mph.

It's often hard to know when to stop with a restoration, and Malcolm says he could make some more improvements to the winch; "The sprag shows signs of wear. There is a bent piece of steel at the base of the winch, which looks as though the winch hook has caught it, and there are grooves in the side rollers where the rope has run. But these things are part of the tractor's character and story, and I knew the man who made those marks!"

Provenance

Malcolm's father, Oliver Geoffrey Norris, known to all as Geoff, bought the Thresherman in 1963 to use in his timber business, based at Beckwith Head Saw



The David Brown working in the Harrogate pine woods.

Mill, Harrogate. The tractor had been sold in 1946 through the David Brown agents Telfords of Harrogate, to a threshing contractor named Mr R T Gowling.

Mr Gowling was based at nearby Burton Leonard, and it is believed the Thresherman was one of a pair that he bought to pull and power his threshing machines. By coincidence, Malcolm's father had once worked at the local David Brown agent himself, but this was before he began working in the timber business. His early days as a David Brown mechanic at Telfords of Harrogate no doubt gave Geoff Norris a fondness for these tractors, and when he found one for sale with good towing capabilities, a winch, and a pulley he must have known he had found the right tractor for his timber business. He used the Thresherman within his sawmill business, driving a rack bench in his timber yard and hauling timber. The rack bench, powered by the Thresherman, undertook some quite historic work; Geoff had the contract to make wooden chocks, which were used in many of Yorkshire's coal mines.

Rescue

There were also some interesting days out when the tractor was employed to go out on rescue missions winching out stricken and stuck plant and machinery, sometimes



Malcolm decided while he had the tractor in bits, he might as well do a proper job on the restoration.



Malcolm is keen not to take all the credit for the restoration of the tractor and couldn't have got there without a small army of people who helped along the way.



The Thresherman with the now restored crane which Geoff Norris used to borrow back in the day from engineer J Hayton & Son whenever he had to lift timber.

FACT FILE

The Thresherman is a David Brown Heavy Duty Tractor (Threshing Model) VTK 143, and it is thought only 85 of these VTK tractors were built. Selling for £750, the Thresherman was an expensive tractor and aimed at serious contractors and larger businesses rather than individual farmers. The pulley, powered by a shaft which was taken from the winch's chain housing, made the Thresherman a useful portable powerhouse; the low gears enabled the tractor to haul heavy loads, and the winch was handy for pulling out stricken threshing boxes.

Unlike some Thresherman tractors, which were ex-airport tugs converted into threshing tractors, Malcolm's Thresherman came out of the factory in 1946 destined to be a threshing tractor. The logbook, registration, and serial number all confirm this date, and whilst sandblasting the tractor, Malcolm noticed that the 1946 date can also be seen on the wheels.



A piece of history - the original dealership badge.

heading out far into the Dales on these exciting recovery missions. Geoff Norris also used the tractor for contracting work, assisting a pipe-laying company known as William Press as they laid a major gas pipe. The tractor was used for helping to clear the way and for winching machinery, and the work went on for several months.

The gleaming Thresherman VTK has come a long way; having worked as a contractor's threshing tractor, the tractor then took a career change and worked in a sawmill, later it sat as a derelict wreck, and now it has been lovingly restored. It is little wonder that Malcolm was over the moon to be behind the wheel of this rare and eye-catching machine for the first time.

Thanks go to Malcolm Norris for his story and to Critical Photography for the images. Other background information courtesy of Stuart Gibbard - *The David Brown Tractor Story*.

RURAL RELICS

THE FARM ROLLER

The development of the farm roller which is still perfect for use on seed beds to this day.



The earliest field rollers were most likely made from adapted tree trunks and would have been pulled by oxen. Despite being a convenient shape and a useful weight for a roller, the one-piece “tree trunk” roller, like its cousin the stone roller, had certain disadvantages. For instance, when turning around corners, the outer end of the roller had to rotate faster than the end on the inside of the turn. This caused the roller to skid, heap up the soil, and leave lumps of soil in the field, which was, of course, counter-productive.

Cornering

To get around this turning issue, rollers were made in two or more sections that could turn independently, and allowed for smoother, tidier cornering when rolling.

The Cambridge Roller went one step further and comprised several small segments, which rotate separately, allowing each section to rotate independently at the correct speed for turning. This made

ABOVE: Segmented and ridged rollers are known as “cultipackers” in the US, whereas here in the UK, rollers of this design are known as Cambridge Rollers.



The beauty of a roller that is made from many segments is that each section can rotate separately at the correct speed for turning. cornering with a large roller a far smoother operation. The Cambridge Roller is not, as one might assume, named after the town of Cambridge, but after the man who invented it, William Cambridge. During the 1840s, William Cambridge was based in the Wiltshire village of Market Lavington, close to Devizes. He is described as a millwright, steam boilermaker, engineer, inventor, and iron founder.

Relocation

Later Cambridge saw the need for a better base from which to export his machinery and moved to Bristol because of the docks and the good railway network. This enabled him to export his goods not only throughout Britain but also worldwide. Cambridge set up a new Lavington Iron Works in Bristol, and it is believed that he exported agricultural equipment and portable steam engines to sugar growers in the West Indies and to farmers in Australia and Europe.

Old adverts describe Cambridge as an inventor and manufacturer of steam engines, and mentions are made of a patented iron horse powered threshing machine, as well as corn drills and discs. But by far the most important of Cambridge's inventions was his roller. The Cambridge Roller was initially known as a Press Wheel Roller & Clod Crusher, and only later did the design come to be known as a Cambridge Roller. Before long, all rollers made in this style became known as Cambridge Rollers.

Tried and tested

Not only did the segmented Cambridge Roller solve the turning issues that plagued the simple one-piece rollers, but it also left ripples in the soil. If running in the appropriate direction, these lines in the soil could help to prevent rainwater from running off the land too rapidly, something which was important when growing crops in dry locations. The ridged rollers on the Cambridge roller also helped to break up clods and lumps in the soil, which is why these ridged segmented rollers are considered perfect for use on seed beds, still to this day.

vintage scene

WORDS & PICTURES Peter Love



ONE MAN AND HIS DOG

It's a dying art. Walk-behind competition ploughing is certainly not for the faint-hearted and over the years this once popular class gets less and less, unfortunately. At the Romney Marsh Ploughing & Cultivations Society's annual match on Sunday, September 5 at Hamstreet, east Kent, some 69 competitors took part, including three in the horticultural class.

Here we see Andy Ford with his Trusty and Trusty plough and spaniel, who walked every inch with him to take the class win. The excellent match saw the largest crowd here for some years. Interestingly, there were three events in Kent that day involving vintage and classic machines, which in total amounted to 183 tractors. The agricultural preservation movement is certainly on the up again, that's for sure.



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

Case consideration

I picked up a copy of *TFH* (issue 220) recently, several very interesting articles caught my eye. The one of particular interest was the 8th Stebbing Vintage Tractor Run held on June 20, which included a 1939 Case Model R belonging to David Hunt. It is seldom that you see a Case Model R in a magazine.

My brother Grenville and I have two Model Rs a 1938 and a 1939. Both of these tractors have been in our family for nearly 50 years, when new they were supplied by an agricultural dealer in Wellington in Shropshire. When we purchased them in the early Seventies, they had spent all their working lives in the county. The 1939 on a farm at Knockin near Oswestry and the 1938, we had that one from a builder near Bridgnorth.

We restored them ourselves and their first outing was at the Malpas



David Hunt's 1939 Case R (RIGHT) preparing for the Stebbing road run.

Vintage Machinery Rally in the early Seventies and over the years many more. The last rally they attended was the 40th annual rally on September 8-9, 2013, again at Malpas, Cheshire.

There are several differences to the tractors, the 1938 has wide mudguards and a three-speed gearbox and the 1939 has narrow mudguards and a four-speed gearbox. Everything else is exactly

the same. Since we have owned our Model Rs, we do not remember hearing or seeing any for sale or just maybe we missed them! It would be interesting to know how many Flambeau Red Rs came over from the US.

Stephen Wood, 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 Stainless Steel Multi-Tool from Laser Tools featuring spring-loaded pliers with integrated pipe grip plus wire cutter; magnetic bit driver with four bits; saw; knife blade; rope cutter and wire stripper. You can find more details at www.lasertools.co.uk



Top-notch info

I would like to add a little to the Top Notch Irish Collection featured in the October issue of *TFH*. The Nuffield 4/60 was more than likely supplied new by Nuffield dealer John Rutherford & Sons, Coldstream in 1964. I was still in the first year of my apprenticeship and may have

assisted with the PDI and subsequent servicing of the Nuffield.

The KS in the registration is for Roxburghshire, now part of the wider Scottish Borders. The Nuffield was more than likely bought by a farmer in the Kelso area.

Ronnie Dickson, email.



Project pointer

I know this is a late comment about Mr Graham Hamstead's article in the April 2021 edition. I was ever so glad that I was sitting down when reading Graham's article on Keeping

in Trim especially when I read that a Yorkshireman wasted so much sheet metal all at once in the repair of the steering trunnion ball joint when a simple flat steel washer of the appropriate

size hammered into shape would have been far cheaper. I can now only imagine that on a Friday night at the local pub, there are now stories of Mr Hampstead and his great wealth and waste in one simple project. This will take a few pints to get over now.

John R Garlick, email.



Howard horticulture

As an Australian reader, I receive your magazine long after readers in the UK. Consequently, you have probably already received the answer to the query in the April 21 (issue 214) issue under

Tractor Talk / Lockdown Project. I understand the small tractor was produced in Australia in the late Sixties and sold as a Howard 2000. It was available with many implements and directed at horticulture and

smallholdings. I recall one being used by a poultry farmer to scrape out manure under the battery cages as it was small enough to fit in the lanes between the rows.

Steve Richards, email.



FORD & FORDSON

Tractor Collection: Issue 4

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STEAM ROLLERS

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OLD TIMER RALLY SUCCESS

The second Old Timer Rally was a huge success after the inevitable lockdown delay held at The Parks, Woofferton by kind permission Hyde family, writes *Anne Bates*. The rally was the idea of the late Ken Crowther, Edward Price and Chris Tranter (themselves owners of many veteran and early vintage tractors). It came to fruition in 2019 to feature veteran and vintage tractors cajoling many friends and fellow owners to exhibit at that inaugural event. This year

the rally held from July 31 to August 1 highlighted over 100 pre-1950 tractors which were a sight to be seen, ranging from the earliest a 1915 Case to a 1949 Fordson Major E27N.

Exhibitors came from all corners of England and Wales to take part and was well supported by local enthusiasts. These included the 1915 Case 12-25 of Kent's Oliver West, which had been imported into Scotland in 1999 by David Symington and restored by him before

being sold in his reduction sale in 2020. When produced, it cost \$1425, around £1030. The two-cylinder Case weighs in at nearly five tonnes and was among the earliest internal combustion-engined tractors produced by Case.

This model, known as a coffin tractor, was the first to use a roller chain and sprocket drive and was aimed at farmers who wanted a smaller Case tractor. Oliver's brother Austin, had on display his imported 1919 Hart-Parr 30, also on show was the 1921 Moxom Estate Tractor, which was based on a Model T Ford owned by Ross Stow of Cranleigh.

Kevin Watson had his 1916 Avery and tried with the help of many other exhibitors to get life into it, but only managed to get it to splutter with the help of John Crowder's

Laura Dickson
on John Crowder's
Turner Yeoman.



Turner Yeoman and drive belt. One of the newest exhibits was the standard Fordson which was ex the late Humphrey Edwards and had been on the family farm from new. Richard Bateman had bought it from the dispersal sale the previous week and with a bit of basic fettling, got it running again. It ran like a dream all weekend.

Cheshire's John Bownes had a restored 1916 Clayton crawler, which was being shown for the first time since restoration. It was ordered by the "War Ags" the War Agricultural Executive Committee for service during the First World War.

Tom Turnham had a pair of Cletrac crawlers on display, a 1937 Cletrac DG which had been in his family from new and a 1942 DX version. Also making the trip down from Blakesley was John Sheppard, who had his 1918 Fordson F on display and when in the playpen showed a fast turn of speed.

Unusual

As well as the vintage and veteran tractors, there was a large display of stationary engines together with classic commercials, vintage cars, and motorbikes. Some of the more local participants were Paincastle's Lee Miles with his Case and scuffles, Knighton's Pat Caine with his restored 1949 series 1 Land Rover, Mike Chandler of Llandrindod Wells with his 1978 AEC Mercury who also displayed friend Nick Powell's rare 1940 George Fowell dumper. The Dumper made in Smethwick, in the West Midlands, was billed as the 'Builder's Mate'. The firm also made rollers and concrete mixers before it was eventually bought up by Winget.

Veteran tractor specialist Colin Lewis of Talgarth had his 1919 International Titan, which has spent all its life in the Wye Valley and a 1919 Case 10-18. Llanyre's Ivan Partridge had his very unusual 1926 Mops Lanz, which was one of the smallest tractors on display. Nick Lewis of Shrewsbury had his 1938 Allis-Chalmers U, Andy Boyle of Ledbury had his Field Marshall and Anthony Stokes of Shobdon had his Fordson N with Henderson Trencher. Co-rally organisers, Edward Price and Chris Tranter also had many items out of their collections on display from Austin 7 car to Field Marshall tractor.

The Case 10-18 was one of two tractors brought by Colin Lewis to the rally.



Paincastle's Lee Miles with his Case and scuffles.



Tom Turnham with one of his Cletrac crawlers.



Ivan Partridge's very unusual and small 1926 Mops Lanz.



John Bownes with his restored 1916 Clayton crawler.



The Moxom Estate Tractor is based on a Model T Ford.



Oliver West's splendid Case 12-25, which was imported in 1999 by David Symington.

ANIMAL MAGIC

Graham Hampstead's wildlife woes continue as he battles to protect his crops, but one animal turns up trumps for him.

WORDS & PICTURES Graham Hampstead



My apprentice, cleaning down the baler with the airline, well, we all had to start with the mucky jobs.

The gap between the two knives was less than 1mm, so "that'll do".

After I had finished baling last month, I parked the baler up in the paddock next to the workshop. My thinking was that it would be handy there until I got a spare day to clean it down and do any small jobs before I put it away until next summer. I thought it would be all right there, but I got into trouble again. Mrs H squared me up one morning: "You'll have to do something with that baler. The lambs for Melton are getting oily".

Sod's law

Sure enough, when I had a look there were a few mucky backs. I had forgotten that we had put the ewes' lambs in that paddock a few days ago when we weaned them. Of course, "sod's law" determined that two of the four lambs going to the autumn show and sale at Melton Mowbray market in a couple of weeks had rubbed on some claggy surface under the baler.

So, I was forced into some maintenance work earlier than I had planned. I hooked up and backed the offending machine onto the hard standing outside the workshop doors. There wasn't much to do really, mainly a good blow over with the airline to clear all the muck from around the knotter area.

Technical term

When I was baling, the bales looked to have a good clean cut on the knife side, but I thought I would give the knives a check, anyway. I wound the baler over by hand until the knife on the plunger was level with the stationary knife. Then I grabbed a piece of scrap 1mm tin we had been using for patching up and tried to force it between the two knives, but it would not go in top and bottom. So, I thought "that'll do". Not very technical, I know, but it would do another year.

Now I had a look at the pickup reel clutch I had been having trouble with. I checked the tension on the spring, and it seemed quite tight so I had a ponder and I think I may have solved the problem.

Adjustment

I have to admit it's probably down to me. Quite a schoolboy mistake really if it turns out to be what I came up with. The pickup reel bed is raised and lowered by a large lever at the side. There is a peg down near the bottom of the lever. The lever moves across a quadrant with a series of holes in it. You push the lever right down and the peg drops into the bottom hole and the reel is raised up into the transport position.

When I start baling, I put the lever right up and fit the peg into the top hole. This drops the reel as low as it will go. Now looking at it in that position, I see the pick-up tines are touching the ground so I reasoned if the grass is a bit tough and the crop heavy or I hit some uneven ground



Once all the muck was blown away, I sprayed all the knotter mechanism with "duck oil".



Could this be the cause of the slipping pick up reel clutch, I will try a different setting next year.



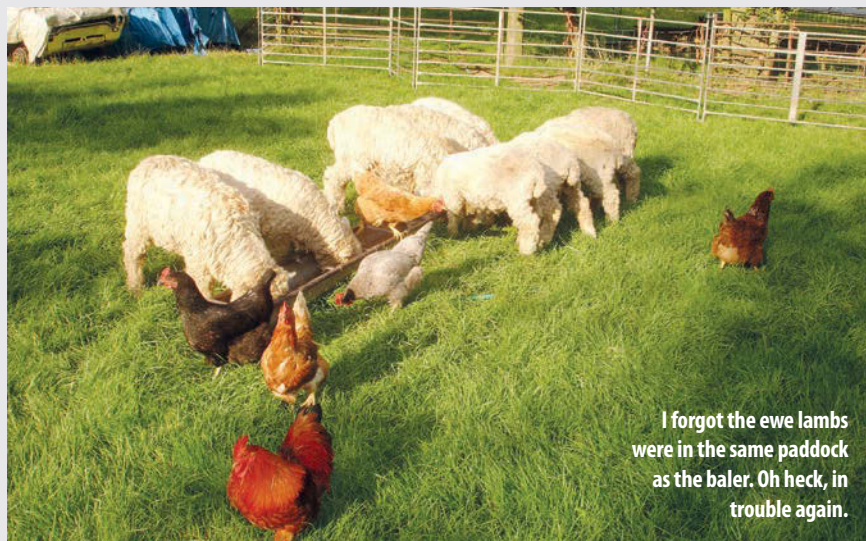
The baler all cleaned and put away until next year with the hay bob for company.

that's the reason the clutch could have been slipping. I have noticed on the later models of the B47 and some New Holland balers there is a smallish depth wheel fixed to the side of the pick-up reel bed. This will allow the bed to float up and down with the undulations of the ground. What I have been doing is dropping it right down and then locking it there so it cannot float. Next season I will see if it works. I will lower the reel down until the tines are just clear of the ground and lock the arm there and see if that cures it. Silly old fool. And that was about it. I backed it under cover and gave all the shiny bits a spray with duck oil to stop it rusting and there it will stay until we get four hot days next summer.

Wildlife woes

Last month, I wrote about the varied wildlife that is appearing around us recently. I erected wire netting around my cabbage and kale drillings, but maddeningly, there wasn't just enough netting to surround the entire plot and was short about by about 20ft down one side. Surely, I thought, the hares will never find that small gap in the entire plot. But after a few nights, I noticed the plants were eaten off where the gap was. So, I made a dozen or so "flippy-flappy" things and pushed the canes into the ground every few yards. Touch wood, up to now this seems to have worked.

Of course, it's never as easy as that. I was checking the cabbage one evening when I noticed on a corner the wurzels were battered about and had been nibbled



I forgot the ewe lambs were in the same paddock as the baler. Oh heck, in trouble again.



This is in the early days of halter training the three tups. "Jiggermy" is the one on the left.



My homemade "flippy-flappies" have kept the hares off my cabbages up to now.



This is the modern-day version of "Worzel Gummidge", but it seemed to do the trick.

down. There were some tiny hoofprints in the soft earth where I had been hoeing. Now I was under attack from the muntjac! Wire netting would be no good here. They would just hop over it.

Scarer

It was a good time to try the old but hopefully successful way used in the past. Mrs H found me a pair of my redundant overalls. I tied all the loose ends up and stuffed the overalls with hay. The grandkids were still on holiday and getting bored, so I got them to colour a scary head to nail on the top of a post. We took it to the spot where the wurzels had been nibbled and erected it there. Touching wood yet again, up to now, they have not been back.

I don't want the wildlife to starve. They can have as much of our grass as they want. We are surrounded by hundreds of acres of wheat at the minute that they are more than welcome to. So, there's plenty to go at without eating our winter fodder.

Sheep show

After haymaking, the next big event for us is the autumn sheep show and sales. It is our "harvest time". We sell a few lambs for people's freezers over autumn, but our main source of income we need to pay the bills with over winter is the breeding sheep sales.

We had picked out which sheep were going to be sold over the summer and had overwintered three of last year's tup lambs we thought would make something. Once

the winter months were over and the spring grass came along, they just grew and grew. I don't think we have ever had lambs grow like that.

I wrote about one in particular last spring. We called him Jeremy, but granddaughter Bell could only manage "Jiggermy" so that became his name. Even as a lamb he was strong. In fact, she used to ride on his back around the paddock like a pony. By the end of summer, he had grown into a stonking tup.

The best

He was so good we had entered him into the breed show and sale at Exeter market in August. This is when all the best Dartmoors from all over the country come together for a show, then later on in the day, they go through the sale ring to be sold. In this way, fresh bloodlines are spread around the flocks in different parts of the country.

I had been halter training him for weeks. In the early days, this comprises just fitting the halter on them and tying them up to the bars on the hurdles. Then you just handle them all over, check teeth and testicles. In fact, all the things that happen to them when they are being judged for real.

Once they have settled down and got used to being handled, I start to walk them on the halter. Just a few steps at first, and, depending on their temperament after a few days (or in some cases a few weeks) the penny drops, and they should start to walk beside me not too badly. Also, over the last couple of weeks, every time he got mucky we had been keeping him as clean as we could. This means warm water and a stiff brush. At night, I brought him and his two companions into the barn and into some pens I had made up with hurdles. This just got them used to being penned up for a while as, ever since they were lambs, they have just been out in the fields and never confined. It can come as a shock being penned and they can sulk and stop eating. Not good when you want them to look their best in the ring.

Drawn in

The big day arrived. Well, not so much day, but night. We get up at midnight after a couple of hours of restless sleep, a mug of tea, and then load the boy up into the trailer. Setting off around 1am we drive



Mrs H getting our man ready for the show at Exeter market, she must have done a good job as he came champion.



And this is the haul from one sheep, the only drawback, it will cost a small fortune to engrave all of those cups.

throughout the night to arrive at Exeter in time for the market opening. We like to get him into a pen and fed and watered before the crowds arrive.

Most of the other entries are relatively local and have had only an hour or so of journey. Their sheep were probably grazing locally up to a couple of hours ago and so have nice “grass bellies”. Our lad had been off the grass for at least 12 hours and looked quite drawn in. That’s why I like to get him fed and give him a net full of new hay.

He was not the only one “drawn in”. We were hungry too, so when he was settled, we shot off to the café. Like most markets we go to, Exeter has a great café - and big farmhouse breakfast with fried bread, a thick slice fried on both sides, yummy. I’m not allowed it at home, not good for the heart, I’m told, but when we are out, I can get away with it.

Show time

When we returned to the pens after breakfast, we could see there were a few folks in the pen with our man and several

millling about the aisle. It is always a good sign. We left them to it as we had to buy one ourselves and needed a good look along the lines. The time to line up arrived at 10am in the main concourse of the market where the show was being held. I’m not being big-headed, but our man looked quite good, and I had high hopes for him. To cut a long story short, after much prodding and poking, we were moved to the top spot and there we stayed. Yes, we were breed champion, number one Dartmoor shearling tup in the country!

After a few other classes, I lined up for “best wool on the hoof” and we were first in that as well. Then came the important bit, the sale ring. Prices were up and down, the better stock making decent money varying between £400 and £700 and the poorer stuff struggling. As I said, we needed a new tup for ourselves and chosen the one we would like to take back to Lincolnshire. When it was his turn in the ring, I was under strict instructions to get him. Luckily, for the sake of matrimonial harmony, I managed to buy him. He was one of the expensive ones, but he was of a type we like.

In the ring

Then it was our turn to go up the ramp and into the ring. The first thing I said to the auctioneer when I entered the sale ring was: “You’d better get us a good price, you’ve just squeezed me out of seven hundred guineas!” I told the auctioneer the rosettes he had won in the morning show and tied the rosettes to the wool on his back, so he looked quite flashy as he walked about. I kept the halter on him so I could turn him about in the centre of the ring to show off his best features.

The next couple of minutes were just a dream that flashed by in front of me. It happened so quickly. The next thing I knew, I was coming out of the ring with everyone slapping my back and wanting to shake my hand. When I awoke from the dream, it slowly dawned on me that our man had just sold for TWO THOUSAND GUINEAS, easily a new breed record. We always thought he was a super ram and I know we will never breed one as good again, but it was nice for him to be recognised for what he was down in the West Country where the breed originated.

A photograph of a man with a grey beard and balding head, wearing a dark t-shirt, leaning against a large, muddy tractor tire. He is looking towards the camera. The tractor is red and rusted, with a steering wheel visible in the background. The setting is outdoors with green foliage in the background.

Where to start on these wings
is a good question?

WORDS & PICTURES
Richard Lofting

**More work on the Nuffield 4/60 as Richard Lofting
replaces the steering box seal and formulates a
plan to recover the wings.**

STEERING BOX SEAL

I think I have mentioned it before. After fitting the rebuilt clutch to the Nuffield 4/60, the steering box seal has decided that it would leak more than it has in the past.

Gunge

Before there was a distinct patch of grubby gunge down the side of the clutch housing. Now it is wet from freshly leaked oil on top of the gunge. The only reason I can think of for this to happen was the fact that I gave the steering arm a good sharp whack to dislodge the track rod end taper which I had to remove so that the steering box could be lifted for access to the clutch.

I had found my copy on CD of the Nuffield manual, but just when you need it the PDF was unreadable. This was probably my fault, as it had not been put away in its sleeve and the surface had become scratched. I was hoping to at least see a cross-section of the steering box so that I could at least find out what type of seal was behind the steering arm.

Disassembly

Anyway, all that was required to get to the seal was to remove the steering arm, which is held to the steering box shaft on splines with a pinch bolt. Once again, I needed to remove the drag link. It was at this point I noticed play in the other track rod end. On closer investigation, I noticed that the nut holding the joint to the steering arm on the kingpin was also moving as I moved the entire ensemble!

I am not sure whether it had worked loose or been loose ever since the tractor has been in our care and not fully tightened by the previous owner. It turned out to be the latter, as the split pin was still in place on closer inspection. As I have previously stated, the tractor is all

but a yard tractor and hasn't been out on the highway for several years. So, it is not much to worry about in second gear, but if used on the road in top gear, it may be a problem as the Nuffield's are fast.

Seal replacement

Getting back to replacing the seal. Once the steering arm is off, all that is needed is to remove the steel spacer that presses against the seal, which is a glorified 'O' ring. The seal is easily removed with a small screwdriver.

At this point, I washed down the side of the steering box after scraping the worst of the oily gunge off, paying particular attention to the seal housing. The steering arm and bolt were treated to a session in the parts washer to clean them up. Fitting the new seal is just a reversal of the removal process, but to allow the seal to slip into place, I gave it a smear of grease. I filled the steering box with fresh EP 90 gear oil. Hopefully, it will now stay in the steering box.

Anyone who has tried to undo or tighten a track rod retaining nut when the taper is loose will know my problem. Modern automotive track rod ends often have a hex socket in the end of the thread so that it can be held with an Allen key as you loosen/tighten said nut.

Lateral thinking

Older vehicles and indeed old tractors need a bit of lateral thinking to get the job done. In this case, I got a long pry bar under the chassis section and put pressure on top of the joint, pressing down on the handle of the pry bar. To check the joint was still serviceable I tightened the nut fully. Luckily for me, there was no play at all.

Once removed, the rubber boot has obviously perished, and the other end had no boot on at all. Some time ago while I was ordering some rubber boots for one of our Fergusons, it was almost as cheap to buy six sets of boots as it was to purchase them individually. As readers will know, we have a few Fergusons here so they would always come in handy. Checking the new boots out, they are a little small to fit the Nuffield, but I discovered that they would stretch enough to fit.

Tools and items required

- ¾ AF ring spanner.
- Pliers to remove split pins.
- Heavy hammer to release tapers.
- New seal, rubber boots and split pins.
- EP 90 gear oil.
- Grease.

Cleaning up

After scraping the old dirty grease off of the joints, I reasoned that forcing clean grease through the grease nipples would push any muck inside the joint out. This worked with old dirty grease coming out and with me turning the ball until clean grease appeared all the way around. All that was left to do was to fit the two rubber boots, teasing them into place with the blunted end of a scribe. In the process, I managed to ram the sharp pointy end into the palm of my hand, luckily not too much damage. Once the boots were in place, I fitted some narrow cable ties to hold them in situ.

The wings

The rear wings really need replacing, but with cost a large consideration, I have decided to repair what I have. Looking at them, the worst side is the right-hand one. The front support has corroded severely and has now cracked off at its base. This allows the wing to flop about and will touch the tyre if pushed out hard enough. The way the rot has set in, I would assume that at one point in the tractor's life it had been used for fertiliser spreading. Where the box section has been formed with the support channel and the wing skin, each one has rotted through as it has been eaten from the inside out.

A plan

I plan to tackle the worst wing first, mainly because it is probably about to fall off. To get to the wing retaining bolts, the rear wheel will need to come off. The wheel nuts have not been off for many years and look as though heat will be needed to shift them or else new studs will be required, as I fear they will snap off. They have been dowsed in penetrating oil, and I will let

Health & Safety

- Dispose of old oil responsibly.
- Avoid skin contact with used oil, wear appropriate PPE.
- When using a scribe or other sharp tool, avoid bodily contact.
- Be aware when using brake and clutch cleaner, it is highly flammable.

this soak in for a few days. I will have to make a new front support, but I am not sure how I will overcome the curved section at the top yet. The trickiest part will be getting the two curved ribs pressed into the panel to look right in the repair sections needed.

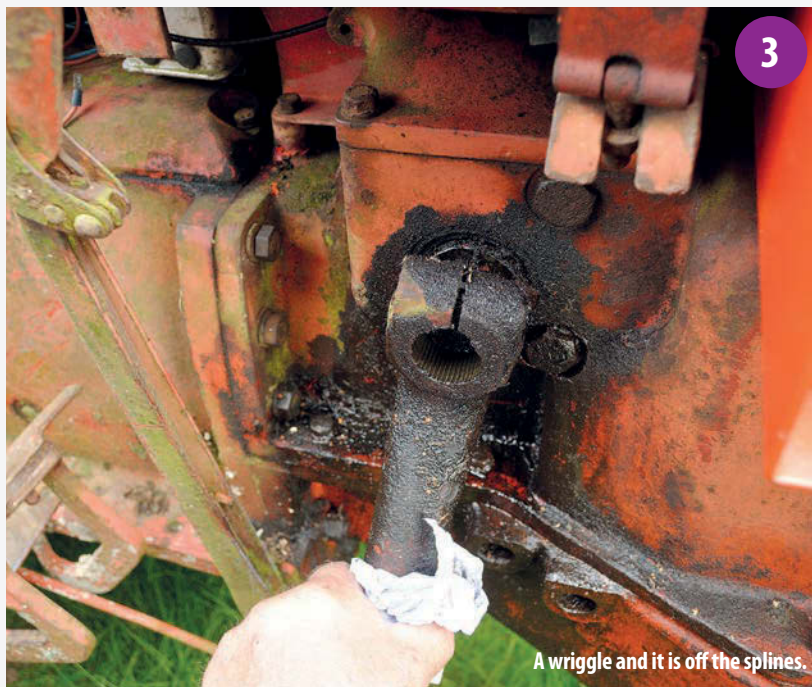
I think the best method will be to drill out all the spot welds that hold the skin to the supports and then repair the skin and the supports separately before plug welding them back together. At the bottom of each wing, there is a foot protection panel that is riveted to the front edge of each wing at the bottom, they are bolted to the footplates. It will most probably be quicker to use the old ones as patterns and make completely new ones rather than letting in new metal where it has rotted away.



The oil leaking from the steering box is getting worse.



After releasing the track rod end, all that holds the steering arm on is this pinch bolt.



A wriggle and it is off the splines.



With the arm out of the way, I drained the oil (into a suitable container).



With the steel collar behind the arm removed, there is the seal.



The old seal, just a large 'O' ring.



Before replacing the seal, the housing is cleaned out with brake cleaner.



8

A smear of clean grease will help the new seal into place.



9

Ease it over the splines so as not to damage the seal as it goes in.



10

Next fit the steel collar, which is the seal retainer/ spacer.



11

Make sure the splines mesh correctly so the pinch bolt goes in easily by hand.



12

The front track rod end. I discovered that the retaining nut was loose.



13

I managed to remove the split pin, so the nut hadn't loosened.



14

I had to apply some downward pressure to tighten the taper to remove the nut.



15

Once off, the rubber boot was beyond use and needed replacing.



16

I pumped fresh grease into the joint to force out the muck from within.



17

Once clear grease was coming through, it was time to put the boots on.



18

The only rubber boots I had in stock were Ferguson ones. They fitted with a bit of a stretch. I used small cable ties to hold in place.



19

After a wash down and reassembly, it all looked much smarter than it was.



The front track rod end looked better and is now tight with no play.



Now to the rear wings, this rot hole is in the top face, it must have rotted from beneath where it is fitted to the support.



The riveted on foot guards are pretty bad as well.



The front support has now cracked off near its base, hence the wing is swinging about.



The other wing is nearly as bad and will need similar remedial treatment.



Luckily (if that's the right word!) all the rot is on a single plane so is not too difficult to fix.



The rear wheels will need to come off, the nuts may need some heat to shift as they have not been touched for a while.



Parked next to the Nuffield is our SFV204. It looks like the tyre will need to be changed sooner rather than later, just another job.

Marketplace

www.kelseymarketplace.co.uk

Sales have been unabated in late July and August, and there has been something for everyone. If you're looking for late Thirties to Fifties tractors, this is certainly the time to pick something up at a reasonable price and sometimes still in original condition.

News has come in that Euro Auctions has been sold to Canadian company Ritchie Bros for £775m. Derek Keys and his family set it up in 1998 at Dromore, County Tyrone, Northern Ireland. Today it employs over 200 staff across 14

countries. In the last year, it has conducted some 60 auctions, selling close to 90,000 items at a cost of £484m. These sales are staged in its nine locations in Great Britain, Northern Ireland, Germany, Spain, United Arab Emirates, Australia, and the US. We particularly keep a close eye on what goes on at its relatively recently developed fine Leeds site.

As for Ritchie Bros, they buy and sell used heavy equipment across construction, transportation, and agriculture with a big centre in

Amsterdam.

They carry out similar sales to Euro Auctions.

Richie Bros will retain Euro Auctions employees and its brand. Euro Auctions founder and director Derek Keys recently said the deal would deliver value for money for its customers. The deal is expected to be affected in late 2021 early 2022.



WARD BROTHERS PREVIEW



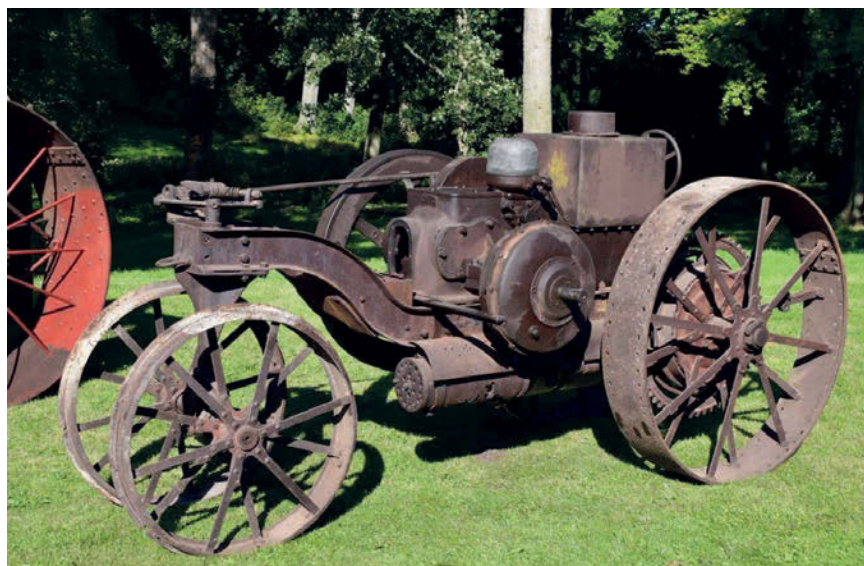
Very rare in the UK, the Aultman-Taylor 22-45, which was a powerful tractor in 1920.

The Ward brother's reduction sale in Yorkshire will be online only and held by Cheffins, between September 22-29.

There will be many gems in this sale including Ruston & Hornsby British Wallis, Fordson MOM (2), International Mogul 8-16 (2), 1920 Aultman-Taylor 22-45, Fordson Irish N long wing, Aveling & Barford PT4, IHC Titan 10-20 (2), Junior 8-16, Samson Model M (4), Ronaldson & Tippet, Wallis Cub Jr. (2), Fowler CF10 road roller, David Brown Thresherman (2) VIG Taskmaster. Stationary Engines: over 70 engines, to include: Ransomes, Sims & Jeffries 'Wizard', Gardner,

Fowler, Barford, Robey, Crossley, Blackstone, Petter, Lister, Fairbanks Morse, Amanco, Ruston & Hornsby, IHC, White, Hercules etc. Also: ploughs, early tractor spares, petrolina, etc. Further details from Cheffins online.

RIGHT: Ruston Hornsby built the British Wallis in Lincoln and was better built than their US counterparts.



This IHC Mogul 8-16 has bags of potential for the restorer.

MOGUL WRECK MAKES £78,000

Wrights Auction Services Ltd, Boissevain, Manitoba, Canada is selling the very extensive Ron Beddome estate in Minto, Manitoba, over several sales. It includes many stationary engines, some tractors and lots of bygones. The highlight was the well-buried 1910 International Mogul C 20hp tractor no. UB1959E, which has a lot missing, including one rear wheel.

The auction finished on July 11, where the tractor sold for £78,000. You certainly have some work, especially finding the missing parts - it can be done these days, but at some cost. When completed, the noise of the IHC Famous 240rpm engine while standing on the highly dangerous footplate is just deafening. I steered a smaller 15hp example in South Dakota some years back. But the noisiest has to be the 1910 introduced Titan D 45hp, 335rpm side-by-side twin-cylinder monster.



The tractor is just a wreck. The winters in these parts can go as low as 40 below!

LATE HUMPHREY EDWARDS SALE

On Wednesday, July 21, S4C was filming for 'Ffermio' (the Welsh farming programme) with presenter Meinir Howells here at Maesifan, Llanfynydd, Carmarthen at this sale featuring the collection of the well-liked Humphrey Edwards who was a keen fan of Allis-Chalmers and Land Rovers.

For many years, he exhibited at the GDSF and took part in the working area with some of his fleet, especially his B on road bands. Most of the stock had not run for some years owing to his ill health, but many had been dry stored and were in original style condition. One to do very well here was the original 1958 Allis-Chalmers WD-45 standard that was got away at a very good £5000. It was certainly an end of an era with 426 lots sold on the day.

Results (Abridged): 30 x 48in Allis-Chalmers sign 3 £1050; John Bull 13



Humphrey's famous Allis-Chalmers B on road bands that appeared at the GDSF several years in the working section.

x 13in diamond shape 3 £750; Allis-Chalmers B on road bands nice 4 £1200; Allis-Chalmers WF no. 2504 2 £900; Allis-Chalmers C V front with mid-mounted implement 4 £1600; Allis-Chalmers D270 original style 2/3 £1600; Ferguson TE-A 9070 rust and green in places 2/3 £2500; 1958

Allis-Chalmers WD45 standard 2/3 £5000; Fordson Standard N no wings 2 £1050; 1961 Massey Ferguson 35 diesel 2/3 £3200; Allis-Chalmers WC no.72749 row-crop 2 £1000; Case DC with PTO 4 £1100; Allis-Chalmers D272 runs and drives 4 £2100; Allis-Chalmers D17 no. 4703 2 £800.

WEEKS CHANGES HANDS

Recently spotted at the excellent Old Timer Rally, The Parks, Woofferton, near Ludlow on July 31, was the Boyt family 1921 Weeks New Simplex Orchard tractor. The tractor was gathered together and rebuilt by the late Brian Thompson at Brattle Farm, Staplehurst, Kent and was shown at the 1998 Kent County Show in running condition. The tractor has hardly been seen out since from this famous pioneering collection, which is slowly being dispersed as time goes on. The deal was only done just days before the event and was one star at this fine Borders show that was taking place for the second time only.



Looking good is the 1921 Weeks New Simplex tractor making its rally debut with the Boyt family.

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tel: 01323 833125,
email: peterlove@madasafish.com

ORIGINALS AT RYNE



Another gem was the 1967 Zetor 3011 standard that sold for £4000.

HJ Pugh was at it again at short notice with the Ryne Hill Farm, Kingham, Oxfordshire sale, on Friday, July 23. A select crowd assembled for this 150-lot sale, but they interacted well with the many internet bidders. Most of this original 'dusty' collection ran and had documents with them as well. One collector/dealer

bought five of the tractors: the Allis-Chalmers U, WC, Case DC4, Farmall M and Fordson Standard N.

It was great to see the unusual BF Avery, which was a Clectrac design and was also sold as a Massey-Harris and a Minneapolis in a later time. The lovely original IH 523 JF was sold to the Isle of Man; however, the best tractor here was the 1967 Zetor 3011 at £4000.



BF Avery tricycle was a highly respected tractor for its time with the Hercules four-cylinder engine and sold here for £1700.



Farmall F20 was a great tractor in grade 4 condition and changed hands at £2000.

Results (Abridged)

Allis-Chalmers U 317049 lovely original 3	£2650
Allis-Chalmers D270 very original SWR793 2/3	£1300
Allis-Chalmers ED40 very original 2/3	£1800
Case DC 5217 nice 4.5	£2000
Farmall M BJE526 Doncaster made radial rear tyres 4	£2000
Oliver 60 V front 2/4	£1050
Fordson E1A Diesel Major needs nose cone repairs 2	£1800
Fordson Major based forward control experimental 2	£2400
Fordson E27N p/p 2	£1050
1940 Fordson Standard N original style 2/3	£1150
International 523 with JF M5105 combine 3	£3400

CLASSIC RECORDS AT CHEFFINS

Cheffins continued its high-profile sales with their mid-term Sutton vintage collective on Saturday, July 24. It was all about classic tractors one way and another, and again, new records were created with a raft of lots in the first section of the tractor sale. It started with the late entered 1982 Ford TW30 that was a well-restored tractor with 7325 hours on the clock. It looked the part and sold for £35,000 grade 5 with no VAT to pay.

Yet another late entry was the original 1993 John Deere 4755 that had worked in Norfolk all its life on one farm and had been driven only by a father and son combination from new. It had been supplied new by L E Tuckwell and was well maintained with a new air-con pump in 2020; it had just 4200 hours and in no time at all was sold for £40,500 + VAT.

The ex-Stepnell Ltd County 1004 with Shawnee Poole 6 ton trailer originally sold in 2009 with a load of Ford 5000s all in rough conditions, especially the 1004. However, the restoration was top class, but the person who made the money on this lot was the second owner, as it was sold by Hawkins and Harrison for £17,000 in March 2019. Here it sold for £9500 more at £26,500 now that is what you call a good investment.

Another to do well was the 1980 Muir Hill 121, based in East Anglia and featured in Kelsey magazines in the past. It made a record £32,000. Damian McKenna's lovely 1984 Hurlimann 5110, which he did an incredible restoration on, changed hands at £19,500.

Making top money was the restored 1985 International 1455XL and 1255XL at £30,500 and £30,000 respectively again record prices. Another to do well here was the open centre 1973 John Deere 2130 A8201/5 that had cleaned up well compared to the picture in the catalogue and sold for £6800 + VAT.

Lastly, the dealer entered 1959 International B-450 no. 2947 looked very fine, having been rebuilt by the previous owner who won many awards with the outfit and plough. It sold here for £10,000. There were some ups and downs here, but all things considering the sale went well.



The rare Pattison four-wheel tractor with the plate taken off the bulkhead sold for £2800.



Very much the big Ford on the day was the restored FW30 that sold for £35,000 here.



The Stepnell Ltd painted County 1004 with Shawnee Pull trailer sold for £26,500.



Looking good was the Muir Hill 121, which made record money at £32,000



International B-450 with plough was a prize winner for a number of years and sold here at £10,000, including the plough.

Results (Abridged)

1993 John Deere 4755 4WD K506TPV original 10	£40,500 + VAT
1972 Roadless Ploughmaster 75 MCU223K open centre 5	£17,000
1984 Hurlimann 5110 4WD 7,000h Damian McKenna resto 5	£19,500
John Deere 4450 4WD Powershift original 10	£19,000 + VAT
1975 Ford 5000 JV0213N later Duncan Coventry cab nic 9.4	£7500
1966 Ford Super Dexta 3000 B800683A5 needs steering column top bearing rest 5	£7500
1977 David Brown 1412 2WD 00H846R original style 2/3	£6500 + VAT
1948 Case LA JNG466 electric start 2/4 needs cleaning 2/4	£3700
1961 David Brown 850 Implematic 2579WY nice! 4.2	£3800
John Deere unstyled A no. 447167 well presented completely worn out! 2	£4000
1957 Fordson Super Major 310UYL with cab original style 2/3	£4300
1972 Massey-Harris 44 VXS645 all original 2/3	£3400
1969 International 634 SUD992G Boughton 10 ton winch and cab 2/3	£3500

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.

October

➤ **1** - Shrewsbury Plant & Machinery Sale. Shrewsbury Auction Centre, Shrewsbury, Shropshire SY4 3DR. Halls, tel: 01743 442815.

➤ **1** - York Machinery Sale - Timed Online & Live. York Auction Centre, tel: 01904 489731, www.ylc.co.uk

➤ **1-2** - Online Auction. Mathewsons www.mathewsons.co.uk

➤ **2** - Monthly Machinery & Smallholders Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253275.

➤ **2** - Lincolnshire Collective Sale. Market Rasen Racecourse, Market Rasen, Lincolnshire LN8 3EA. Perkins George Mawer & Co, tel: 01673 843011.

➤ **4** - Cambridge Machinery Sale. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

➤ **5** - Online Auction of Larry Willis Antique Machinery Collection. US. Aumann Auctions, www.aumannvintagepower.com

➤ **7** - Online Timed Implement Sale. Lawrie & Symington, www.lawrieandsymington.com

➤ **8** - Sale of Horticultural Machinery & Garden Tools. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh, tel: 01531 631122.

➤ **9** - Live online - Hilgay Collective Farm Machinery Auction. Barry L Hawkins, www.barryhawkins.co.uk

➤ **9** - Monthly Collective Sale of Tractors, Plant, Implements, Livestock etc. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co, tel: 01531 631122.

➤ **9** - Agri-Trader & Machinery Sale. Craven Cattle Marts, Skipton BD23 1UD. CCM Auctions, tel: 01756 792375.

➤ **9** - Auction of The Jimmy Wilson Collection. 300 Shiloh Road, Piedmont, SC, US. Aumann Auctions, aumannvintagepower.com.

➤ **12-14** - Online Auction of the Irvin Baker Tractor Collection. US. Aumann Auctions, aumannvintagepower.com

➤ **13** - Collective Machinery Sale of Tractors, Machinery, Horticultural Equipment etc. Sedgemoor Auction Centre, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410278.

➤ **13** - Online Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, harrisonandetherington.co.uk

➤ **13** - Auction of Agricultural Tractors, Combine Harvester, Implements & Machinery. Wicken, Cambs. Cheffins, tel: 01353 777767.

➤ **13-18** - Online Timed Auction of Machinery & Fodder. Hassall Brothers, www.hassallbrothers.co.uk

➤ **20** - Machinery Collective. Campsea Ashe Nr Wickham Market, Suffolk IP13 0PS. Clarke & Simpson, tel: 01728 746323.

➤ **21 to 23** - Timed Online Auction of Plant, Farm Machinery & Tools, inc Rural & Domestic Bygones. Clitheroe Auction Mart, tel: 01200 423325 www.auctionmart.co.uk

➤ **22** - Online Fall Harvest Gas Engine Auction. US. Aumann Auctions, aumannvintagepower.com

➤ **23** - Cambridge Vintage Sale. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

➤ **25 to 1 Nov** - Online Auction of Tractors, Vehicles, Fencing Equipment, Landscaping Equipment etc. Pentland Livestock Ltd, www.pentlandlivestock.co.uk

➤ **28** - Online Auction of The Dunlavy Antique Tractor Collection. US. Aumann Auctions, www.aumannvintagepower.com

➤ **29** - Wessex Machinery Sale. Southern Counties Auctioneers, tel: Simon Whaley 07971 571612.

PRODUCT

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Further details from www.machinemart.co.uk



REVIEWS

TOOL BACKPACKS

New to Sealey's product range are the AP519 and AP520 tool backpacks. Both are spacious, perfect for keeping your tools organised and are manufactured from heavy-duty polyester with tough plastic bases to help protect tools.

The AP519, 480mm tool backpack has nine internal pockets, a separate zipped front pocket with an internal small zip pocket and two additional side pockets. For comfort, it has adjustable straps and overall size of 390x200x480mm.

The AP520, 490mm tool backpack's main compartment has three zipped pockets and

ten open pockets to keep tools organised. It also features a separate zipped front pocket with an internal padded laptop pocket and a document storage pocket with adjustable clips. To aid carrying, the backpack has adjustable padded straps and back for additional comfort, with an overall size of 390x200x490mm.

More information at www.sealey.co.uk



BUTANE TORCH

This butane gas torch from Laser Tools (ref 7670) offers two heat levels and three different head angles. The neat size plus adjustable head mean it is suitable for many heating tasks, from shrinking metal panel work to plumbing, allowing easy soldering of difficult to access water pipes.

It is powered by butane gas fuel - normal lighter gas or a propane mix. The flame can be adjusted hard or soft to suit various tasks, soldering, brazing, shrinking, general heating of seized components, etc. The maximum temperature is 1300°C.

The torch features a childproof trigger ignition and a button to keep the trigger depressed; press the trigger again to release and switch the flame off. The flexible, adjustable head can be set to three different angles: 90°, 135° and 180°. Supplied with stand and stainless steel grip.

More details from www.lasertools.co.uk



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scribe, 3pc auto engineer's wire brush set, 2pc engineer's hacksaw set, 150mm junior hacksaw blade (pk 10), 8tpi bi-metal hacksaw blade hss (pk 10), 17pc tap & die set - metric, retractable utility knife, utility knife blade (pk 10), 7.5m(25ft) x 25mm autolock tape measure - metric/imperial, 4oz ball pein pin hammer with hickory shaft, 6pc parallel pin punch set, 10pc engineer's & needle file set.

More information at www.sealey.co.uk



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TRACTORS & MACHINERY

ALLGAIER A22



1952, POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T) 110091

ALLIS-CHALMERS U



POA. Starts and runs well. Original English tractor. Please call 07855 399487, South West. 109650

ALLIS-CHALMERS MODEL B



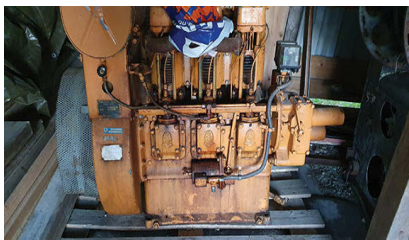
POA. Adjustable front axle. Electrics need recommissioning. Please call 01606 592639, West Midlands. 109768

ALLIS-CHALMERS U



1934, POA. Electric start. Starts and runs well. New tyres, history known. Please call 01747 828272, South West. 109202

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. Please call +4745199369, North East. 109056

ABC MARINE ENGINE



POA. (Anglo-Belgian corporation) 3-cylinder marine engine with reverse gear. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T) 110081

ATCO (CHARLES H PUGH 28L)



£500. Vintage Atco Ride-On Lawnmower made by Charles H Pugh Mode 28L. New carburetor and magneto coil otherwise original with rare Brookes leather saddle. Aluminium front and rear rollers. kick start Villiers four stoke engine with flywheel magneto. Very heavy. Buyer collects. Please call 07804364208, West Midlands. 109343

BRIAN JAMES TRAILER



2018, POA. 16ft tilt bed, 3.5 tons with ramps. Spare wheel, used three times, dry stored all the time, selling due to retirement. Please call 07790 983219, South East. 109671

BAMFORD AND ENGINES

POA. Selection of engines for sale, Bamford, Lister Ds, Lister D Shaft, Ruston Hornsby, Wolseleys. Please call 01773 857778, West Midlands. 108914

CASE DEX



POA. Runs well. TVO. Please call 07855 399487, South West. 109651

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 18-32



1927, £5,995. A very nice Case Cross Motor. This tractor is in running order and would make a fantastic addition to an enthusiast's collection. The engine of this tractor sits mounted across the tractor, hence the 'Cross Motor' description. This very unique tractor starts easily and runs quite happily on petrol. Please call 07966881985, South West. (T) 109175

CROSSLEY GAS ENGINE



POA. Crossley gas engine. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)
110083

DAVID BROWN CROPMASTER



1949, £5,300. Narrow Cropmaster, Serial No. N10075. Petrol/TVO. Good tyres and tin work, starts well. No cracks, hydraulics and PTO all work well. Please call 07771 811943, South West.
108951

EICHER EKL15



POA. Completely restored, as new. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)
110088

FERGUSON TE-D PP



1950, £2,200. Original condition, in running order. Please call 07932 746097, South East.
109588

FIELD MARSHALL SERIES ONE



£18,000. SH/2151 Crawford Restoration, registered, VGC, lights, high top gear, canopy, PTO, new tyres. Please call 07774 058516, South East.
109830

FORD FERGUSON



1946, £2,800. Excellent original condition new tyres. Please call 07536 975561, South West.
110198

FORDSON E27N



1949, £2,500. Ex RAF tractor, straight petrol. Little used now, PTO wheel fitted, runs well. Please call 07816 759930, Yorkshire and the Humber.
109598

FORDSON E27N



£2,600. Petrol paraffin. Complete with Hesford winch. Please call 01606 592639, West Midlands.
109770

FORDSON MAJOR E27N



1950, £13,000. Factory fitted Perkins P6 engine. Fully equipped with oversized tyres. High top gearbox. Complete with Ransome nine tine cultivator also Ransome 3-furrow plough to be restored. Please call 01566 782442, South West.
109125

FORDSON DEXTA



1958, POA. Good starter and runners, tyres and bodywork in good condition, needs some minor attention. Includes spare exhaust, parts for steering and front axle. Please call 01625 420497, West Midlands.
109850

FORDSON N



1945, £3,300. April 1945 lec/ loddon vapouriser, original reg and logbook, excellent working order, many new parts and tyres fitted. Tin work sound and untouched. Please call 07930 272250, Yorkshire and the Humber.
110192

FOWLER 1PA OUTFIT

1939, £390. 1 1/2hp, driving Alfa Laval vacuum pump with Wolseley clip VACs, all on steerable trolley. Lovely runner. Please call 01733 236135, East of England.
109513

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 where 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.



GUALDI 30



POA. The Italian Field Marshall. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T) 110074

HALLS TIPPING TRAILER



£995. 1.5 ton, very little use, paint still on the floor. Please call 07768 891320, West Midlands. 108957

HOBBS OPEN CRANK



£2,500. Hit and miss, petrol/paraffin, BHP 3.25, rally condition. Please call 01382 534554, Scotland. 109854

HOLDER B10



POA. Restored, in very good condition. Please call 32 56 61 62 60 , Rest of the world. (T) 110090

HISTORIC MOWER

£200. Webb ride-on. Cylinder 5hp Briggs Stratton. Running order. Please call 01666 840321, South West. 109026

INTERNATIONAL W30



£2,500. Tidy and original, for restoration. Please call 07831 347400, South West. (T) 109755

JOHN DEERE AR



1938, POA. Beautiful, restored with two pack paint, new tyres all round, runs well. Please call 07855 399487, South West. 109645

JOHN DEERE D



1938, POA. One of the very first styled D made. Nice original condition, runs and drives well. Please call 07855 399487, South West. 109647

LANDINI L25



POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T) 110077

LANDINI L35



1956, POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T) 110079

LISTER CS 2 1/2-1



£450. Serial no. CS94333, spec 208/13, 1951, 3.5HP, 650rpm. Please call 07901 665688, South East. 109642

LISTER JUNIOR SHEEP SHEARING SET



£500. Enclosed crank. BHP 3.5. In good condition. Two shearing sets powered from fly wheels. Only one flexible cable, no hand pieces. Please call 01382 534554, Scotland. 109855

LISTER B JUNIOR



£300. Runs well and mechanically sound, stored inside. Please call 01794 388612, South East. 110105

LISTER D AND ENGINES

POA. Lister D, Wolsley WD2, Wickham Pump Engine, JAD Pump Engines, plus two freestanding pumps. Please call 07932 652136, East of England. 109520

LETT FINGER MOWER



£360. Horse drawn mower converted to tractor draught. Recently restored and painted. All complete and working. Please call 01535 271514, Yorkshire and the Humber. 109357

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) 109677

MASSEY-HARRIS PACEMAKER



1938, £5,500. Starts easy and runs well. Please call 01409 261345, South West. 108961

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-HARRIS 5500



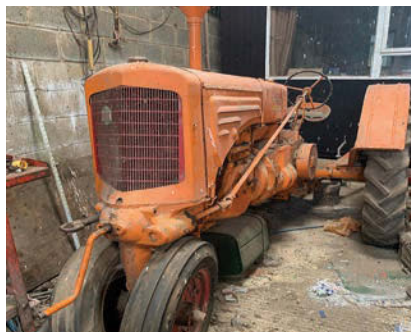
1951, £5,500. Excellent condition after restoration. Starts and runs well. Ideal for shows. Please call 01452 722886, South West.
110195

MASSEY FERGUSON WAGON



1979, £3,500. Very little use, always stored under cover, everything on it is original - wood, metalwork and even the tyres. Please call 07833 994397, South West.
109831

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.
109644

NUFFIELD UNIVERSAL 3



1959, £6,000. V5, all original, rear tyres 90%, front tyres 65%, fully restored, starts well, prize winner at show. Please call 01250 875732, Scotland.
109845

OLIVER 60 ROWCROP



£2,200. Early restoration, electric start. Please call 07778 525037, South East. (T)
109680

ORSI ASTORE



POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)
110076

PAMPA T01-3033



POA. Completely overhauled. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)
110085

PETTER A2



£225. Serial no. 404033RS, sold to Wingets in 1948, 6HP, 1250rpm, reverse rotation. Please call 07901 665688, South East.
109643

PETTER LISTER

£80-£260. Petter A1, 1947, on trolley, good runner, £80. Lister Hi Water pump with galv tank on hardwood trestle, £250. Please call 01733 236135, East of England. 109836

PETTER A1

POA. Main engine rebuilt, remainder loose. Please call 01694 731674, West Midlands. 109534

PORSCHE



POA. 1, 2, 3 cylinders. Some restored, some need restoring. Please call 01608 685134, West Midlands. 109653

PORSCHE JUNIOR



POA. Fully restored. Belgium. Please call 32 56 61 62 60, Rest of the world. (T) 110087

PETIT 3 TON GRAIN TRAILER



£2,150. In great condition all round, dry stored. Please call 07805 850444, South East. 110094

PLANER AND THICKNESSER



£100. Antique on wooden bench cupboard with attachments. Original leaflets. Please call 07790 022823, North West. 109042

PULLING SLEDGE



£425. For mini. Needs brake pipes making up and overhaul. Been stored up for a couple of years. Good fun when in use. Please call 07942 253929, East of England. 109853

RICK KERRY LTD THRESHING MILL



POA. 30" Drom, fully restored, price negotiable. Please call 00353 568 834162, Ireland. 109743

THRESHING MACHINE



£900. Built by H. Beere and Son, Newton Abbot c1890. In good working order, last used in 2019. 27 inch drum. Please call 07971 408943, South West. 109362

TRAILER CHASSIS



£450. Ex military chassis, springs on front axle, filed rear. 15ft long. Ideal for living van or shepherds hut. Please call 07946 344324, Yorkshire and the Humber. 109035

SALE Highlight FORDSON E27N



This 1948 Fordson E27N petrol paraffin tractor has been restored by Friedel Willms 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 tractor's pto.

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

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



TYE TRAILER



£850. Original condition with grain extensions. Kept under cover. Please call 07730 440418, Yorkshire and the Humber.
109844

TRAILER



£600. Currently being used for moving mini digger. Please call 07831 566480, South East.
109350

VIERZON 201



POA. Restored, good runner. Please call 32 56 61 62 60, Rest of the world. (T)
110089

WALLIS 12-20



1934, £4,250. On steel wheels. Partially restored with original parts to finish project. Buyer to collect. Please call 01409 261345, South West.
108962

PARTS AND ACCESSORIES

24VDC LIGHT BAR



1993, Free. Premier Hazard Light Bar for recovery truck. Good condition. Free to anyone who can collect and has use for it. Please call 07827 908940, North East.
108282

BRAND NEW GOODYEAR TYRES



POA. Two brand new Goodyear 12x4/11x28 tyres. Original straight bar diamond wall tyres. Please call 07972 913704, West Midlands.
108090

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

COMMERCIAL VEHICLE PARTS

£200. Alloy tailboard, off Ford body tail lift, good condition, £200 ono. Adjustable anchor arms, pin size 32mm. Mercedes 208-308 circa '90s steering box, £200 ono. Please call 07925 516814, South East.
109106

CASE HUB CAPS



£30. Pair of Case hub caps. Please call 07717 127970, East of England.
109050

COOLING TANK



£70. Cooling tank for Lister. Galvanised, folded, rolled and soldered - professional job. 23" diameter, 33" high. Please call 01794 388612, South East.

107879

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

DAVID BROWN CAB DOORS

£175. Glass for cab, fit 885-1212. Please call 07712 652267, East of England.

107728

DAVID BROWN PTO GEARBOX

£100. David Brown 950 PTO gearbox, single speed. Please call 01484 684467, Yorkshire and the Humber.

108918

DYNAMO MOUNTING KIT



£POA. To fit E27N P/P. www.vintagetractorelectrics.co.uk. Please call 07624 496516.

FERGUSON SACK LIFTER



£450. Sack lifter for Ferguson tractor made by EO Culverwell Ltd. Please call 07748 323930, North West.

107616

FERGUSON TOP LINKS AND PICK UP

POA. Please call 01981 500674, West Midlands.

108023

FERGUSON TE-F 20 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FERGUSON TE-F 20 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

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 '10 SERIES TOOLBOX



1983, £225. Very good condition. Please call 07715 341490, South East.

107772

FORDSON F HUBS



£50. Pair of Fordson F hubs. Please call 07717 127970, East of England.

109040

FORDSON E27N CLUTCH RELEASE BEARING CARRIER



£20. NOS fordson E27n clutch release bearing carrier, solid brass or bronze. £20 plus postage, Chris 07472261561, South West.

107560

FORDSON FRONT AND REAR STEEL/ LUGGED WHEELS



Offers. Very good condition, single lug missing. Please call 07764 352643, Yorkshire and the Humber.

108081

FORDSON DEXTA PARTS

£10-£20. RAD fan cowl, unused, fibreglass, £20. Oil bath assembly, unused, £20. Used radiator, needs recoring, £10. Please call 01248 470800, Wales.

109033

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**



FORDSON DEXTA INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FIBREGLASS WING MOULDS



£100. Fibreglass moulds for wings for BMC/Leyland Terrier, Laird, Boxer, etc. Front and rear moulds. Please call 01566 86824, South West.

109100

GARDNER 240 - 8LXB ENGINE



£5,500. Stunning condition, engine no 198194, was supplied to ERF in October 1975. Can be viewed running, oil pressuer, etc. Serious enthusiast enquiries only. Please call 07977 245061, West Midlands.

108285

GOODYEAR TYRES



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

108089

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

INTERNATIONAL



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

JCB 3CX BUCKETS



£950. 900mm digging bucket and ripper tooth. 45mm pins. Excellent condition, very little use. Please call 07968 968869, South West.

108612

JOHN DEERE WEIGHT BLOCK



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

108412

LAND ROVER DISCOVERY TD5 CLUTCH



£100. New, may fit Defender TD5, very heavy, buyer to collect. Please call 0784 007653, Scotland.

107682

LINE SHAFTING



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

107628

LUCAS SR MAGNETO

£100. Part number 490869FR. Impulse coupling, anti clockwise, good spark. Please call 01291 626686, Wales.

107659

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

LANCHESTER 14/2 SPARES



£750. Two 1809cc engines with fluid flywheels, one preselect gearbox, complete rear axle, four wings, both running boards, front and rear bumpers with fittings, various chassis/body parts. Please call 01329 830330, South East.

108504

MITA TYRES



£600. Brand new. 12.4 11 36. Collection only. Please call 07774 467439, South West.

108587

MATADOR WINCH ANCHOR



POA. Matador winch anchor and two wheels and tyres. Please call 07968 401316, Yorkshire and the Humber.

108842

MOWER DRIVE BELTS

POA. PZ mower drive belts, set of four. Please call 01981 500674, West Midlands.

108026

SALE Highlight



Make: MASSEY FERGUSON

Type: 590

Rear: 1977

Registration:

TAO974S with V5C

Price: On application

Tel: 07749038147

This MF 590 has recently been restored so well by Richard Heal of East Sussex, who has decided he wants to tackle a smaller tractor next time. Richard's restorations are always well done and this one is again up to his usual high standard.

It's not just an 'outside' restoration as the MF 'Supercab', as the company called it, was overhauled inside as well as out. The 'square' style bonnet is what the 500 styling was all about when the range came about in 1976 and it lasted until basically 1981, when the 600 line came along.

This early model 590 featured the four-cylinder Perkins 4.248S 75hp 4.1 litre engine and this example features the 8-speed transmission. Interestingly the tractor features a compressor and air tank for trailer brakes and while restoring the tractor Richard decided to keep it on, it's in full working order.

On the back end are the correct PAVT wheels (adjustable) and correct wheel weights. The tractor made its debut at the 'Mad Jack Fuller' Road Run in July, where it was admired by many and has since rallied successfully at the Hellingly Festival of Transport.



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 WILLYS JEEP 6V DYNAMO

£250. Genuine Willlys 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 FLEXY CAB



£3,000. For 165 to 188 models. All original materials, engine door and window covers. Restored paintwork. Would suit a restored tractor. Please call 07726 664689, East of England.

108667

MASSEY FERGUSON BELT PULLEY



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

107882

MASSEY FERGUSON QUICKE LOADER BRACKETS



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

108856

MASSEY FERGUSON DRAWBAR



£125. Drawbar for MF65 or MF165. Very good condition. Please call 01502 561657, East of England.

108927

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

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

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

108578

OLIVER 80 PISTONS LINERS



£50. Piston liners and inlet manifold. Please call 07876 660849, South West.

108672

RUBBER WHEELS



£50. Solid rubber wheels with ball races. Please call 01772 684222, North West.

107629

RANSOMES PLOUGH



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

108746

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£60. New oxygen and acetylene regulators. Unused. Buyer collects. Please call 07780 883690, East of England.

108581

RAEBURN NOUVELLE GAS FIRED BOILER

£1,500. 36" wide, twin hob, in chrome and light tan. Natural gas or LPG. Little used, good order. Please call 01283 820447, West Midlands.

108041

ROVER V8 PRE SDI FRONT TIMING COVER

£100. Complete with water pump and oil pump. Also BOC argon gas bottle, half full, £50. Please call 07742 522371, South West.

107662

TRACTOR TYRE



£40. Hero 5.00 x 15 tractor tyre. Buyer collects. Please call 07929 969702, Scotland.

109053

SNATCH BLOCKS



£75. 12 small snatch blocks. 1/2 ton - 3 ton. Buyer collects. Please call 07780 883690, East of England.

108579

TOYOTA HILUX BODY



£1,000. Brand new, never carried a load. Please call 07850 724023, South East.

108333

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

TYRES



£150. Two tyres. Size 12.5 x 20. Nearly new, buyer collects. Please call 01797 366039, South East.

108663

TYRES

POA. 11 x 36 - 16 x 38. 14 x 24 Varios ex or with dual wheels. Please call 07989 917776, East Midlands.

109120

TRACK MARSHALL 56 PARTS

POA. Breaking Track Marshall 56 with blade. All parts for sale. Engine £300. Please call 01302 771550, Yorkshire and the Humber.

108274

TITAN PLUGS



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

108411

TOOSE PUSH OFF BUCK RAKE



£150. 10 tines, all straight. Good working order. Private sale. Please call 023 8026 8806, South East.

108416

VACUUM PUMP EXHAUSTERS

POA. Two vacuum pump exhausters for air brakes. Engine type unknown. Screwjack tipper. Please call 01933 314742, East Midlands.

108019

TYRES

POA. Two tyres, 750/20, as new. Two tyres, 750/20, very good condition. Shock link for commercial. Two Knights of the Road badges, good condition. Windscreen corner glass to fit Karrier Wagon. Please call 01942 523186, North West.

107686

WICO HIGH TENSION MAGNETO

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

107660

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10747

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COVENT GARDEN HAND CART



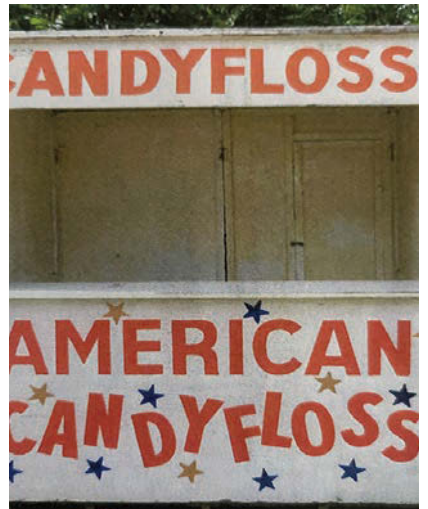
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109037

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108917

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109698

NEW HOLLAND DENHAM JUNIOR

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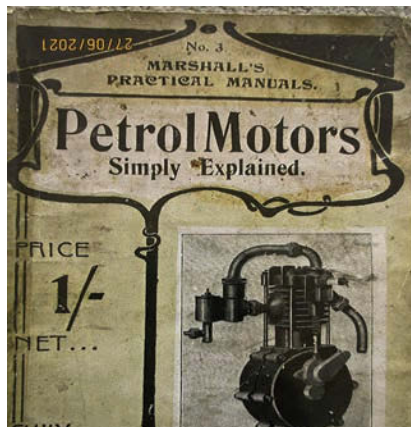
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December 2021

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