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Winter 2022



Tractor

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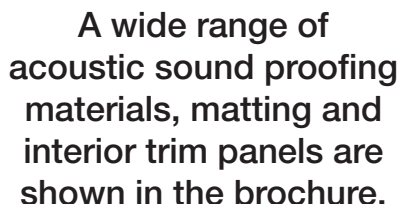


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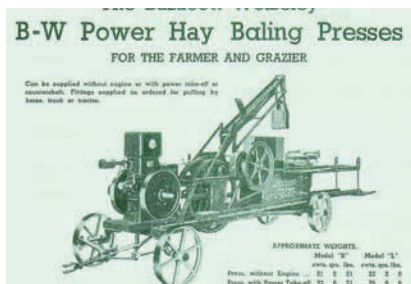
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Eurwyn Morgan's stationary baler which featured back in our September issue.

Welcome

One of the wonderful things about being the editor of this magazine is receiving people's stories about the machines they have had or restored. Not to mention the memories they have also had - good, bad, or sometimes scary - working with those machines in the past.

These recollections often trigger our own experiences, and hopefully, bring a smile to our faces of good times passed. What is even better than that though is when one of your stories comes to the attention of someone who can perhaps fill in the blanks about a machine's provenance or help identify it.

This was the case with Eurwyn Morgan's stationary baler featured back in the September issue of *TFH*. And we are grateful for the miracle of the world wide web, which allows enthusiasts around the globe to read our pages. An enthusiast in Australia, who specialises in this particular machinery, was able to provide some enlightening information which we hope is of great use to everyone (see page 28). Thank you, Murray Stokes, for your immense help.

So, if you have a story please send it in. We all have great memories to share. This also goes for the rally reports we have been receiving recently too. It looks like the event scene has fully recovered

from the Covid-19 restrictions that all but paralysed everything over the past three years. So please keep sending in your stories, letters, and reports. They offer superb contrast to the restorations and great articles, which we have in store, and help give you the reader as much information as we possibly can.

Tony Hoyland

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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, Graham Hampstead.

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Transmission revolution

WORDS & PICTURES

Jonathan Whitlam



Sixty years ago, Massey Ferguson announced a brand-new feature on its existing 65 tractor model and the new 35X, also launched in 1962 – Multi-Power.

Previously, tractor transmissions had been fairly simple, with usually less than ten speeds to choose from.

These were selected by one or two gear sticks, and the process of changing up or down involved dipping the clutch and coming off the power to initiate the change.

This worked well enough but could be a less than easy operation when the tractor was working under load. Massey Ferguson had been working on this problem, and that is how the Multi-Power transmission came about and was ready to be launched in 1962.

Now, not only was the number of gears doubled but a high and low ratio in each could be chosen by the flick of a switch and all

without stopping. It was a revolution for the tractor driver. Looking back, it is hard now to imagine just what a milestone this was, let alone the reaction that must have resulted from tractor operators back in 1962 trying it out for the first time.

Successful models

Since late 1957, the British side of Massey Ferguson had been producing the model 35 and 65 tractors in Coventry. The 37hp 35 had evolved from the earlier FE 35 and originally featured a Standard Motor Company four-cylinder diesel engine, before moving to a 40hp three-cylinder

Perkins unit in 1959. The transmission on these tractors comprised a six-speed gearbox, grouped into two ratios of high and low, along with two reverse speeds. This was a fairly standard setup for the time, with speeds from 1.15mph in 1st Low to 12.68mph in 3rd High.

The larger 50hp 65 model had also been equipped with a six-speed transmission from its launch in 1957. An improved 57hp Mark II version replaced the original in 1960, although still incorporating the same gearbox as before, giving a speed of 0.98mph in 1st Low and 10.82mph in 6th High, although as with the 35 these figures would have varied according to tyre size and engine rpm. This was how the two tractor models produced in Britain shaped



A very original 35 and a restored example, showing how popular these little tractors remain today on the rally field.



The Massey Ferguson 35 was an extremely popular tractor, even in its original Ferguson grey and gold FE 35 incarnation.

up pre-1962 and those built in the other MF factories around the world followed a very similar path, but with differences relative to the markets they were to be sold into. Both the 35 and 65 proved very popular models. Especially the 35, which continued the success of its predecessors and was very highly thought of by many farmers in Britain and elsewhere.

The 65 was a good tractor, but it faced stiff competition in the UK thanks to the huge success of its arch-rival, the Fordson Super Major. Although, with the introduction of the Multi-Power option in 1962, the Major looked like a much more outdated machine than it had previously!

Multi-Power

Multi-Power was a change-on-the-move system that was actuated by a switch on the dashboard of the tractor. This meant the operator could select a high and low speed in each of the existing six ratios, making the Multi-Power transmission a 12-speed gearbox.

Although the main six ratios had to be changed by depressing the clutch and coming off the power as previously, each of the two Multi-Power ratios in each gear could be selected while under load. This allowed slight speed adjustments while operating machinery in the field to be done quickly and easily.

Another added benefit of the Multi-Power idea was that it was pretty simple and straightforward as it was an extension to



The 35 had the smaller tractor market in Britain practically sewn up when it was joined by the larger 65 in 1957.

the standard gearbox using a conventional clutch. The Multi-Power system used a single hydraulic clutch pack along with a ratchet-type mechanism to transfer power. When 'Low' Multi-Power was selected, the hydraulic clutch

would disengage and the drive was then taken through a couple of gears to the ratchet clutch. This then carried the drive through to the gearbox, this ratchet-type clutch preventing the ability of engine braking while in 'Low' Multi-Power.

Conversely, in 'High' Multi-Power, the hydraulic clutch gear drove another gear, turning faster but also providing engine braking should it be required. 'High' Multi-Power also prevented the tractor from rolling backwards if the clutch was depressed while on a hill, whereas 'Low' would not. The problem with this simple and effective system was that instinctively, a driver would expect engine braking in the lower ratios rather than high, and many accidents occurred because of this. Despite this, Multi-Power was a very successful system which proved bombproof in operation over many thousands of hours and also did not cause any loss of power through the drivetrain.

Optional extra

From 1962, the 65 Mark II was offered with Multi-Power as an optional extra instead of the standard six-speed transmission. With the 12-speed change-on-the-move, Multi-Power fitted this then gave the same slowest speed of 0.98mph in 1st 'Low' Multi-Power while top speed in 6th 'High' Multi-Power was increased slightly to 14.1mph, instead of the previous 10.82mph.





The first 50hp Massey Ferguson 65 arrived in 1957 and was based on earlier North American designs. It was fitted with the same six-speed gearbox as the smaller 35.

This was not, of course, the most important aspect, as Multi-Power not only provided many more gear options it also made the operation of the tractor so much easier, with each gear being 'split' into 'High' and 'Low' so that the perfect speed could be found for each individual task.

In 1962 the upgraded 44hp 35X made its appearance, as did the option of a new transmission called Multi-Power.



Fitted with the Multi-Power transmission, as proudly proclaimed on the side of the bonnet, this tractor had the benefit of 12 gears to choose from.



A fully restored Massey Ferguson 35X. This example was fitted with a front loader, judging by the high position of the headlamps.



A lovely original example of a Mark II Massey Ferguson 65 still used for everyday work with a rear-mounted forklift.

As mentioned previously, 1962 also saw the launch of the latest incarnation of the Massey Ferguson 35 in the shape of the 44hp 35X. This tractor had increased engine output over the outgoing model and also had the benefit of Multi-Power as an optional extra. As with the 65, the new transmission gave 12 forward speeds and four in reverse, doubling the standard offering and making an already very versatile little tractor even more useful.

Other transmissions

Without the Multi-Power 12-speed option, the Massey Ferguson 35 and 65 were equipped with a six-speed transmission. How did that shape up against the competition?

Ford offered the Super Major with a six-speed gearbox and the smaller Dexta and Super Dexta also featured a six-speed box. International Harvester's B-275 and B-414 had an eight-speed gearbox while the B-450 had a five-speed example.

John Deere was only just making inroads into the UK marketplace in the early Sixties. But the new tractors then coming online did offer an eight-speed synchromesh gearbox while a powershift transmission was a really advanced option on the largest models. It would be the end of the decade before the larger green and yellow tractors really made an impact in the UK.

Nuffield offered the 3/42 and 4/60 with a five-speed transmission while Zetor was ahead of the game with its Unified Range, which featured a ten-speed gearbox and were built from 1960, but not introduced to Britain until 1965.

Advanced

David Brown was perhaps the most advanced home-grown producer offering the 850, 880 and 990 Implementatic models in the early Sixties with six-speed transmission as standard. Although a more expensive and very innovative automatic gearbox was offered, but rarely taken up by purchasers. From 1963, a 12-speed transmission was offered on the range.

This is just a small example of the popular makes available in the early Sixties in Britain. Even a quick glance shows how the 12-speed Multi-Power gearbox put Massey Ferguson ahead in terms of transmission technology with its change-on-the-move gear splits. Automatic and powershift transmissions slowly appeared, but it would be the Multi- ➤



With a Multi-Power decal on the bonnet, this Massey Ferguson 35 shows it is also equipped with the splitter transmission.

Power system that perhaps had the most longevity, in the end, based as it was on a standard gearbox, allowing for cheaper installation and reliability.

Spread of Multi-Power

And so it was that, during 1963, more farmers experienced the benefits of the new tractors fitted with Multi-Power transmissions at work on their farms. Despite its added cost, Multi-Power was often chosen by farmers who could see the benefits the system offered over the standard gearbox, with more speeds and easy selection being the main selling points. Apart from the issues of no engine braking available in 'Low' Multi-Power, the new design worked extremely well. No doubt this helped an already very popular duo of tractor models achieve even more success in the two remaining years of production of the 35 and 65.

With the new 100 Series Red Giant range in 1964, Multi-Power remained as an option and was extended to the new flagship 175 model. Multi-Power had also been offered on larger American-built models and this extended to the new 1100 built in Detroit from 1965 and introduced to British farmers in 1967. With 96hp from a six-cylinder Perkins engine, the 1100 proved that the Multi-Power transmission was equally at home on high horsepower tractors and the smaller variations.

Longevity

Multi-Power ended up outliving not only the 35 and 65 models but also the 100 Series as well and was fitted to the articulated 1200 in 1972,



The replacement for the 35 in 1964 was the highly successful 135 model. These also had the option of the 12-speed Multi-Power gearbox.

while the 595 of 1974 also benefitted from a Multi-Power 12-speed gearbox.

From 1976 the rest of the 500 Series came online. All were offered with Multi-Power while the 200 Series, gradually introduced from 1979, were also offered with the system as was the 600 Series from 1981. However, when the 2000 Series high horsepower range

was introduced in 1979, a new Speedshift transmission was introduced offering 16 forward and 12 reverse speeds with a shuttle reverse.

This would form the basis of future ranges, such as the 3000 Series launched in 1986. Although the new 300 Series that arrived at the same time had a plethora of transmission options available, the original Multi-Power, as we knew it, was no longer on the price list.

Never the same again

Multi-Power has always had its detractors because of the absence of engine braking in the 'Low' splits. However, the overall benefits, including mechanical simplicity and longevity, seem to have outweighed this potentially dangerous design flaw. Many thousands of Massey Ferguson tractors were fitted with the system from 1962 right up to its virtual demise in 1986. That's 24 years of production, a figure which speaks for itself in terms of the success of Multi-Power.

Back in 1962, when it was first unveiled to the farming public, Multi-Power was a wonderful new option the likes of which had never been encountered before. It was seen as an opportunity to make the driver's lot not only a much easier one but also a more profitable one, thanks to the ready ability to choose the best gear for the job at hand.

It was a significant step in the development of tractor transmission systems and was ten years ahead of the main competitor, Ford, with their Dual Power equivalent. Multi-Power was as much of a leap in technology in 1962 as the constantly variable transmission was in the late Nineties, and it helped shape the future direction of transmission technology in the humble farm tractor.



Larger tractors such as the 165 and 175 could also be specified with Multi-Power giving these tractors the edge against the then-current Ford 1000 Series with the advanced Select-O-Speed powershift transmission option.

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Miscellaneous Tractors & Vehicles: Renault 155.54 Turbo tractor (96); Case International 895XL tractor (90); Liebherr R902 digger (92); Sanderson SB50M telehandler; Scammell Trunker MKII lorry (68); Renault 5 car; Rover 218SLD Turbo car.

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Ploughs: Ransomes Hexatrac 6+1 furrow; Ransomes Quadtrac 4 furrow; 2x Ransomes Jumbo 3 furrow; Crawford 5 furrow reversible.

Cultivation Equipment: 3m trailed 3 leg subsoiler; Leverton c. 4m drag; Parmiter 3.5m discs; Ransomes mole drainer; Massey Ferguson 8m harrows; 4m gang rolls; 3.6m discs; 5m straight tooth harrows.

Crawler Equipment: Heil Road Machinery scraper; rock buster.

Miscellaneous Equipment: Vicon Acrobat hay turner; Kuhn GMD 44 mower; ex War Agricultural Committee fuel bowser and tool carrier; Caterpillar D4 cab for Caterpillar D4-7U; qty of trailed fuel bowzers.

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

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

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Last of the

We meet an enthusiast from Shropshire with a superb example of the Fordson New Performance Super Major.



Mike Richards has been amassing his collection of tractors for the past 16 years and is a great fan of Fordsons.

line

WORDS & PICTURES Bob Weir



The Major range of tractors was an important milestone for Ford and was part of an era of post-war prosperity. From temporary stopgap to diesel powerhouse, the Major was one of the last tractors to wear the Fordson badge.

Big fan

Mike Richards from Shropshire is a big fan of late production Fordsons and apart from 2691 NT owns a New Performance Super Dexta. He has lived in Shropshire all his life and was brought up on a farm.

"My grandfather ran a mixed holding in the south of the county, and I still remember learning to drive on one of the family's tractors," he recalls. "Things were very different back in the Sixties, and farms were a lot smaller. When it came to tractors, Fordson and Massey Ferguson ruled the roost, although there were also plenty of Nuffields and David Browns.

"When I left school, I worked on various farms for a few years before I joined the Post Office in 1971. One of our neighbouring farmers worked for the GPO part-time and persuaded me to apply for the job. I was based in several towns in Shropshire over the years and eventually got into management. I certainly saw a lot of changes during my career."

Accumulation

Mike spent many happy years at the GPO until he retired and started working for a local coach company. "I had passed my HGV Class I licence while I was working for the GPO as managers were expected to cover a variety of jobs at short notice," he explained. "Now that I had taken early retirement, I put these skills to good use. I drove coaches and lorries for many years until the outbreak of the Covid-19 pandemic."

Nowadays, Mike spends most of his time looking after his collection of old tractors. "I started collecting tractors 16 years ago," he said. "The first machine I bought was a County Super-6, which I still own and work from time to time. The County can be a real handful but is great fun to drive. I then acquired 2691 NT the following year. Apart from the New Performance Dexta, I own several other tractors, including a diesel grey Fergie, Ford 4110, and Nuffield 4/65."

Local machine

Like many enthusiasts, Mike acquired his New Performance Super Major via word of mouth. "The previous owner was a good friend of mine," he recalls. "I had always fancied owning one of the later Majors and had been keeping tabs on the tractor for some time. I told him if he ever wanted to ➤

The New Performance Super Major was one of the last tractors to be made at Ford's Dagenham factory.





The 55hp New Performance Super Major was introduced in July 1963 (08C-960337-F), with a new colour scheme of New Performance Super Major blue, matched with grey-painted, pressed-steel wheels and mudguards.

part with the machine to give me first refusal and left it at that. Nothing happened for a year and then I got this phone call out of the blue. It was my friend informing me that the Fordson was now available if I was still interested."

Mike was still keen on the Super Major and, having come to an arrangement, took delivery of 2691 NT. The tractor is believed to be a local machine and is wearing a Shropshire registration. When he acquired the Fordson, the early history of the tractor was a bit of grey area, but Mike was in for a pleasant surprise. Four years ago, the original owner unexpectedly approached him during one of his regular tractor road runs.

Provenance

"Looking back, you could say it was quite a coincidence," he said. "But Shropshire is a rural county with a small population, and people often know each other. The original owner said he had bought a brand new pair of New Performance Super Majors in 1963, from the local dealer Furrows based in Shrewsbury. The tractors worked in the south of the county for many years and have stayed in Shropshire ever since. Fortunately, the original dealer's badge is still on the tractor, which adds to the provenance.

"The Major had been looked after by the previous owners and during the many years I have owned the tractor, it has needed no serious refurbishment or repair work. The Fordson is mechanically sound, and the tinwork is ok. This isn't always the case with Majors, as Ford metalwork used to be prone to rust. Fortunately, I do my own maintenance and servicing."



Fordson operator platforms were functional and well laid out.



By the time of introducing the New Performance Major, the design had finally reached its potential. Extra goodies included disc brakes, a differential lock and draft control.

Preservation

Keeping an old tractor out of the elements can often be a crucial factor in preservation. Fortunately, Mike has stored his tractors on a friend's farm. "It is important to keep tractors out of the weather, especially during the winter months," he said. "Winters tend to be mild in Shropshire, but we get a lot of rain. Being under shelter also gives you plenty of space to work. It means you can put a job to one side and complete it as and when you have the time."

Ford regularly updated the Major's performance during its lifetime, and the engine received plenty of upgrades. By the time of introducing the New performance Super Major, the tractor had become a genuine five-plough machine, and I was interested in Mike's opinion of his last of the line.

On the road

"South Shropshire is next to the Welsh border and can be quite hilly in places," he explained. "You need plenty of power, especially on road runs. The Performance Super Major ticks most of the right boxes and can keep up with the rest of the traffic. The tractor is also easy to drive, and the steering is light and manoeuvrable." Mike is a big fan of road runs and organises



The dealer's original trade plate adds to the tractor's provenance. Furrows Ltd are still trading but now focuses exclusively on cars.

charity events with fellow enthusiast Tim Bebbington. "We call it the Stretton Hills Tractor Run, and we use it to raise money for different charities," he said. "We've donated to several organisations over the last 15 years, including the local air ambulance, various cancer care charities, and Diabetes UK. The run is held on the first Sunday in September,



The engine fitted to the New Performance model was like the Super Major, but with a marginally better performance.



The New Performance model still used the Super Major badge.

although the event had to be postponed during the Covid-19 pandemic."

Perfect pairing

Mike still enjoys driving his tractors and has no intention of parting with 2691 NT in the near future. "The New Performance Major and Dexta are a bit of a matching pair, and are very popular at shows," he said. "I also like the colour scheme. If I parted with one tractor, I would probably end up selling the other, so I think I'll hang on to them both for the time being."

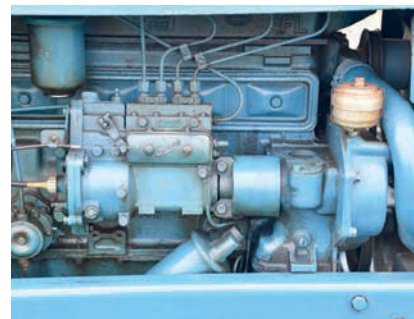
An excellent sentiment that will appeal to all Fordson enthusiasts!

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www.agrilineproducts.com



The Simms Minimec injector pump boosted the engine's output.

Specification New Performance Super Major

Year	1963
Cylinders	4
Bore/stroke	3.937 x 4.524in
Power	55hp
Displacement	3.6 litres
Rated rpm	1700
Transmission	6 fwd, 2 rev
Hydraulics	open centre
Weight	2417kg
Tyres	front: 6.00-16; rear: 12.4-38

The Fordson New Performance Super Major

The original E27N Major was introduced at the end of the Second World War. Because of steel and other supply shortages, the opportunities for Ford to develop a new design were limited, and the tractor was still equipped with the old petrol engine out of the Fordson N. The first tractors were powered by petrol or TVO, but the most successful version was fitted with a Perkins P6 diesel.

E1A MAJOR

The first revised model was the E1A Major, which was launched at the 1951 Smithfield Show. This tractor was also available with petrol and TVO, but significantly there was the option of a Ford in-house diesel engine. This would prove to be the most popular model.

After a mid-term upgrade in 1957, Ford introduced the Mk III engine the following year. The new model was called the Power Major and was given improved transmission. The tractor

was also equipped with three-spoke front wheels.

SUPER MAJOR

The Super Major was released in 1960. This version was fitted with the same engine as its predecessor, but the transmission was further improved with a differential lock. The hydraulics were now named Qualitrol and featured automatic depth and position control. Disc brakes were also provided as standard, and the tractor's headlights were moved from the side of the bonnet to within the grille.

The final tractor in the range was the New Performance Super Major, which was introduced in July 1963. Amazingly, the latest Fordson was still similar to the original E1A except for branding, power output, and some extra features. It's a testament to the strength of the design that it remained basically the same throughout its life.

DESIGN CHANGES

Obvious changes included the new blue and white colour scheme, designed to prepare UK customers for the upcoming demise of the Fordson brand in 1964. Bonnet badges were discarded in favour of smaller decals, although the front nose cone kept its large Super Major badge and Wheat sheaf logo. The tinwork also switched from cast to pressed steel.

There were also some changes under the bonnet. Earlier versions of the Major had been criticised for not generating the PTO performance needed to run the latest generation of larger implements. The new tractor was fitted with a Simms Minimec fuel pump, which pushed power output up to 55hp. With the increase in engine revolutions, more power was available at the PTO shaft. The transmission was also tweaked to provide a larger spread of gears, particularly at lower speeds. These adjustments improved low-speed control and usability.

TractorNews

NEW AGRICULTURE SHOW

West Country Farming & Machinery Show



A new free-to-attend farming and machinery show, based in the South West of England, has been launched - the West Country Farming & Machinery Show. This one-day new event will take place at the Exeter Westpoint Arena on February 22, 2023. It is created by Kelsey Media,

publishers of the UK's top agriculture brands, *Agricultural Trader*, *Profi*, *Farm Machinery*, *Vineyard*, and *Crop Production Magazine*. It will be an unmissable event for all farmers and people involved in farming and farming-related activities across the South West and beyond. Show Publisher, Rhiane Easton. "We know

how important farming and the farming community are to the South West of England and wanted to combine the knowledge and authority of our brands with our marketing reach and expertise to put together this event."

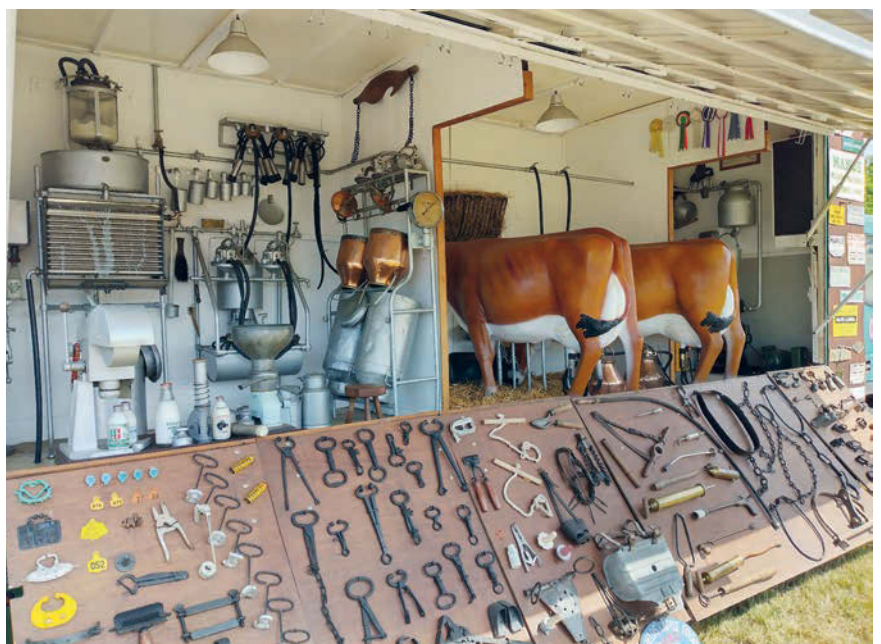
Agricultural companies, large and small, will be under one roof at the prestigious Exeter Westpoint Arena. Visitors will have an opportunity to sample and keep up to date with new products and services and the latest farm machinery from the region's top manufacturers and dealers. There will also be seminars throughout the day on the main topics relevant to farmers and farming today, plus a live farm machinery auction held by Edward Buckland Auctioneers.

For more information, on exhibiting or attending tel: Rhiane Easton on 07501 228882, or email: Rhiane.Easton@kelsey.co.uk

TRIMPLEY TRIUMPH

The 20th Trimpley Vintage Rally on Sunday, August 6, was the biggest and best it had ever been, says organiser David Spruce. Hundreds of vintage vehicles arrived. A record number of traders attended, and the Urban Auction House of Kidderminster held its first auction on the site on Sunday morning with over 300 lots sold. The team is now busy organising the 21st Trimpley Vintage Rally, which will be held on Sunday, August 6, 2023.

"The most important thing about our annual vintage rally," says David Spruce, "is that we give every penny raised to local charities. Over £5500 was made, which will now be given away in the near future. Thank you to everybody who came and made our day such a great one."



STAR AT SHREWSBURY

Heritage tractors are ever popular and the annual County of Salop Steam Engine Society's Rally that took place at Onslow Park, Shrewsbury on August 28-29 featured a host of various historic and classic tractors on the Working Field. This year the theme was the famous Nuffield marque.

Working field secretary, Martin Lane said: "This year we celebrated a theme based on Nuffield marque tractors (the earliest model dating from 1949), then Seventies Leyland tractors. Then some very rare Marshall tractors that date into the Eighties. One exhibitor, Ernie Carter, brought a special Nuffield 1969 4/65, and I am pleased with the support we received from tractor owners and enthusiasts.

"Many tractors took part in active work on the working field to delight visitors and enthusiasts alike. It was a highly successful, friendly two-day event, with

both pre-1940 and post-1940 tractors. This year we had a 1916 Clayton chain rail tractor, a 1919 Case Cross Mount 10/18, a 1921 Austin R and a 1929 McCormick Deering 10/20."

Over 240 tractors of various marques (some static) were on view on the showground and visitors took a step back in time, exploring original farming skills - and literally living and breathing the past. The Nuffield Universal tractor range was produced from 1948 by the Agricultural Division of Morris Motors founded by William Morris. He chose the name Nuffield as the brand name for his company's agricultural products after his Oxfordshire village. Tractor production continued under the Nuffield name until 1969 when the tractors were renamed Leyland Tractors and the previous poppy-red tractors changed colour to the two-tone blue Leyland corporate colour scheme.



Harry Hockley of
Newtown with 1957
Nuffield Universal DM4.

THE TALENT OF TOMORROW

John Deere is marking the 30th anniversary of its renowned apprenticeship programme with an open day to recruit the next generation of technicians to work across its agriculture, turf, and parts business.

Over 1000 apprentices have qualified since 1992, and the company is keen to showcase the exciting career path that lies ahead of those who complete the course. On October 6, John Deere, and the scheme's training provider, ProVQ, will open the doors of its new training centre in Upper Saxondale, Nottinghamshire,

where candidates will be offered guided tours, practical demonstrations and driving experiences.

Three courses make up the programme: Ag Tech - focusing on agricultural machinery, Turf Tech - focusing on professional turf equipment, and Parts Tech - focusing on parts service and support.

The three sessions will run at 10am, 1pm, and 3pm. Refreshments will be provided throughout the day, and entry is free, although pre-booking is a requirement as places are limited.

Snippets

Denerally

► In late June, organisers of the Dene rally nr Ropley, Hampshire were delighted to welcome everyone back after a two-year break. Committee member Kay Langridge said: "After some nervous preparations (always the way!) we were ready to open the gates. And you didn't disappoint. We had a great collection of exhibitors. Some were old friends, and some attended for the first time. Everyone had a blast, from the wild west shootouts to the arena games and everything in between. Our visitor numbers were up on previous years, and we set next year's date before the weekend was even out."

Bolton Steam

► The Bolton Steam Museum has informed us of their Autumn Steam Weekend (October 29-30). Their volunteers have rescued and restored 30 old stationary steam engines - some of the engines which once powered the cotton mills and woollen mills of the North of England. Some engines are now unique - the oldest is now 180 years old and most are well over 100 years old! Most will be running on these two days only from 10am-4pm and admission is free. Bolton Steam Museum, Mornington Road, off Chorley Old Rd, Bolton BL1 4EU. Tel: 01204 846490.

Ben Burgess

► Long-standing John Deere dealer JW Doubleday is to be sold to Ben Burgess in line with the manufacturer's Dealer of Tomorrow strategy. Doubleday has reached an agreement with Ben Burgess to transfer all staff and sites, with a completion date expected before the end of October.

The deal will see Ben Burgess, which has been a John Deere dealer since 1964, expand into Lincolnshire for the first time, adding four more sites to its existing seven.

Newark Vintage Tractor Show

The special tractor that inspired the Field Marshall Club

PREVIEW The brother of Field Marshall Club founder Peter Anderson shares the family story that inspired its creation.

The Marshall Club - once known as the Field Marshall Club - only exists today because of a very special tractor, bought by a mother for her two boys. Brothers Ross and Peter Anderson sadly lost their father, Fred, in May 1960 when Ross was 14 months

old, and Peter was still two months off from being born. Stepping in for support, their uncle Ted Pullen became a big part of their lives when he moved next door with his wife Hilda, and would eventually lead them to their infamous Field Marshall.

With no children of his own, and as the boys became older, Ted began developing their interest in tractors and steam engines so that they had a hobby and would stay out of mischief. "We'd all go on the bus and mum (Jean Anderson) would drop us off at a steam show and carry on, while we looked round with our uncle Ted," says Ross.



75 years of the Field Marshall Series II

Fans of the Field Marshall Series II can celebrate the tractor in the autumn at the Newark Vintage Tractor and Heritage Show on November 5-6 at Newark Showground, along with celebrations to mark 70 years of the new Fordson Major E1A (produced 1952-1958), 75 years of the David Brown Cropmaster, and 50 years of Massey Ferguson 1200. For more information and to book tickets visit www.newarkvintagetractorshow.com

Inspired

Then, one fateful day when Ross was nine and Peter eight, Ted took them to see a Field Marshall Series II that was for sale. They were enraptured.

This was all a bit ironic though, given that their garden backed onto a market garden

Peter Anderson's Field Marshall Series II has a special history.



Series 2 brochure - agricultural model. Photo courtesy of the Marshall Club.

that had a Fowler VF working there (a Field Marshall on tracks), of which Peter was initially scared. Life was about to change forever, though.

The knowledge

"We went to see the Series II and Mum bought her for us for £35. She came to us on November 9, 1968," remembers Ross, with the date imprinted in his mind. "We got her delivered on the train and then drove her the rest of the way home, and then stored her on the farm next door.

About the Marshall Club

Founded in 1988, the Field Marshall Tractor Club, now known as The Marshall Club, has expanded to include all things built by Marshalls of Gainsborough from 1848 to 1998, and the crawler tractors built by Fowlers of Leeds, from the Gyrotiller to the Challenger 33.

Members take part in events throughout the year, including ploughing, threshing, road runs and meets. There is also a Marshall presence at many steam fairs, tractor rallies and vintage working events. Ian Palmer took over as head of the club in 2019. Ross says: "Ian has taken the club to the next level and is doing well, attracting many new members."



Series 2 brochure front - threshing version with winch. Photo courtesy of the Marshall Club.

"She was only 20 years old when we bought her, so not in that bad a state, but we still rubbed her down all by hand with a wire brush, repaired a frayed decompression cable and a broken clutch cable. She does just 6mph and was designed for heavy work in the threshing and timber trade.

"She was hand painted in 1970 by my other uncle, Harry Pullen, who was a coach painter. She's still got that paint; you can't even see the brush strokes." All in all, with buying the tractor and repairs, Ross says the tractor cost his mum £50.

"Mum encouraged us a lot, and we took the Field Marshall to rallies and shows all over the country. Our first rally was in Wisley, Surrey, in 1973. I was into it all, but Peter became a real fountain of knowledge about it." ➤

History of Field Marshalls

The first Field Marshall tractors were manufactured in June/July 1945 in Gainsborough, Lincolnshire, by the Marshall family's Britannia Iron Works, which was founded in 1848. The company built steam engines, threshing machines and agricultural machines, and exported these all over the world.

During the First World War, production shifted to munitions and other hardware, including submarines. Like many engineering companies, business declined during the Seventies and most of the factory closed in 1979, but the Marshall name continued, until its end in 1998.

Founding the club

Inspired by their Field Marshall, Peter and his friend Wally Hawkins later founded the Field Marshall Tractor Club in 1988. "The most important part of the story with this tractor is the founding of the Field Marshall Club," says Ross. "We thought it would just get 50 members, but it grew to over 500 worldwide."

Peter even became friends with Henry Marshall himself, who became a great supporter of the club. As part of the club, Peter wrote a newsletter, but he struggled with his writing and spelling, having left school young, and would ask Ross to help him turn his writings into something legible.

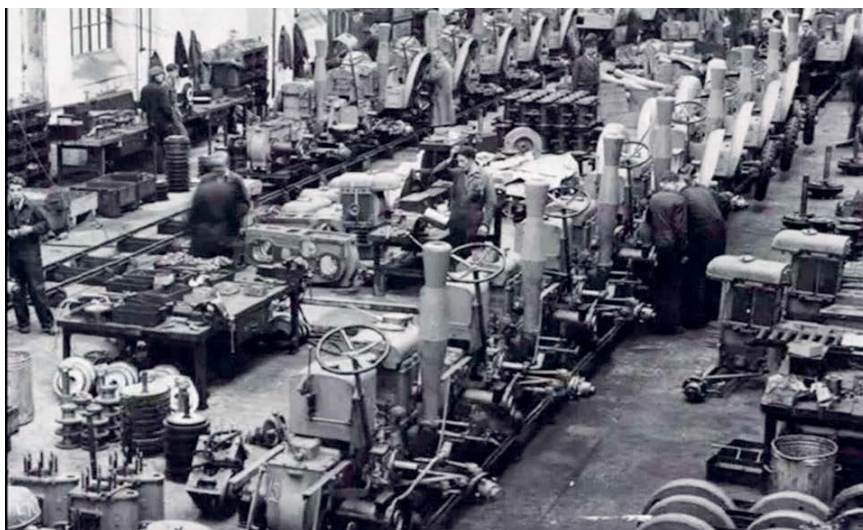
Rather than struggle on though, this inspired Peter to go back to night school. He improved so much that he went on to write two books about Field Marshalls.

Life-changing tractor

"Peter was told he would never amount to anything, but this tractor changed everything," says Ross. "His life was Field Marshall tractors and when he died five years ago, we lost a lot of the knowledge that he had."

"Without this tractor, we could have become football hooligans or something, but instead, we spent our time repairing and recycling with her. Peter founded the Marshall Club, learnt to read and write, wrote two books and was head of machinery at RHS Wisley for 18 years."

"He was so valued by Wisley that there's a tree in memory of him there - and the new workshop is called the 'Peter



1947 Series 2 production line at Britannia Works, Gainsborough Photo courtesy of the Marshall Club.



John Stephenson's Series 2 on the Marshall Club stand at Newark tractor show 2021. This tractor has been fitted with an Adrolic power lift and linkage. Photo courtesy of the Marshall Club.

Anderson workshop.' There's also a plaque in Gainsborough, where Field Marshalls were built, in memory of him."

Precious

And it's clear to see their original Field Marshall is precious. "It all started with this tractor. She's special and she means a lot to us," explains Ross. "I've had people come around and try to buy her, and one guy who even slammed down a blank cheque. I tore it up and said, 'you've not got enough money to buy this tractor.'"

Ross still has the Field Marshall, and although he has maintained an interest in tractors, he has since "diversified into steam engines". 'Bub' as she's affectionately named now, after Ross's nickname for Peter, will hopefully make an appearance at the Newark Vintage Tractor and Heritage Show on November 5-6.

"It's the 75th anniversary of the Field Marshall Series II, so I'm planning to rub her down and take her out," says Ross. "It feels fitting that I'm there to represent Peter, too. He achieved a hell of a lot and is a brother to be proud of"



The Newark Vintage Tractor & Heritage Show

About the show

The Newark Vintage Tractor & Heritage Show is organised by the Newark and Nottinghamshire Agricultural Society and supported by the Nottinghamshire branch of the National Vintage Tractor and Engine Club (NVTEC). The Newark and Nottinghamshire Agricultural Society is a charity whose main aim is to promote and champion agriculture throughout Nottinghamshire and the East Midlands region.

Advance tickets are now available for a discounted saving to the show. Advance tickets close on Friday 28 October. Thereafter, gate prices apply.

There is also the opportunity to book a weekend camping experience which includes three nights camping and two adult weekend tickets.

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CHARLES WILKINS SCRAPBOOK

PART TWO: Charles Wilkins continues the story of the Wilkins brothers, who were famous Oxfordshire farmers and early preservationists, and collected a wonderful array of veteran, vintage, and early classic tractors.

WORDS & PICTURES Peter Love and Charles Wilkins

Anyone entering the building which housed the bulk of the Wilkins Brothers collection could be forgiven for thinking that tractors were the sole focus. This main building had been erected shortly after the purchase of Coalpit Farm in 1947.

Originally a hay barn with a cattle yard along the southern wall, it was extended to a bay later, which at one time was host by approximately 5000 laying hens. To one end of this was a breeze block low wall, which delineated the area where the eggs were washed and packed. Known as the pig pen this remained long after the hens left.

Space

Apart from one bay holding new spare parts, the rest of the building was filled with about 100 tractors. In the early Eighties, a separate workshop was built which gave space for farm machinery to be worked on as well as space for a few other items that were taking longer to complete. This could take a combine or our largest truck and still enable the doors to be closed. We also had considerable other shed space and liberal use of the surrounding area.

Most of the tractors were in working order, although few were repainted. We concentrated on mechanical condition rather than looks. In addition to the tractors, a large collection of equipment was rescued.

Harvesting

On the harvesting side, this included a sail reaper, several binders, a couple of early trailed combines (now in the Science

Bert Wilkins, with the French-made Austin with the belt pulley in place.



We attended many shows with our tractors, especially in the late Sixties - Seventies.

Museum reserve collection at Wroughton) as well as a full-sized threshing drum and a half-sized version obtained at a sale in west Wales.

There was even a stationary thresher which now would be over 140 years old and had handmade threads securing the main shaft. Numerous ploughs from horse-drawn to Ransomes examples of the Sixties. Quite



Dad parading our Ferguson Brown A with an air-cooled Deutz in the background, a classic tractor today.

a few of these were used on the farm before becoming obsolete as tractors became fitted with hydraulic lifts and then more horsepower.

At one time I counted 22 trailed Ransomes ploughs around the place, mowers, hay, and sheaf elevators, plus a few balers added to the mix. Sowing the crop went from containers

to hold the grain (and hand cast) to seed fiddles through a shandy barrow to locally manufactured horse-drawn drills.

In addition, we had a Ford T truck, a Model A horsebox (now at the Science Museum Wroughton), and a personal collection of small Ford cars and vans with side-valve engines.

We entered ploughing matches, displayed at local and distant events, a couple of early tractors appeared in a Case/International film when the two companies joined and the Saunderson even appeared on television, with Angela Rippon and Ted Moulton running a threshing drum at Cogges Farm Museum.

John Deere

When time allowed, we would get a tractor hitched up and use it on the farm. I did a day's work rolling with our John Deere model R, which was purchased from Don Macmillan. We also purchased our John Deere balers from Don, and he had to order especially the last wire tying pick-up baler to be imported to the UK for us.

We also used a binder on a number of occasions. One of these was involved in cutting about an acre of crop, at the normal time for using a binder, and then when the rest of the field was ready to harvest, running it through the combine to see the result. It was very interesting that the grain was noticeably larger and, if the English weather could have been trusted, would justify windrowing the crop before threshing.

I used a Massey-Harris 726 combine, mum on bags, and had a Massey-Harris 21 as well, which had an engine problem that I never got around to solving, although it ran and was in very good condition. Having no suitable horse, we trailed horse ploughs behind a Fordson Dexta. At least the 'horse' did not get tired.

More work

I unearthed a Ransomes mole drainer from beneath a scrap pile and put to use behind a Caterpillar D6 and later the same tractor pulled a large single-furrow plough to remove an old hedge. On this occasion, the drawbar gave up and had to be replaced. Our hand winnower was useful for cleaning samples of grain for competition until the combines made this operation superfluous.

A hand-powered sack lifter was used until finally, bulk became the norm. I was glad



The 1918 Fordson F with Ford Model T when just restored.



The opposed two-cylinder engine on the Moline Universal - who has this tractor now?

when the four-bushel bags were phased out and three-bushel bags became the norm. As a teenager, I could manage the three-bushel bags from our autoweight equipment on the Butterley Goodal grain drier (installed in 1947 and originally all electric).

Trials

Reading back over the above, it would seem that we lived in the past. This was

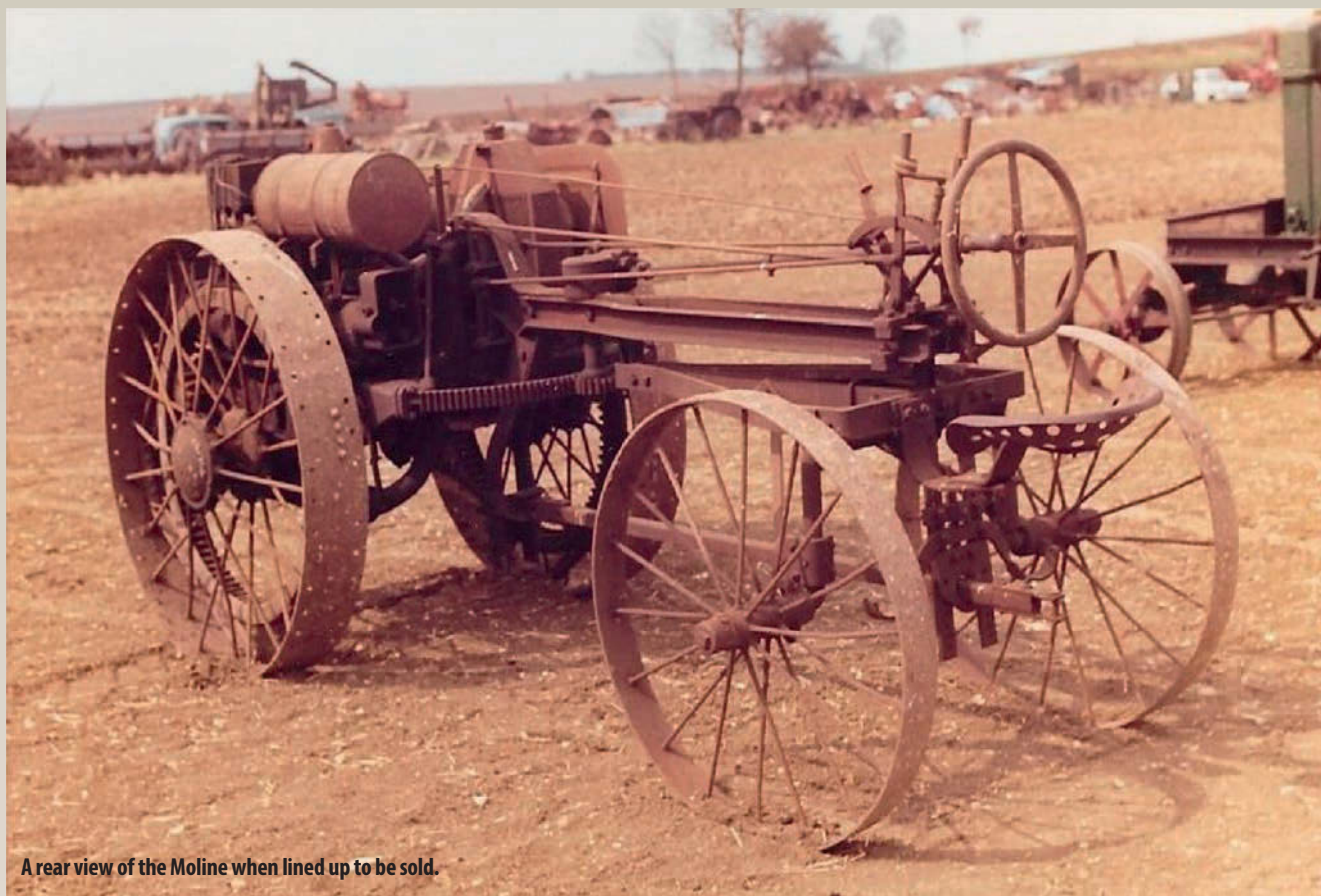


The Moline was not a preservation import. Is this the Carson/Beba example?

definitely not the case, and Bert and Ted Wilkins assisted several manufacturers with suggestions and trials of equipment. I remember the first John Deere front wheel assist tractor, which was equipped with hydraulic drive to the front wheels. Our autumnally damp clay proved the better of it and the front wheels merely spun and created a slick surface for the rears, mechanical drive proved to be better. ➤



The International Junior 8-16 with the Saunderson Universal and the Ford D series flatbed, which had brought them to the show.



A rear view of the Moline when lined up to be sold.

Because we specialised in producing hay, the loader on the Fordson E27N lifted the bales by the front wheel over the back to the trailer with an offset tow hitch. This became part of the collection and may still exist (Newark Tractor Show, 2018?). We had a grass drying plant and the equipment to produce our own pellets. By producing our own feed, our hens' eggs were as tasty as free range and rumour has it that some, purchased from us, ended up being sold as such. Those were the days, as they say.



Looking from the rear of the Saunderson with its original decals on the wings showing through.



How it was on the Alldays with its interesting engine mounting system.



All in running order, the Saunderson Universal ended up with John Bownes.



Romance of collecting

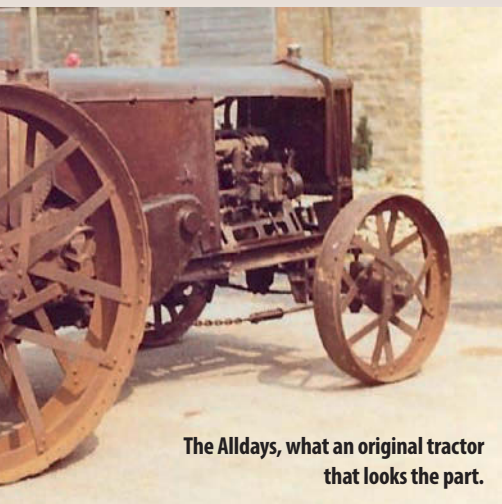
One day in the early Seventies, I went to a sale not far from Oxford. This was a collective sale of agricultural items and was held on an old airfield. It was mid-winter, and it was cold. As it was an airfield, it was an exposed site with nowhere to shelter similar to what Silverstone motor race course is like normally even today! The sleet reduced visibility but there was little in the way of snow build-up because of the force of the wind which was moving the sleet horizontal to the ground.

As is usual, a quick walk around the lots highlighted several items of interest. In today's sale, the main items for the collection were a couple of lots of new, old stock, plough parts. We used Ransomes ploughs on the farm and had been restoring several trailing ploughs to match the early tractors. It was part of our philosophy to use the older equipment occasionally and we could perform many of the tasks in mechanised farming using the correct period equipment that formed part of the collection.

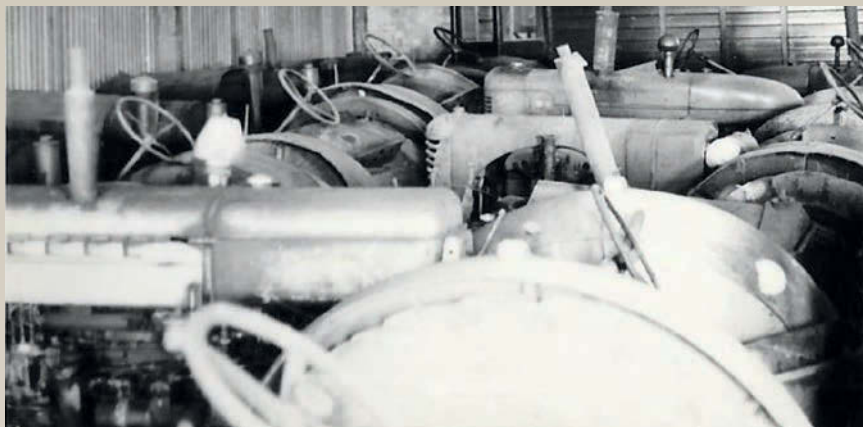
Wrapped up

We were a motley selection of well-wrapped-up folk stamping our feet as we followed the auctioneer along the rows of lots. It was a day when the 'dew drop' on the nose became an icicle. It was too cold for me to stay out in the sleet all the time, and I believe I was not alone in taking the occasional warming break. Every so often, I would head for my Ford Transit and start the engine hoping some warmth would come from the heater.

Eventually, the lots I was interested in came up and I could purchase them having



The Alldays, what an original tractor that looks the part.



The collection was very extensive, with Minneapolis-Moline, Massey-Harris, Farmall and many others.



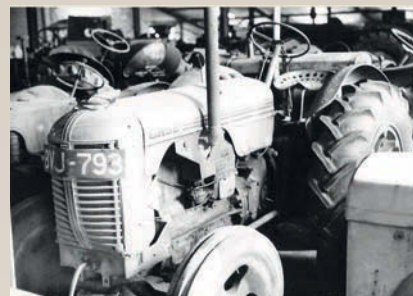
Oliver 80, Allis-Chalmers U Ford Ferguson 2NAN with a Ford Y-type and the Doe Triple-D in the background.



Unstyled Allis-Chalmers WF, a type that Don Macmillan's father used on his farm.



That famous photo shoot was never to be forgotten.



Case DEX features in the front with a Case R next door.

bid against a reduced field of prospective purchasers, quite a few of whom had left for warmer climes by now. The lots were Ransomes parts and included quite a few mouldboards, most of which were left-handed. A lot of the other parts were items that would normally be slow moving in a dealership and for ploughs that were rapidly being replaced.

Of course, buying a few lots is not the end of the process. After paying the necessary funds to take ownership, everything had to be loaded onto the back of the Transit. I would like to repeat that it was cold. The day had not improved. The sky was presumably grey above the still rushing sleet. At least my muscles got a warming workout, although my face had gone beyond any feeling and my hands still appeared to have the requisite number of fingers. There were probably a ton of parts that had to be loaded and it would certainly have made some space on the shelves in the dealership whence it came.

It was a relief to finish and a return to the cab meant a respite from the weather. It was a successful day, and the parts were slowly used up over the next ten years or so. Some parts went to other people who had different needs than ours, so nothing went to waste. Next time, the last part of the Wilkins' story.

A PRESSING SOLUTION

Murray Stokes, a hay press, baler enthusiast and historian from Goorambat, Victoria, in Australia comments on Eurwyn Morgan's stationary baler featured in the September issue of *TFH*.

WORDS & PICTURES Murray Stokes

The process everyone involved followed for identifying the baler was pretty tight. It's not surprising they eventually decided it was an Australian, H V McKay 'Sunshine' Massey-Harris machine. It may well be an example of their No. 2 model (Massey loved the small single digits for identifying their balers). They used 1, 2, 3 and 4 for their early trussers, 1 and 3 for their first pick-up balers, 1, 2 and 3 for the stationary series mentioned here and relatively recently, 1, 2, 3, 4 and 5 for their Rivierre-Casalis sourced pick-up baler range.

image #1

H V McKay 'Sunshine' Massey-Harris No.1 Stationary Baler (no flywheel).

Detail

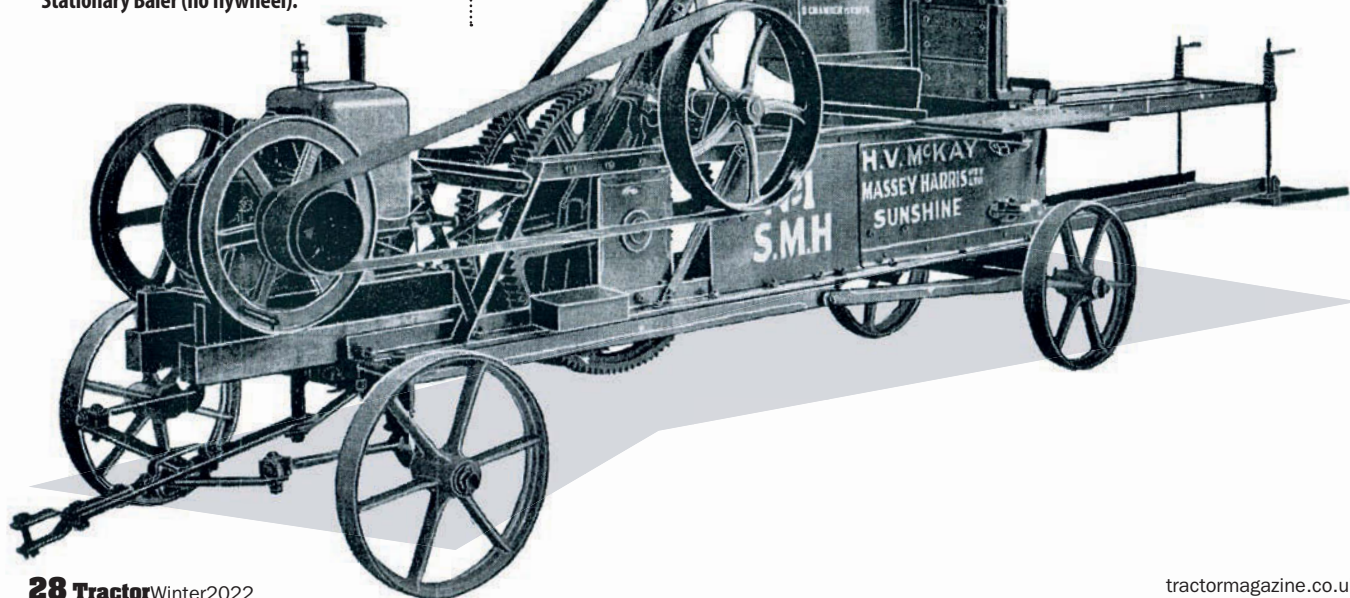
Is Eurwyn's baler really an H V McKay though? It could be. With its red body and yellow wheels, it is the right colour, and its structure is spot-on too. It is more likely a Mitchell Model B, however. Mitchell, a manufacturing company from Footscray in Melbourne's west, exported some of their balers to England, I think, as early as before the Second World War. There are two or three known still to exist around the country. H V McKay 'Sunshine' Massey-Harris may have exported

some balers identical to the Mitchells as well. I have no solid evidence that they did, however.

Exact pattern

Why are the Mitchells and H V McKays identical? Because they are all either built by Mitchell or to Mitchell's exact patterns, by H V McKay. The problem with separately identifying one brand from the other is that neither used transfers nor castings to label their balers (only paint was used).

Making identification even more difficult was that each brand painted their machines red with yellow wheels. Because the parts of balers of both brands have embossed part numbers from the same moulds, their part



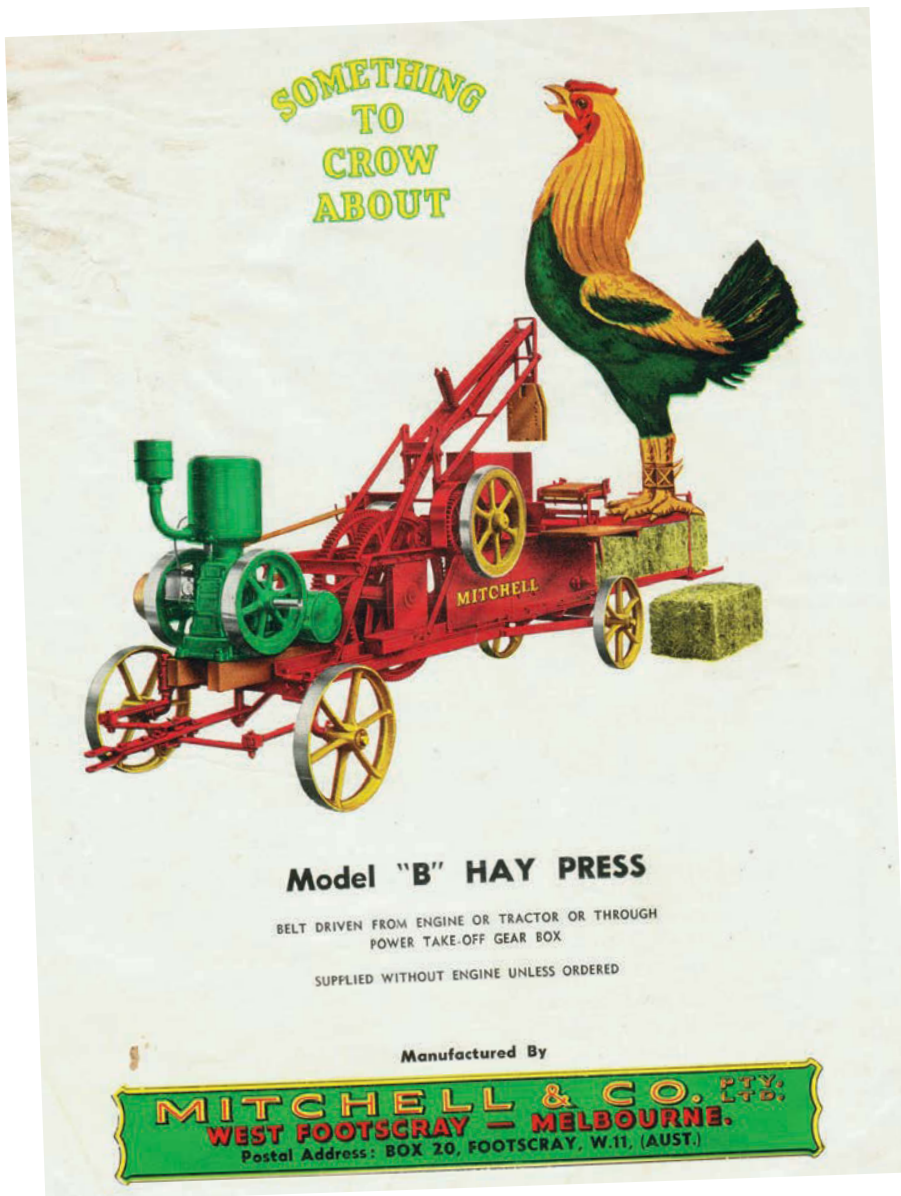


image #2

Mitchell Model B Hay Press.

numbers are identical too. A prefix of 'HB' was standard for most of the parts involved.

Raussendorf

Massey appears to have been a 'reluctant' builder of balers. Their first trussers were built in Canada, but the later ones marketed in Europe were from the German manufacturer, Raussendorf.

The Massey Ferguson low-density pick-up balers were also largely of Raussendorf design. Despite the popularity of high-density stationary balers in North America from the 1880s, Massey-Harris chose not to enter the market for them. They were

latecomers to the medium to high-density pick-up baler business too, their No. 1 model (Britain's '701') not being trialled until the late Forties.

The company never designed and built any medium to high-density stationary balers. It was left up to Massey's Australian and New Zealand divisions to even market such machines. When they did so, they turned to Mitchell & Co. for them. This was not until the late Thirties in New Zealand and 1940 in Australia.

Mitchell models

Three models were used. They were designated the Nos 1, 2 and 3. Peculiarly, the Number 3 was the first released and that was in New Zealand. The No. 3 was of the earlier Mitchell model which reflectively is sometimes referred to as the Mitchell Model A. This is because the two models which replaced it, the two which also became Massey's Nos 1 and 2 models, were respectively labelled as the Model AA and the Model B by Mitchell.

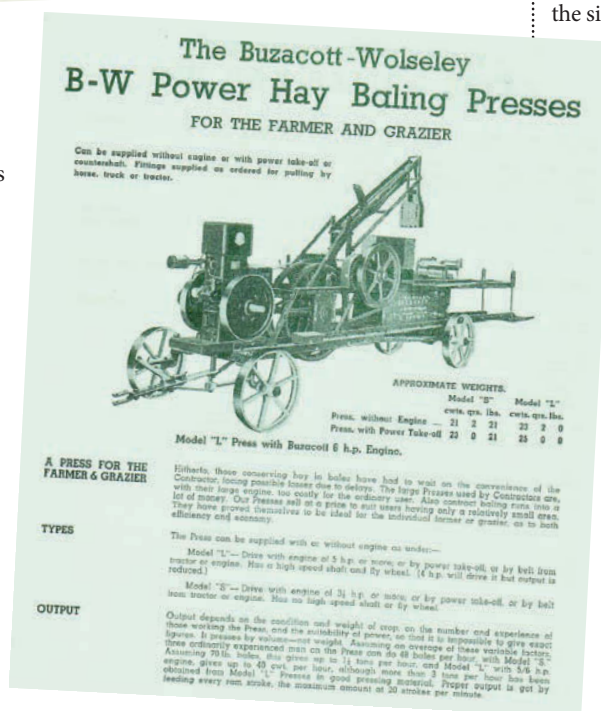
The principal difference between the Model B and the Model AA was that the B had a flywheel whereas the AA didn't. Eurwyn's baler is therefore either a Mitchell Model B or an H V McKay 'Sunshine' Massey-Harris No. 2. In Australia when new, the Massey-Harris balers carried SMH (Sunshine-Massey-Harris) and then the model number, painted in large letters on the side of the bale chamber (see image 1).

The Michells simply had the word Mitchell painted in yellow, in a similar position (see image 2).

Although perhaps not muddying the waters in England but certainly doing so in the state of New South Wales in Australia, was the 'badging' of the Mitchell's by Sydney based-manufacturer, Buzacott-Wolseley (see image 3). In Australia in the Forties and early Fifties, the same Mitchell baler could be bought from three different manufacturing companies at the same time. Each company used different brand names, using them to sell the same machines at the same time, against each other!

image #3

Buzacott-Wolseley Hay Press Models S and L from Full Range Catalogue June 1945.



BIG BLUE BEHEMOTH

The Vickers Vigor V180 is celebrating 70 years since it first came into production in 1952.

WORDS & PICTURES Jonathan Whitlam



During the Fifties, there was a small, but growing, demand in Britain for large and powerful crawler tractors. Mostly, this came from the construction industry which was booming at the time thanks to the rebuilding of the country following the Second World War, but agriculture also needed tracked machines, especially as farm sizes began their unstoppable increase and bigger machines were needed to cope. Crawlers were perfect for working on heavier land in less-than-ideal conditions,

with the steel tracks not only having superb tractive abilities but also the benefit of an increased soil contact area that helped prevent soil compaction, making these machines equally at home on top work, such as drilling and rolling, as well as primary cultivations in even atrocious weather conditions.

It was in 1952, though, that a brand-new entrant to the British crawler market made its arrival in the shape of the largest British-built crawler to date. The impressive looking, and sounding, Vickers Vigor VR180.

The Vickers-Armstrong Vigor VR180 crawler makes a formidable bulldozer. This fully restored example was at the Woolpit Steam Rally in Suffolk several years ago.

Swords to ploughshares

The Vickers firm was originally founded in Sheffield in 1828 and soon became famous for its casting of church bells. From being a family enterprise, the firm went public in 1867 as Vickers, Sons & Company and the business soon diversified into many other products including marine propellers

and armour plating. In 1897 it bought the Barrow Shipbuilding Company and the firm's subsidiary: Maxim Nordenfelt Guns and Ammunitions Company, changing its name in 1911 to Vickers Limited. The scene was now set for Vickers' principal business of shipbuilding and ammunition with further expansion into torpedo and aircraft manufacture.

In 1925, the growing range of products produced by Vickers included a brief foray into agricultural tractors. The Vickers 'Aussie' was, as its name suggests, designed to be sold to farmers in Australia. Built at Vickers factory in Sheffield, the 'Aussie' was powered by a four-cylinder 30hp petrol-paraffin engine which drove through a three-speed gearbox. The design was based loosely on the American McCormick-Deering 15-30 in many respects and gradually developed until the last Mark IV 40hp versions were built in 1930. Despite some success in its intended market, the 'Aussie' never sold elsewhere, including not even on the British market, and this would end the Vickers companies' direct involvement in agriculture until a certain large crawler appeared in 1952.

In 1927, Vickers-Armstrong Limited was formed by the merger of Vickers Limited with the W. G. Armstrong Whitworth &

The operator sits high on the Vigor VR180, giving a commanding view around the machine. Note the huge hydraulic ram used to raise and lower the optional dozer blade.



With only around 1500 of these machines being built, the Vigor VR180 is not a common sight.



The straight pipe chrome exhaust makes for a unique engine note from the 190hp 12.14 litre Rolls-Royce six-cylinder, supercharged, diesel engine.

Company. The new business continued armament manufacture, especially that of machine guns, while the shipbuilding side of the company soon became one of the most important warship manufacturers in the world. Aircraft manufacture also increased, especially of military aeroplanes, while tank designs went from strength to strength as did that of its other military vehicles. Its most important tank was the Valentine, which was produced in the thousands during the Second World War.





A unique feature of the Vickers crawler is the track running gear.

Built like a tank

It was no surprise then that its first civilian crawler would make use of the same technology. In fact, the new machine was very closely based on a light tank Vickers-Armstrong had developed in the Thirties that featured a unique type of running gear. It was this design that made the new machine stand out and was, next to its formidable size, its most distinctive feature.

Vickers-Armstrong had already built a prototype crawler, called the Shervick, in the late Forties, based on the running gear of a Sherman tank and was developed for use by the military. However, this machine never went into production.

The first prototype of what was to become the Vickers Vigor VR180 crawler was constructed at the company's Elswick Works factory in Newcastle in 1949 and, after a period of testing, entered production in 1952. This was a very large and powerful machine with a Rolls-Royce C6SFL 12.17 litre, supercharged six-cylinder diesel engine delivering up to 190hp. The power was directed through a three-speed transmission with a high, low, and reverse splitter, giving six forward and three reverse speeds.

Great power

Later the option of a Rolls-Royce torque converter transmission became available, giving perhaps a better use of the machine's great power and allowing the driver to change gear whilst on the move. Steering was by use of a system of servo-actuated clutches and manually operated band brakes. A rear power take-off was fitted and when the crawler was

tested at the National Institute of Agricultural Engineering in 1953, it registered a very impressive 181hp from the shaft.

The Rolls-Royce engine gave the Vigor a unique, and very satisfying, working sound, especially when the throttle was opened up fully! But it was the running gear itself that remained the main novelty of this crawler. Four large wheels acted as both rear drive sprocket, track return roller and front idler, which was an idea first seen on the Tetrarch light tank in the Thirties and then honed during further years of tank manufacture by Vickers.

Unlike conventional crawlers, the suspension system also had a great deal of articulation built-in, which allowed for much higher top speeds than contemporary

machines of this type. The Vigor had a top speed approaching 10mph, this being double the top speed of the Caterpillar D8, which was like the Vigor in size.

Clever design

It was a clever design that saw the four wheels linked as two bogies, with each side linked by an articulated beam complete with a centre pivot, and required the use of a very flexible track to allow the suspension to work effectively. Vickers designed their own track, which made use of rubber washers between moving parts to give maximum mobility to the design while also maintaining tension.

Developed primarily as a construction machine, Vickers also offered a full range of items to be used with the VR180. This included front dozer blades with either cable or hydraulic lifting, rear-mounted hydraulically operated winches and massive ripper blades that could be mounted to the rear of the crawler to break unforgiving ground and effectively use the crawler's immense power and traction.

Built to work

In the British market, although the construction industry was in full swing, money was still not in abundance in a country that had nearly bankrupted itself during the war. The price of the new Vickers Vigor VR180 was simply out of reach of all but the largest of contractors and so most of those produced were therefore sent abroad, gaining valuable export sales to get the



country back on its feet.

The oldest Caterpillar dealership in Britain did, however, turn to selling the new machine. Jack Olding, based in Hatfield, actually switched from the American yellow machines to selling Vickers crawlers instead, which was a brave move given the economic state of the country.

By far most Vigors produced went to Australia where they were usually used for clearing bush and breaking virgin soil ready for large-scale farming operations.

Although aimed specifically at the construction industry, Vickers also attempted to sell the Vigor VR180 to British farmers, advertising the benefits of the leviathan in several farming publications at the time. A few were probably acquired for this purpose, minus the blades and other construction equipment fitted to most Vigors. During the Fifties, it must have been only very large farming enterprises that could justify the size, power, and expense of running such a mighty machine.

There was also a smaller version of the crawler called the Vickers VR110 Vikon, powered by a four-cylinder Rolls-Royce C4SFL diesel engine. Only around 20 of these smaller machines were built although production continued longer than for its bigger sister, lasting up to 1961.

The track design was so notable that in the Sixties Gerry Anderson used it for many of the ground-based vehicles in his famous Thunderbirds TV show!



The Vigor VR180 driving alongside a Ferguson FE 35, also a product of the 1950s, certainly puts the crawler's size into clear perspective.



The large fuel tank behind the driving seat was necessary as the Rolls-Royce engine was a very thirsty unit, returning less than 10 gallons per hour when working hard.

Problems

The distinctive running gear of the Vigor VR180 was also partly its downfall. The design worked very well but required frequent and pre-emptive maintenance. This was something often lacking in the hard-working roles the machine was deployed in. The result was that wear to the rubber sealing washers in the tracks would make the track 'floppy' which, if teamed with inadequate maintenance of the suspension articulation itself, would lead to the crawler dis-investing itself of a track if driven at high speed.

The other drawback was the thirstiness of the Rolls-Royce 12.17 litre engine. Bearing in mind that this large power unit was being asked to transport around 15 tons of metal before being put to work, it is not that surprising that the fuel consumption, when working hard, was recorded at 9.8 gallons per hour.

Legacy

Although its effect on the world crawler market was minimal, around 1500 of these mighty machines were built between 1952 and 1958. It was a brave attempt to enter a market that already had some big players and although Vickers never became a 'new' Caterpillar, IH or even Track Marshall, they produced a unique and extremely impressive crawler that was used to great effect by many owners around the world.

The mighty Vickers-Armstrong company was soon to be broken up; with the aircraft side merged with three other British companies to form the British Aircraft Corporation in 1960. In 1977 the shipbuilding side of the company was nationalised and the steel-making division was also nationalised as part of British Steel. The Vickers name itself managed to survive, owned by Rolls-Royce, but this finally ceased in 1999.

At least eight Vickers Vigor VR180 crawlers survive in preservation in the UK with at least one apiece in Canada, Australia, and Sweden. Perhaps more could be clinging to life around the world that have yet to be restored. The sad truth is that many of these machines led a hard life that was only finally ended by the cutter's torch in a scrapyard. At least some remain to remind us not only of an awesome machine if ever used on a farm, and one that was extremely good at construction work, but also of the once world-leading British company that has now long since ceased to exist.



WORDS & PICTURES Jo Roberts

PRESERVING

We meet a man dedicated to keeping the horse-drawn traditions alive and well on the Emerald Isle.

Ireland's William O Sullivan was born into the world of horses, and horses have featured in William's life from day one. "Apparently, when we were on the way back from the hospital where I was born, my father took a little detour. We went via a horse fair and bought a horse there on the way home," laughs the 42-year-old horseman from County Kerry, who is also a singer and multi-instrumentalist in the traditional Irish band The Killarneys.

Central theme

Horses continued to play a fundamental role throughout William's upbringing. The family runs the Killarney Riding Stables, known locally as O'Sullivan's, an enterprise established by William's parents Donie and Noreen O'Sullivan in 1968.

The riding centre remains a thriving family business based just outside the picturesque town of Killarney. There are over 80 horses on site, most of which

are used for trekking, taking some of the thousands of people who visit this beautiful corner of County Kerry out to enjoy the scenery.

At the same time as caring for these trekking horses and ponies, William has also trained some of his own horses to work on the land in an age-old way.

Thus, carrying on a long-held family tradition passed down through the generations.

William, with a Clydesdale gelding hitched up to the Pierce of Wexford Hay Turner.



TRADITIONS

Keeping traditions alive

"I'm not a farmer as such," explains William. "I'm more of a vintage machinery enthusiast. I'm keen to keep the traditions of working horses alive and to show that there's still a place for working horses in the modern world."

William feels strongly that horses have a part to play not only in tourism and the marketing of nostalgia but also in the world of conservation. Horses tread lightly on the planet, both in terms of fuel usage, and they do much less harm to the land and wildlife than today's heavy machinery. ➤

heritagemachines.com



Different methods of controlling bracken. The tractor and topper were used in the flatter parts of the farm, but the horse was used for the very rough, steep parts.

Kilbrack Martin hitched up to the bracken bruiser. William prefers the shorter, stockier Percheron breed to the leggier Shires.



One might wonder how William and his horses compete with today's fast modern machines. But William doesn't feel the need to compete because the horses offer something very different to the machines, and the two methods, old and new, can often complement each other.

The old ways

William has discovered there are people who, for various reasons, prefer not to use heavy machinery on their land. Sometimes they wish to avoid the soil compaction that inevitably occurs when large vehicles repeatedly cross the fields. Often it is simply the case that big modern machinery can't actually access an area. Very steep terrain, bog land, thickly planted forests and places with narrow access routes are often inaccessible to large tractors. The only way to work in areas like this is by returning to the older, simpler methods.

Some land is protected and very sensitive due to rare flora and fauna. Footfall in these sites must be light and minimalistic, and horses are ideal for these situations. Then



William O'Sullivan aged six and already a dab hand at handling equines.

some people just like to see the old methods being practiced. They might decide to have their traditional hay meadow cut in the age-old style with a horse-drawn mower. Then they can enjoy the timeless spectacle, with nothing disturbing the sounds of birdsong and buzzing insects but the noise of tinkling chains and the occasional snorts from the horses as they blow the flies away on a summer's evening.

Knowledge

"I try to show that working horses can contribute to the modern world," says William. "I also feel that it is really important to keep these age-old skills alive. So many of the old fellows who knew how to work horses and how to use the old equipment have passed away now. So much knowledge has gone with them. I just think we should pass these skills and traditions on, and we shouldn't let them die out."

While William is always glad to see horses taking part in ploughing matches, he actually prefers to get out there and plough an entire field with his horses,

rather than taking part in competitions. "I like the satisfaction of not just ploughing, but cultivating too," he says. Sometimes I feel people think all heavy horses can do is plough, but there is so much more they can do. Ploughing is just one process, and there are many more machines that can be used with horses, and it is a pity if all we see the heavy horses do is plough."

William's horses are fit and well capable of ploughing an entire field and undertaking all the cultivating work that follows, right through to harvesting and gathering the crop. Because they regularly work in this way, they are calm and efficient in almost any situation. Horses that only compete occasionally at ploughing matches will often require a person at their heads to hold them still, but William's horses are more like the working horses of yesteryear. Working in harness has become second nature to them. They know their job and are happy to stand and rest with no one holding their bridles.

Industrial heritage

Preserving rural methods and traditions and keeping the old horseman's skills alive are important drivers to William, but he also likes to celebrate the industrial heritage of this Emerald Isle. He particularly enjoys using the Irish-built machines and implements that he has in his collection.

A regularly used implement of William's is the Pierce Junior mowing machine. This can be used for topping paddocks, cutting thistles and dock leaves, and of course, for mowing hay and grain crops. Used with a single horse, this little mower is perfect for smaller fields and tighter spaces. For larger mowing jobs, William uses a two-horse International mower. This was the tool he used recently to cut a barley crop owned by the Wayward Irish Spirits Company. Once the barley was harvested, the company used the barley for malting their Irish Whisky.

Another Pierce of Wexford implement owned by William is the two swath hay turner, which was built by the Pierce company during the Thirties. This implement can be used to both turn and row the hay. It is a useful piece of harvesting equipment which William used recently to harvest a wildflower hay meadow for a conservation group known as the National Parks & Wildlife Service.



William ploughing with Daisy and Paul, with the Macgillicuddy's Reeks looming in the background.



Kilbrack Martin was used to carry the coffin for an old friend who passed away. He had bred the horse, and it was his wish his final journey was on a cart pulled by the stallion.



Some of William's collection of carts and jaunting carts. He is on a mission to preserve as much of Ireland's horse-drawn past as he can!



William's set of International Harvester horse-drawn disc harrows.

Business

Interest in William's work has spurred him to set up his own small business, Arbutus Equine Services. He describes it as a "one man horse-powered operation" and pictures and clips of some of William's work with horses and old-style implements can be seen on the Facebook page of the same name.

As well as the hay turner, William also owns a lovely old hay rake made by Pierce of Wexford. Sometimes known as dump rakes, for the way they deposit the crop into piles ready for collection. These rakes are things of beauty in their own right and are popular pieces of garden and yard art, but there's nothing quite like seeing one of these rakes doing the job for which it was intended.

Prolific

At one time, the largest producer of agricultural machinery in Ireland, Pierce of Wexford, was a prolific maker of implements, and there are many examples still in working order today. Wexford was a popular grain and crop growing region, so there was a large local demand for agricultural machinery in the area, and ports in the county offered excellent access for importing coal for foundries and for the export of machinery to England and beyond.

Second only to Pierce in terms of popularity was the Wexford Engineering Company Ltd, based at the Star Ironworks in Wexford town. William is proud to use a Wexford Star Corn Drill that was bought through Wm McBride & Sons of Cork in 1950. Once found in abundance parked up in old farmyards and beside hedges, these old machines are becoming harder to find. Now it is becoming increasingly difficult to find examples in good working condition. So those that remain should be treasured.

Competition

Although Ireland had its own agricultural machinery manufacturers, it was also home to several dealerships and companies which imported agricultural machinery from England, America, and Canada. As these importers thrived, they inevitably brought competition to the Irish manufacturers, so gradually ➤

the larger worldwide names dominated the market, in particular International Harvester.

While William prefers to collect the Irish-made implements, he enjoys using horse-drawn implements made by different companies and is the proud owner of a Twenties IH reaper binder which he bought recently and plans to restore to use behind his horses. While International Harvester was an American company, we must remember that one of the founding names of the IH company, Cyrus McCormick, was of Irish extraction.

Other implements regularly used by William include an Oliver ride on reversible plough and a Hornsby Seed Drill. William wants to see his horses doing a wide variety of jobs and making themselves as useful as possible. One interesting tool regularly used by William is a bracken basher or bracken bruiser, which he bought from Hertfordshire. He frequently uses this behind his handsome white stallion, Kilbrack Martel.

The horses

While there are over 80 horses at the family's riding stables, and William's work involves caring for those animals, his favourites are, of course, his own working horses. One much-loved animal is the Percheron stallion Kilbrack Martel who is now 22 years old and has not only had a successful working career but has also sired some great working horses. These include Paul and Daisy, who William still owns today and who have followed in their sire's footsteps to become good draught horses in their own right. William likes the Percheron breed. They are not too tall and too heavily feathered around the lower limbs, making them easier to care for than some other breeds.

William is also interested in working mules, which probably began at age seven when he was given his own donkey, which he used to pull a cart. Handling and caring for the donkey at a young age gave William an early insight into how clever and strong these animals are. He has had a fondness for them ever since. When William was given the opportunity to work with Poitevin mules in various vineyards in France, he jumped at the chance, because large draft mules are not commonplace in



One of the simplest, yet most treasured of William's pieces of equipment is this furrow stone, which once belonged to his grandfather.



William has also spent some time working with mules on a vineyard in France. The 'bells' cut into their tails stems from a military tradition where the number of bells denotes the work experience the mule has had.



William's horses pulling the Hornsby Drill. This implement belongs to his friend John Forde, who taught William to plough, drill, and mow.



The emblem on an old Pierce Hay Rake. As well as being a working horse enthusiast, William is also an avid collector of old horse-drawn implements, particularly those built in Ireland.

Ireland, and the chance to work with these amazing animals in such a different setting was too good to miss.

Company

More than anything, William loves to be out working with his horses, whether this involves ploughing, cultivating, cutting hay, or pulling timber. The feeling that you are following in the footsteps of your ancestors, harnessing horsepower, and relying on that deep bond between horse and human is something special. No matter how wonderful the vehicles and machines we have created are, there's nothing that replaces the feeling of being at one with your horse. "Working out on the land can be a lonely old job sometimes," says William. "But the horse, he keeps you company. I like tractors well enough, but they don't keep you company like a horse does".

To see William's horses and historic machinery at work, go to Arbutus Equine Services on Facebook. William's band, The Killarneys, also has a Facebook page, and you can hear some of their music there. William is always looking for horse-drawn equipment to restore and use, so if you know of any such equipment, please contact William on 00353 87 6593717.

Book Reviews

ULTIMATE TRACTOR POWER



It is 22 years since Peter D Simpson produced *Ultimate Tractor Power* volumes 1 and 2, a definitive work on 4wd articulated tractors of the world. Volume 3 continues the story by looking at the high horsepower 4wd articulated machines currently produced around the world and adds a unique section on rubber track machines both articulated and rigid framed.

The North American giants, Case IH, Challenger, John Deere, New Holland

and Versatile have maintained their presence on the global market. A major newcomer to the market is Rostselmash based in Rostov-on-Don, Russia with its wheeled and four-track articulated tractors.

As more manufacturers in the high horsepower market introduced machines fitted on four rubber tracks, the development of the rubber two-track rigid frame tractor has also grown, this chapter features such great names as



Caterpillar, Challenger Fendt, Claas and Waltanna to name but a few.

In the past 20 years, tractor power has increased at an alarming rate, as has the production of tractors designed to carry two rear tracks instead of rear wheels, with some manufacturers going even further by producing a rigid frame four-track tractor. The closing chapter looks at Case, John Deere, New Holland and Claas.

Ultimate Tractor Power volume 3 by Peter D Simpson features over 200 pages of informative text with data and specification charts, as well as high-quality colour photographs throughout. For further details email: lindoe.publish@gmail.com or visit Gibbard Tractors website www.gibbardtractors.co.uk which is the sole supplier of this new publication.

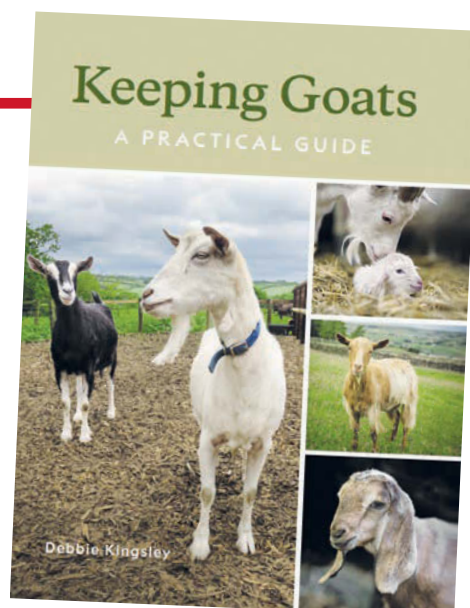
KEEPING GOATS

Full of information and practical advice, this book will be invaluable for anyone thinking about keeping goats, for those who have recently acquired goats, and for the more experienced keeper. This book provides everything you need to know, including legal requirements; land, fencing, housing, and equipment; the breeds that will suit your best and acquiring your goats. There is information on year-round husbandry

tasks; feeding and nutrition; health and welfare and breeding and kidding. Detailed guidance is given on dairying, raising for meat and other ways to make the most of your goats.

This new book is a comprehensive guide to over 80 goat breeds with accompanying photographs.

Keeping Goats - a practical guide by Debbie Kingsley, ISBN: 9780719840012, Hardback, 189mm x 246mm, pages 224, RRP £20, Crowood Press www.crowood.com



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

Matchless Mower



I have a sales brochure for the Teagle matchless mower in my collection and thought are there any matchless mowers about after all these years as they were made in the Sixties.

In May 2018, I went to Teagle's open day. Mr Fred Teagle showed our group around the factory. I said to Mr Teagle I was going to see if I could find a matchless mower and he told me they still had the build plans for the mower.

So, at vintage rallies in 2018 I put a sign on my exhibits asking if anyone had a matchless mower, and at the Kernow rally I met someone who had a mower at St Erth, near Penzance, West Cornwall.

The following week I went to look at the mower, which has a 5ft cut, and I picked it up with my lorry on the way to the St Buryan rally in July 2018.

I contacted Teagles to see if I could have plans of the tin work. Teagles emailed me an instruction manual and parts list and 16 pages of plans for the tin work, which is 2mm that Mr Teagle had found, also the RAL code for the green paint.

I went to Teagles in November 2018 to meet Mr Teagle and to pick up parts for

the mower as he had said they still had new parts for the mower. So, I came home with two original wheels with tyres also a pair of new blades and two new belt guards. And Mr Teagle gave me a tour of the factory.

I went to Teagles again in March 2019 to pick up steel that Teagles had cut and formed for me so I could make a new frame for the rear wheel. I have shot blasted the frame and all the small parts.

Mr Teagle as very helpful taking time to find details of the tin work so I could

replace with new and one of the girls in the office was very helpful as well. To discover new parts from the Sixties on the shelf what a find.

I have fitted new tin work and made a new divider board and rear curved panel which I could not have done without the build plans and painted it the correct Teagle green.

The rear curved panel is now welded along the top. This mower has the brackets fitted so you can transport it end on, but it also folds up as the later models did. Mr Teagle told me it was [during] the changeover period.

The blue decal on the belt guard was copied from my sales leaflet by Titch Sanders of Machinery Decals as Teagles had no record of it. I got it finished in time for Teagles open day on May 28, 2022.

Martin Motton, email.

Ed: We would like to hear about the machines you have used or restored or vintage photos of farm machinery and implements. So, please email your stories and photos to tony.hoyland@kelsey.co.uk. Alternatively, you can mail them to the usual



TRAILER TIPS

Following on from your recent article by Jonathan Whitlam on Pettit Trailers (*TFH* Sept issue). In the late Sixties at Watergate Estate near Chichester a scissor high lift trailer by Pettit was purchased. It was then converted to bulk fill the seed drills with seed and fertiliser by dividing the body into two, front to back and having outlets in the tailboard connected to flexible hoses.

The idea being to reverse up to the seed drills, we used to pull two side by side using a John Deere multi hitch and fill the seed and fertiliser

compartments on the drill.

The first time this was used I backed up to the drill under the guidance of the boss and proceeded to raise the body up so as to get height for the seed etc to flow down the hoses.

"Take it right up to full height," insisted the boss. "Now tip the body."

Just before reaching full tilt the whole trailer tipped over sideways and spilt the contents all over the second drill. Not being deterred by this setback the body was repaired and the axle was extended by some 18in each

side to make it more stable.

Which it did successfully. A couple of years later, after I had changed employment, I was told that the trailer was being used to still fill the seed drills but was hitched to a Fordson Dexta. The weight of the trailer contents at full height lifted the Dexta completely off the ground and then dropped it on its nose, sustaining quite a bit of damage. The extensions to the axle made for extreme caution when travelling the lanes and entering gateways.

Pete Brewer, Chidham, Chichester.

NVTRR 2023 UPDATE

Stewart Birse and his team are on track for the 2023 National Vintage Tractor Road Run (NVTRR) with all the major items and planning already in place. The team have spent a lot of time touring round the tractor and vintage shows and road runs in England, Wales, Scotland, and Northern Ireland to publicise the event and hand out entry forms and raffle tickets. So, look out for their little Red Gazebo and go and say hello.

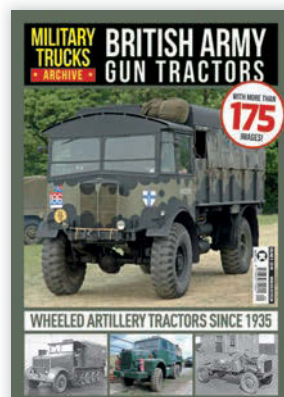
An update on travel from Northern Ireland. A deal has been agreed with Stena Line all bookings and payments to go through Nutt Travel tel: 0287031199, they will be able to help. It is hoped that a similar deal can be put

together with P&O. News on that should be by early October. The team is also contacting Nutt Travel for an update, the team would like to thank Mathew for setting this up. So, Stewart and the team look forward to welcoming entries to Stranraer Dumfries And Galloway on the 2023 Easter weekend.



Every month, *TFH* selects the writer of the letter of the month to receive a prize; this month the lucky winner will receive this powerful Clarke COB15CR 15W Rechargeable LED Work Light/Powerbank. It is an extremely lightweight work light, and its 1200 lumen output certainly packs a punch. Practical features include a USB charging point on the rear and a compact design with an ergonomic carry handle and adjustable stand. Visit www.machinemart.co.uk for more information.

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vintage scene

WORDS AND PICTURES
Peter Love

GLAD TO BE BACK

It was great to be back at Tarrant Hinton, Dorset for The Great Dorset Steam Fair in 2022. The working field was its usual best. Seen working hard early on the morning of Saturday, August 27 before the crowds streamed in is Tony Donovan from Heathfield, East Sussex with his so original 1937 Weeks of Maidstone Fordson Standard N waterwasher orchard conversion, which sadly became rather temperamental a few seconds after this picture was taken.







This is the view from our friend's kitchen window in Grassington, green grass. We were right in the middle of the drought in Lincolnshire.



GOLDEN DAYS

Fortune still favours **Graham Hampstead** in the runup to the crucial National rare breed show and sale at Melton Mowbray.

WORDS & PICTURES Graham Hampstead

It's turning out to be a productive summer on the unexpected bargain front for me. I wrote a couple of articles back about the free Westwood mower I had gained. Well, the good karma continues.

Good fortune

We were up in North Yorkshire last week doing some sheep judging at the Ripley show and stayed overnight with a "sheepy" friend who lives at Grassington in the Yorkshire Dales. He does a bit of tinkering and engineering in his garage, so after tea in the evening we had a poke around his small workshop (well, it would be rude not to).

He showed me the fresh lathe he had bought and said he wanted to be rid of his old one as it was taking up space. Knowing I did a bit of engineering, he said I could have it if I wanted - for free. I thought it might hurt his feelings if I said no and offered to take it away.

New project

When we got back home, we sorted out a day we were free and went back up and loaded it into the car (I did give him a bit of cash for it). It is quite a heavy lump, so we spent an hour or two in his workshop taking it apart so we could manage it into the back of the estate car. It is a small benchtop lathe, but it is one thing we don't

have in our workshop at home. We may only use it a couple of times a year, but it's there if we want it. As you may expect, it wants a few jobs done on it, but it will be a bit of a project over the winter.

Grattons

I did quite a bit of lathe work in my younger days, way, way back in my day-release college time. Then when I first moved to Lincolnshire many years ago, I got a job at D T Gratton and Son in Boston. They were the Ford tractor main dealership for this part of Lincolnshire. It was a proper old-school works, with several departments. One thing I remember was they had two forges in the blacksmith area

and every winter, local farms would fetch wooden chitting boxes in loaded up with plough points. One chap would then spend all winter heating and hammering out the shares.

Noisy job

He first heated them up and drew them back to shape and then got a razor-sharp edge on them just on the anvil. If they had a load to do and he got behind, another chap would be called in. Then there would be two forges going and two lots of hammering going on. This was in the days before any hearing protection was about, or at least not in this part of the world, so you can imagine the day long noise that went on.

Looking back, it was a marvellously equipped shop. They had lathes, milling machines, power hammers, powered guillotines, metal folders - the lot. They could and did make a large range of agricultural equipment. I had only been there a few weeks when I was asked to manufacture half a dozen onion toppers. Apparently, they made a small batch of them at a time. The last one had just been sold and they wanted some more for stock.

You're on your own

I was given a folder with a load of drawings in it and left to get on with it. Basically, it was a sloping steel table on wheels with



We had to take the lathe to bits to get it in my car. It will be fun repairing it this winter.



It's a long shot, but it has worked in the past. Has anyone had anything to do with one of these?



This year's wool clip, it will cost a lot more to take it in than we get for it.



Here's the window frame I was told to chuck on the bonfire. Two coats of paint and it looks like new.



We have been off judging in Wales again. Mrs H was judging Dartmoors at Denbigh and Flint, and I noticed all the exhibitors were ladies.

half a dozen counter-rotating rollers on top, a hopper at the feed end and a chute and bagger at the finished end.

The workshop foreman was an old chap called Dick Banks. He was in his seventies then, and he had forgotten more about engineering than most folks knew, including me. He must have seen I was a bit daunted by the job and took me under his wing.

Key lesson

I learned so much from him. He got me going on the lathe for the turning work and forming the keyways in the shafts on the milling machine. You know how some things stay with you all your working life,

well, I was fitting a shaft or something into the lathe when he walked past. He spotted I had left the large chuck key in the lathe chuck, something he had told me never to do as it was dangerous. He stepped up to the lathe, took the chuck key out and flung it right across the workshop floor, and said: "now go and pick the ***** thing up and never do that again."

Most of the other blokes working nearby had seen what happened and were smiling. I guess he had done this before. I sheepishly had to shuffle across what seemed like half a mile of concrete floor and retrieve the chuck key. It will not surprise readers to know I have never ever left a chuck key in any sort of chuck since.

Light relief

I am making steady but slow progress on the fantail dove (pigeon loft). I have been walking about with a smug grin for a couple of days. About ten years or so ago, I bought a pile of wooden window frames from a farm sale. They must have been ordered wrong or were not needed for the build. I think I only gave a fiver for them. Well, most folks were there to buy tractors and not building stuff.

They have been moved about into different sheds over the years. Each time they see the light of day, I get "chuck them on the bonfire you'll never use them" and "waste of space". I rose above these negative comments and kept them. Hence the reason for the smug grin.

I have pulled one out and given it a couple of coats of paint and fitted it into the space below the loft. Now, suddenly, everyone thinks it's marvellous. I have had to temper my smugness a bit as one drawback is the window is unglazed, and there are 18 small panes. We have a glazier in town, so I will have to get the glass cut to size and then fit and putty in them all.

Fleeced

I have now got all this year's lambs clipped so we can bag up this year's wool and take it to the collection centre. It is one of the Dartmoor Society rules that all lambs have to be sheared by July 31 of the year



These are the champion and reserve champion, both bred by Emma Good from Denbigh and Flint.



Just for a change, we were showing our own sheep at the Heckington show, and we were awarded breed champion with our old stock ram.

of birth. One reason for this is to allow the adult fleece to regrow so the lambs can be inspected in late autumn and assessed for registration. Another reason is partly welfare as the lambs grow so much wool that if they were not sheared, the growth of wool over winter can trail along in the wet grass and they can get wool rot. This year's wool is still worth next to nothing, but it has to come off.

Flock figures

At the moment, in any quiet time, I am intermittently reading an old book. It has the grand title, *General View of the Agriculture of the county of Lincolnshire*, and is dated 1813 by Arthur Young. As you can imagine, it has a lengthy chapter on sheep. At that time, there would have been more sheep than folk in Lincolnshire, nearly all Lincoln Longwool.

The author was very "hands-on" and appeared to travel all over the county investigating Lincoln flocks from the High Wolds down to the rich feeding grounds along the sea banks. He sets down some interesting figures for wool prices. Back then wool was sold by the tod. A tod is a volume of wool weighing around 28lb (for modern types that's equal to roughly 12.5 kilos). The weight varied slightly from district to district but averaged out at 28lb.

Golden Fleece

He reported they got around three Lincoln fleeces to the tod. That would equate to around 9lb per sheep's fleece, which is what

the average still is nowadays for an adult Lincoln. In 1758, they received £1 per tod. No wonder they called it the "Golden Fleece", some of the big flock owners had flocks of thousands of Lincolns, and even smaller men had hundreds of sheep.

Compare this with the poor old farmworker's wage at that time of £17 for the entire year. Our wool cheque two years back came to £7.50 (it cost me twenty quid in diesel to deliver it to the wool depot). Someone in our society posted a picture on Facebook. They had got about the same as us and put the cheque in a picture frame and hung it over the fireplace.

Selling time

Yippee, we have had some rain. Not enough to make the grass grow, but now the fields have a greenish tinge, so fingers crossed it will soon grow. We are desperate for grass as we have got ten sheep entered in the National rare breed show and sale at Melton Mowbray at the time of writing. This is our big payday, and we hope to sell them all for a good price. It will just about pay for the food bill over winter, or it has done in the past. Who knows what the prices will be this year?

We are not commercially minded enough to make efficient livestock keepers, sale time is always tinged with some sadness, as all the sheep we are selling are home bred. The shearlings we lambed last year have now been nurtured for 18 months, and we are attached to them. They are mostly in the fields surrounding us, so we see them all the time

Sociable sheep

They trot up to us when we go through the gate expecting a bit of grub. Several of them have been in our show team so they are super friendly. We have halter trained them. This partly involves having some "rich tea biscuits" in your pocket to encourage them to walk those first few steps forward in the first few days of training. It makes the "showers" especially friendly.

There are always a few tears from the grandkids at this time. They spend more time with the sheep than we do, especially at lambing time, and they nearly live in the pens with the new lambs. You can see the effects of this as the lambs grow. The kids can just go in the field and walk about amongst the growing lambs without the lambs moving or even looking at them. They just accept them as one of their own.

We stress that we can't keep them all and they have to go some time. But it is hard for us all, and we can only hope that the new owners will care for them as we have done.

Tupping time

Only a few weeks now and the old stock tup will go in to start working. We can use the one we used last year again, but then he will have to go to pastures new. We can only work him for two years then we have to change him. After two years, the ewe lambs he produced in his first season are now mature shearlings and are ready to mate.

We don't practice "line breeding" with our flock. This is when you keep your own bred tups and put them back to their daughters. Lots of breeders do this with wonderful results, but we still have quite a few different bloodlines we can use yet.

Win or lose

We have used one of our own tups at odd times in the past. In one of our early years, the tup we were using started firing blanks and all the ewes were coming over. One disadvantage of keeping rare breeds is at that time there were few Dartmoors up country. We couldn't locate any, so we used one of our own well-grown tup lambs. The young chap was very eager and got them all in lamb the first time round. We were very lucky and got some of the best lambs we have ever had. But it can go the other way and if the tup has an undetected flaw and some ewes have the same fault, it can end in disaster.

RURAL RELICS

The Root Chopper

It is hard to imagine nowadays how much impact the introduction of a simple machine such as this root chopper could have on a farm over 100 years ago.

Mixed farms of the past were often remarkably self-sufficient, and almost everything that the farm's livestock required in the way of fodder was grown onsite. This level of self-sufficiency was extremely labour intensive, and many people were required to run these farms, and much time was spent dealing with simple tasks like preparing animal fodder, for instance.

Labour saving

Crops such as swedes, mangolds and turnips were grown to feed cattle, pigs, and sheep. These had to be sliced before feeding and was a slow process, so during the Victorian period, root chopping machines appeared on the market. These machines sped up the job of slicing the roots, freeing up labourers to do other work such as cultivating and harvesting.

Though physically demanding, these labour-saving devices required no training. It was a simple case of loading up the hopper and turning the handle. This meant that women and children, who were paid far less than the male workforce, could power root choppers. No wonder these 'labour-saving devices' soon became so popular that almost every farm owned one. Well-engineered, simple, and sturdy, these old root choppers have stood the test of time.

This root chopper, spotted in North Wales, is elaborate in design and features an unusual horizontal barred cylinder between the hopper and blades. The cylinder rotates as the chopper's handle is turned and moves the roots in the direction of the blades. This motion also allows any soil and debris attached to the roots to drop out through the

bars, preventing it from contaminating the fodder. Made by Harrison, McGregor & Co of Leigh in Lancashire this root chopper still turns freely.

Harrison, McGregor & Co

Based at the Albion Ironworks, the company's roots go back to 1872 when Henry Harrison and Alexander McGregor formed a partnership. The following year, the two men, along with George Rich, founded the company, which marketed implements such as mowing machines and binders under the Albion brand name. In 1889, the company exhibited at the Royal Agricultural Show, and by 1894 mowers, reapers, binders and barn machinery, grain crushers, root choppers, chaff cutters and feed mills were included in their range.

Later additions to the range were potato harvesters and potato planters. Following the First World War, the production of barn machinery declined and was replaced by an increase in the production of swath turners

and seed drills. It is thought that in 1914, around 1000 people were employed by the company. In 1946, the company became known as Harrison, McGregor & Guest when Oscar Guest joined the firm. In 1955, this highly esteemed and successful firm, along with the site at Leigh, was acquired by David Brown tractors.

The root chopper is fitted with a nameplate of the company which supplied it - Fredk H Burgess of Stafford & Eccleshall. Frederick H Burgess was an ironmonger and machinery dealer who established his business in Eccleshall in 1900. In 1912, he moved his headquarters to Stafford and ran branches in Newport, Wolverhampton, and Newcastle-under-Lyme, as well as Eccleshall. When Burgess passed away in 1934, his sons W D and H F Burgess took over and the company expanded with new branches across the country. There was also an amalgamation with Woodings, who were Massey-Harris dealers, and at one point the company employed well over 1000 people.

Sources of information: The Staffordshire Past Track website www.staffspasttrack.org.uk and Grace's Guide www.gracesguide.co.uk



Built by Harrison, McGregor & Co this unusual root chopper is more elaborate than most and features a barred rotating cylinder which lies horizontally between the hopper and the blades.

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The tractor is now up and running with the hydraulics working.



Tools required

- Various AF spanners, including large ones for the housing bolts.
- 'O' rings.
- Fine grade wet and dry paper.
- Pin punches to remove roll pins.
- A lot of patience.

DAVID BROWN HYDRAULICS

With the David Brown 780 now running and some issues with it ironed out, it left the three-point linkage problem to sort.

I may have previously mentioned that twice I have been covered in oil and now the lift doesn't work at all. There is only one thing for it: face the situation and strip down the valve block.

Complication

I had already removed the hydraulic lift arm housing cover on the left-hand side, looking from the rear, to check that the lift arm latch was working, so I knew how to get this side apart. The right-hand side is a little more complicated. The valve block is withdrawn through the casting after first removing the front end that contains the quadrant and the lowering speed valve control.

Once these are removed, two bolts hold the pipe block to the valve assembly. I didn't discover that there was a bolt that holds the pipe coming from the dump valve port in position until I had removed the valve block. With the rear cover plate removed from the valve block housing, there is the draft control cable to disconnect. On the end of the lift arm, there is a cam, held by two nuts, which operates the lift arm position control. This needs to come off or the shaft will not come through the bearing.

Withdraw and wash

The whole lift arm assembly needs to be drawn backwards with the valve block housing until the lift arm has cleared the left-hand housing. At this point, the lift arm can be moved to the left and moved out of the way and put somewhere safe until reassembly. The valve block can now be fully withdrawn, and the investigation begins. The first task was to wash the whole thing in the parts washer before

disassembly. The valve block is held to the housing with two studs and one bolt hidden behind the lift arm position control levers. This is held in place with two bolts. The other issue with the hydraulics was the fact that the three-way knob that operates the height, draft and TCU turned, but nothing seemed to work on the inside. The alloy knob is held to the shaft with a roll pin. At this point, I realised that the knob had been forced and the roll pin had broken.

Opposite

Anyway, back to the valve block. After some head scratching, I realised the system worked the opposite way to how I saw it in my mind. I had assumed that when the valve operated; it allowed the oil to flow to the lift arm cylinder. But it, in fact, controls the dump valve. The dump valve releases the oil back into the axle casing when there is no demand.

When the quadrant lever is raised, it presses on the control valve, which equalises the oil pressure on both sides of the dump valve. This stops the dump valve from operating and the oil is directed via another valve to the lift cylinder.

Depending on where the quadrant lever is and lift arm cam, i.e., how high the arms are, determines when the control valve shuts and once again opening the dump valve. Enough of the theory. When I had originally tapped the rod from the quadrant, I thought I was closing the flow to the cylinder. I had, however, opened the control valve so that the oil was all being dumped rather than going to the cylinder. The control valve had stuck!

Health & Safety

- Tractor parts are heavy, be careful when lifting, if required ask for help.
- Oil under pressure can cause a danger, wear appropriate PPE where necessary.
- Dispose of old oil correctly.

Clean and rebuild

I took each valve apart, noting how it was assembled. Then polished them with 1500 grit wet and dry abrasive paper and washed them in kerosene before reassembly. The main control valve is held in place with a nut and lock nut, therefore I assumed it is adjustable. I measured the height of the thread from the block itself with a vernier and noted that it was 0.150" or 150 thou. On rebuilding, I reset to this measurement. All the other valves are behind a spring-loaded plug, some have a Dowty washer.

Roll pin

My attention turned to the broken roll pin. An attempt to drive it out with a pin punch was to no avail. The only way was to drill it out. This entailed ordering a tungsten drill bit as an ordinary high-speed steel one would not be hard enough to touch the spring steel of the roll pin.

The roll pin itself was an 1/8in diameter so I ordered a 3mm drill bit so as not to damage the hole in the alloy knob. I drilled out both sides and removed the remains. This just left the piece in the shaft, which I drove out with the pin punch once I got it aligned with the hole in the knob. I didn't have an 1/8in roll pin in stock, so I fitted a solid pin which I upset in the centre with a hammer so as it is tapped in it tightens in the hole.

Lowering speed control

As stated earlier, the lowering speed control knob shaft was bent and broken. On stripping down the valve block, I could see why. The valve shaft had been bent in more than one direction and the tapered valve on the end had been bent, so the only option was to make a new one. Luckily, I had a length of steel rod in stock that was $\frac{3}{8}$ in diameter, which is the outside diameter of the $\frac{3}{8}$ UNC thread on the valve shaft. A little bit of lathe work and I had a new shaft.

Now to the control knob shaft, which slides over the just-made shaft. I could not see how the alloy knob had been fitted on the shaft. Either it had been cast onto the shaft or was an interference fit, as there was no visible grub screw.

Silver solution

The simple option would have been to make a new shaft complete, but how would I have fitted the knob? I decided to make a new end for the shaft and silver solder it in place. It is at times like these that I am glad to have a small milling machine. After drilling the rod in the lathe, I cut the slot with the mill. I also had the problem of squaring up the cut end of the original shaft after cutting it and centering it to receive a locating peg on the new part.

Again, I used the mill. After checking the vice was square, I clamped the shaft in the vice and took a cut using the same cutter I cut the slot with. Centering the shaft for drilling was a bit more convoluted. I held the shaft in a $\frac{3}{8}$ collet in the collet chuck while tightening the vice and then swapped to an ordinary chuck and then centre drilled the end of the shaft. The new end was then silver soldered in place. After reassembly, it all worked as it should. I suppose it was not essential to repair this as it would have still worked without it, but at least it is now functioning as it should.

Refitting

The refitting of the control valve is a reversal of the removal procedure. However, I slackened the retaining bolt that holds the pipe to the dump valve

port and realised that the wing was in the way to reaching the locknut. So, I had to remove it and when refitting the quadrant housing, you really need six hands!

On the front of the valve block, there are two 'O' rings that seal against the pipe block. I secured these in place with a blob of grease so they didn't fall off. The spring and spacer on the control rod need to be held in place as the housing is lined up and the end of the rod needs to go through the trunnion all at the same time.

I held the spring and spacer on the rod with a pair of fine-nosed mole grips so the rod would go through the hole and at the same time align the gasket. Then, holding the housing, I withdrew the mole grips and bolted the housing up and fitted the second spacer and nut to the control rod. The cover plate was fitted, and the new parts married up nicely. With fingers crossed, I fired the engine up, moved the quadrant lever back and the lift arms raised, and they came down again when the lever was moved down!



1 To extract the valve block, the control rod needs disconnecting first.



2 Followed once the housing is removed, with the pipe block.



3 The whole lift arm has to come with the housing until it is clear of the bearing.



4 I discovered both valve covers need to be removed to get the assembly through the hole.



5 There is the complete assembly removed, and now the work can begin!



6 At first look, it appears to be a mess, but it's just old grease inside the housing.



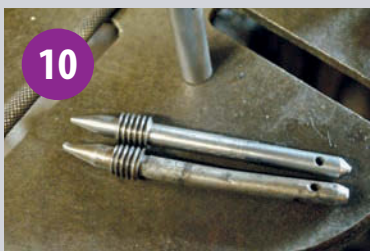
Here is the bolt I should have released before removing the valve block.



Boring the hole for the lowering speed repair piece.



Cutting the slot on the mill for the valve rod roll pin to engage.



The completed valve rod, it looks a bit better than the old one below!



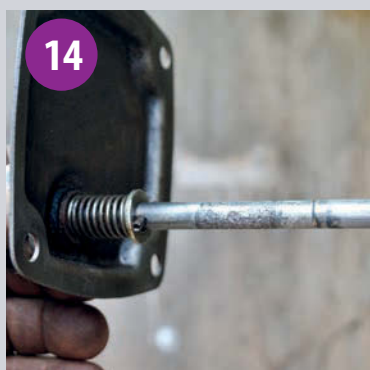
The new end piece looks somewhat better too.



Measuring to determine where to cut the shaft with the replacement end.



Using the mill to bore the end of the shaft, as I couldn't fit it in the lathe.



The new end silver soldered onto the old shaft.



Drilling out the old broken roll pin with a tungsten drill bit.



I replaced the broken roll pin with a solid pin.



The dump valve body as removed.



The dump valve body after polishing with 1500 wet and dry.



19

There was plenty of muck in places which washed out in the parts washer.



20

The control valve was ready to be reinserted after polishing and oiling.



21

I checked that the height control rod was free to move after the bolts were tightened.



22

The same with the depth control lever before refitting the return spring.



23

The return spring is fitted and ready for putting back on the tractor.



24

Offering up the valve block, I realised I would have to remove the valve caps to get it through the hole.



25

Once all together, the lift arm cam is replaced.



26

Removing the wing allowed access to the locknut.



27

Here I have tightened the dump valve pipe against the valve block.



28

All the hydraulics are now working as they should.

CALLING ALL ORGANISERS

If you want your event listed in our free monthly diary dates section, please email your entry to tony.hoyland@kelsey.co.uk or write to us at Tractor & Farming Heritage, Kelsey Media, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL. As always, please check with organisers on the details of the event before setting out on your journey.

OCTOBER 1

Brede Steam Engine Operating Day

Waterworks Lane, Brede, Nr. Rye, East Sussex TN31 6HG. Tel: 01323 897310

Railway Day With Models Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX. Tel: 01162 995111

Classic Vehicles Day Ipswich Transport Museum, Old Trolleybus Depot, Cobham Road, Ipswich, Suffolk IP3 9JD. Tel: 01473 715666

Maidstone Vintage Toy Fair Baker Street, Maidstone, Kent ME16 8LW. Tel: 01732 840787

REME 80 REME Museum, Prince Philip Barracks, MoD Lyneham, Chippenham, Wilts SN15 4PZ. Tel: 01249 894869

Patrick Edwards' Tractor Jumble Langley Farm, Little Clanfield, Oxfordshire OX18 2RZ. Tel: 01367 810259

OCTOBER 1-2

Harvest Festival Beamish Museum, Nr Stanley, Co Durham DH9 0RG. Tel: 0191 3704000

Heritage Transport Weekend Rural Life Centre, Reeds Road, Tilford, Farnham, Surrey GU10 2DL. Tel: 01252 795571

Burley Steam & Vintage Vehicle Show Burley Park, Burley, Hampshire BH24 4DJ. Tel: 07811 573811

OCTOBER 2

Twyford Waterworks Open Day Twyford Waterworks, Hazeley Rd, Twyford SO21 1QA. Tel: 01962 714716

In Steam/Autumn Vehicle Show Ellenroad Steam Museum, Newhay, Rochdale OL16 4LE. Tel: 07789 802632

End of Year Steam-Up Westonzoyland Pumping Station Steam Museum, Hoopers Lane, Westonzoyland, Nr Bridgwater, Somerset TA7 0LS. Tel: 01278 691595

Autumn Gathering Amberley Museum and Heritage Centre, Station Road, Amberley, Nr. Arundel, West Sussex BN18 9LT. Tel: 01798 831370

Open Day Twyford Waterworks, Hazeley Rd, Twyford SO21 1QA. Tel: 01962 714716

Gala Day Bredgar & Wormshill Light Railway, The Warren, Bredgar, Sittingbourne, Kent ME9 8AT. Tel: 01622 884254 (9am-5pm)

Newbury 4x4 Vintage Spares Day Newbury Showground, Chieveley, Berkshire RG18 9QZ. Tel: 01697 451882

OCTOBER 5

Brailsford Ploughing Match

Middleton Park Farm, Boylestone Rd, Alkmonton, Derbys DE6 3DH. Tel: 01335 343274

OCTOBER 8-9

Eastern Counties Vintage Show

Royal Norfolk Showground, Dereham Road, Norfolk NR5 0TT.

Tel: Mike Curtis 07753 182065

End of Season Crank-Up Internal Fire Museum of Power, Castell Pridd, Tanygroes, Ceredigion SA43 2JS. Tel: 01239 811212

Steaming Days Leawood Pumphouse, 6 High Peak Trail, Whatstandwell, Matlock DE4 5HN. Tel: 01629 823204

British National Ploughing Championships & Country Festival Chatsworth Estate, Nr Glapwell, NE Derbyshire. Tel: 01302 852469

OCTOBER 9

Land Rover Day Amberley Museum and Heritage Centre, Station Road, Amberley, Nr. Arundel, West Sussex BN18 9LT. Tel: 01798 831370

Steaming Day Bancroft Mill, Gillians Lane, Barnoldswick, Lancs BB18 5QR. Tel: 07707 670177

Open Day & Vehicle Pull South Yorkshire Transport Museum, Unit 9, Waddington Way, Rotherham S65 3SH. Tel: 07852 298082

Steam Sunday The Long Shop Museum, Leiston, Suffolk. Tel: 01728 832189

Military Vehicle Event Dundee Museum of Transport, Unit 10 Market Mews, Market Street, Dundee DD1 3LA. Tel: 01382 455196

OCTOBER 13-16

Midlands Model Engineering Exhibition

Warwickshire Event Centre, Southam Road, Radford Semele, Leamington Spa, Warks CV31 1XN (on A425 Fosse way). Tel: 01926 614101

OCTOBER 15

Model Show REME Museum, Prince Philip Barracks, MoD Lyneham, Chippenham, Wilts SN15 4PZ. Tel: 01249 894869

OCTOBER 15-16

1940s Weekend Rushden Transport Museum, Rushden Station, Northants NN10 0AW. Tel: 0300 3023150

Steam Days & 1940s Papplewick Pumping Station, Rigg Lane, Ravenshead, Nottingham NG15 9AJ. Tel: 01159 632938

Ploughing Match Prickwillow, Cambridgeshire. Tel: 07778 068694

SEND US YOUR EVENTS! EMAIL
TONY.HOYLAND@KELSEY.CO.UK

Steaming Weekend Kempton Steam Museum, Kempton Park Waterworks, Snakey Lane, Middlesex TW13 6XH. Tel: 01932 765328

Klondyke Steam Party Klondyke Mill, Draycott-in-the-Clay, Staffordshire DE6 5GZ. Tel: 01543 491485

NVTC Vintage Rally Brunton Airfield, Christon Bank, Alnwick, Northumberland NE66 3HQ. Tel: 07706 121081 (after 6.30pm)

OCTOBER 16

Isle of Axholme Running Day & Rally The Trolleybus Museum, Belton Road, Sandtoft, Doncaster, North Lincolnshire DN8 5SX. Tel: 01724 711391

Stoke Park Open Afternoon Guildford Model Engineering Society, Stoke Park, London Road, Guildford GU1 1TU.

Open Day Sherborne Steam & Waterwheel Centre, Osborne Road, Sherborne, Dorset DT9 3RX. Tel: 01963 250206

Combe Mill Steaming Day (Wood Crafts theme) Combe Mill, Blenheim Palace Sawmills, Combe, Long Hanborough, Oxfordshire OX29 8ET. Tel: 01993 358 694

Antique & Vintage Fair Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA. Tel: 01621843183

Malvern Festival of Transport Three Counties Showground, Malvern, Worcs. Tel: 01484 667776

Open Day Coleham Pumping Station, Longden, Coleham, Shrews SY3 7DN. Tel: 01743 351681

NE Derbyshire Ploughing Assoc Match Derbyshire/Nottinghamshire – venue TBA. Tel: Alex 07791 109566

OCTOBER 22-23

Half Term Family Activities Amberley Museum and Heritage Centre, Station Road, Amberley, Nr. Arundel, West Sussex BN18 9LT. Tel: 01798 831370

Scottish Ploughing Championships Stanshill Farm, Wick, Caithness KW1 4TP Tel: Jane 01581 500327/ 07717 758638

80s Flashback Museum of Transport, Boyle Street, Cheetham, Manchester M8 8UW. Tel: 0161 2052122

OCTOBER 23

Normous Newark Autojumble Newark Showground. Tel: 01507 529430

Autumn Steam-Up & Halloween The Brickworks Museum, Swanwick Lane, Bursledon, Hampshire SO31 7HB. Tel: 01489 576248

OCTOBER 26-30

Half Term Family Activities Amberley Museum and Heritage Centre, Station Road, Amberley, Arundel, West Sussex BN18 9LT. Tel: 01798 831370

Winter Transport Festival Isle of Man Steam Railway, Banks Circus, Douglas, IoM IM1 5PT. Tel: 01624 663366

OCTOBER 27

Stoke Park Open Day Guildford Model Engineering Society, Stoke Park, London Road, Guildford GU1 1TU.

Spooky Science Day Museum of Power, Hatfield Road, Langford, Maldon, Essex CM9 6QA. Tel: 01621843183

OCTOBER 29

Steam With The Team Abbey Pumping Station Museum, Corporation Road, Leicester LE4 5PX. Tel: 01162 995111

Grand Autumn Fair United Reformed Church, Geddes Place, Bexleyheath, DA6 7DJ. Tel: 020 8310 5018

Amberley, Nr. Arundel, West Sussex BN18 9LT. Tel: 01798 831370

Lincoln Autojumble Hangar No 1, Hemswell, Lincolnshire DN21 5TJ. Tel: 07816 291544

OCTOBER 29-30

Steaming Days Claymills Pumping Station, Meadow Lane, Stretton, Burton-upon-Trent DE13 0DA. Tel: 01283 509929

Mid Wales Autumn Fayre Royal Welsh Showground, Builth Wells, Wales

Steaming Days Bolton Steam Museum, Morningson Rd, Bolton BL1 4EU. Tel: 01204 846490

Steaming Weekend & Classic Cars (Classic cars on Sun only) Ryhope Engines Museum, Waterworks Rd, Ryhope, Sunderland SR2 0ND. Tel: 0191 521 0235

Lowestoft Model Engineering & Model Making Exhibition East Coast College, St Peters Street, Lowestoft, Suffolk NR32 2NB. Tel: 01502 583317

OCTOBER 30

Malvern 4x4 Vintage Spares Day The Three Counties Showground, Malvern, Worcestershire WR13 6NW. Tel: 01697 451882

NOVEMBER 5

Brede Steam Engine Operating Day Waterworks Lane, Brede, Nr. Rye, East Sussex TN31 6HG. Tel: 01323 897310

Bonfire Party Klondyke Mill, Draycott-in-the-Clay, Staffordshire DE6 5GZ. Tel: 01543 491485

NOVEMBER 5-6

Newark Vintage Tractor & Heritage Show Newark & Notts Showground, Newark, Notts. Email: rebecca.knight@newarkshowground.com

NOVEMBER 6

In Steam Ellenroad Steam Museum, Newhay, Rochdale OL16 4LE. Tel: 07789 802632

HEAD FOR THE HILLS

Nantmel Tractor Run, from Maesygelli Farm, July 17.



Keith Williams of Newbridge on Wye with his David Brown 780.



John Wilding of Beguildy on his Massey Ferguson 135.



John Lewis of Builth Wells leading Eithyl Powell of Nantmel.

The forecasted hot weather didn't deter the participants of this tractor run organised by the Tractor Enthusiasts of Nantmel, writes *Anne Bates*. This charity run was fundraising for Cancer Research UK, starting from Maesygelli Farm with the kind permission of Brian Pugh. The tractors toured the communities of Nantmel, Nantglas, before making their first crossing of the River Wye into Llanwrthwl and navigating their way over the Cefn hill track, then dropping through the wooded valley side to the Elan Village. Here, the convoy took in the reservoirs of the Elan Valley complex. Climbing up Penrhiw-wen the tractors paused for refreshments before descending into Cwmdauddwr and over the Wye into Rhayader. Heading for home, the tractors took the Abbey Cwm-Hir road out of the town before picking up the Llwyn's Lane to emerge at Dolau Chapel and the short hop past Nantmel village and back to the start field.



Evan Lewis of Sugar Loaf with his Ford 3000.

TRIUMPHANT RETURN

Whitwell & Reepham Steam Rally, Railway Station, Reepham, Norfolk, July 30-31.

After being on the back-burner for a couple of years, a popular steam rally in Norfolk staged a triumphant return, with visitor numbers exceeding expectations and pre-Covid levels. The Whitwell and Reepham Station annual Steam Rally is one of the venue's flagship events and includes a vast display of vintage tractors and steam engines, as well as steam train rides, sideshows, entertainment and more. The Steam Rally is a great opportunity for visitors to look around the station, including

inside the signal box, see plenty of vintage machinery in action and even experience driving a train for themselves.

Richard Bailey, one of the team responsible for putting the event together, was delighted with the turnout: "The steam rally provides a great draw to attract people who have perhaps not visited us before. With free entry for most of the year, we find lots of people we first meet via the rally come back throughout the year. Here's hoping for an even bigger and better event in 2023!"



A Marshall on the belt for the working demonstration.



SHROPSHIRE SUCCESS

Shropshire Steam & Vintage Show, Aston-on-Clun, Nr Craven Arms, Shropshire, June 26.

The show was a big success again and raised over £3000 for the chosen charity, Hope House. This was the seventh year for the event, which was well supported by both public and exhibitors. In fact, as the popularity of the show increases quite a few exhibitors and visitors come from a wider area now with around 65 classic and vintage cars, 30 commercials, 30 motorbikes, 25 tractors, 20 stationary engines, four miniature traction engines, and an assortment of outside displays and trade stands.

TRACKS ACROSS THE FIELD

Froxfield, Petersfield, Hants August 20-21

The 25th anniversary of this working event was organised by the Wessex Historic Tractor and Implement Club, with over 100 vintage and classic tractors booked in over the weekend. John Ellis of Ben's Green Farm, Froxfield, Hampshire had kindly given permission for 60 acres to be ploughed and cultivated.

Horsepower was represented in many ways, including a pair of working horses, horticultural tractors, crawlers, and a large variety of vintage tractors. These included a selection of Fergusons,

Fords, Fordsons, Internationals, Massey Fergusons, David Browns and Nuffields and some more unusual tractors including a Doe Triple-D pulling a set of trailed Simba discs and press, which made light work of the hard ground.

The event was well attended by the public, who enjoyed seeing vintage machinery in use, ploughing and cultivating.

As well as looking at the stationery exhibits and stationary engines. Tractor and trailer rides were given

and allowed members of the public to get close to the ploughing and see all the working tractors.

The conclusion of this fantastic event was the annual Sunday Crawl Past, with as many tractors, crawlers, and horses working together up the field as possible.

This has become a regular feature at "Tracks across the Field" and is a tradition going back to the first event in 1997 and marked the end of the weekend. Everybody who attended, over the weekend, had lots of fun.

Marketplace

www.kelseymarketplace.co.uk

BY PETER LOVE

As usual, there have been lots going on in the tractor sales preservation scene. The early July sales did especially well, particularly the Cheffins sale near Peterborough. The later July sales saw nothing very exciting happen, but prices were good for the stock being

offered. Things sparked up as August came and went with good prices for the right things with the prize-winning Field Marshall Series II Contractor Mk2 selling for £17,500 the highest price on the day. Next issue we will catch up with all the veteran tractors that have been sold around the world in September.

Looking very smart, the Field Marshall Series II Contractor Mk2 no. 87418 sold for £17,500.



IVEL MOVES ON



Sue Illingworth with the Ivel no.352 that was sold after our print deadline.

The main interest at this moment is the Ivel no. 352 that's just been sold in Western Australia on September 25 after our print deadline, of course. We will tell you its result next issue.

John and Sue Illingworth's (both from Yorkshire) unique collection comprised over 150 vintage tractors and machinery that has been dispersed by Donington Auctions at Three Springs, Western Australia on September 25. This remarkable collection featured typical Australian pre-Fifties tractors from Peterbro, Fordson, IHC, Howard, Case, Imperial, BM-Munktel, Oliver,

Chamberlain, HSCS, Lanz and many others that make up this 200-plus lot sale. The museum collection had been assembled over 50 years, the highlight being the 1904 Ivel no. 352. This tractor is one of only eight left in existence and is recognised as the seventh oldest Ivel. It was first found near Perth, WA and acquired by a Perth dealer for £12 10s before being sold to noted WA tractor specialist Bert Gibbs for £250. Bert initially intended to restore the Ivel, though never started the restoration. The tractor was subsequently purchased by the late John Illingworth in May 1981 and the restoration process was truly

started. John completed the restoration by Christmas that year.

No. 352 is fitted with a unique wide roller front wheel and broad rear wheels with diagonal treads suggesting its intended use was on road work instead of grassland. It is possible that this example was originally ordered by a government department or a local municipality for road work use, although no records confirming such have been found.

John was originally from Clitheroe, Lancashire and emigrated to Western Australia in 1969, where he established a sheep and wheat farm near Arrino, in the Three Springs region. On marrying in 1978, his sweetheart, Sue emigrated from Yorkshire to join him.

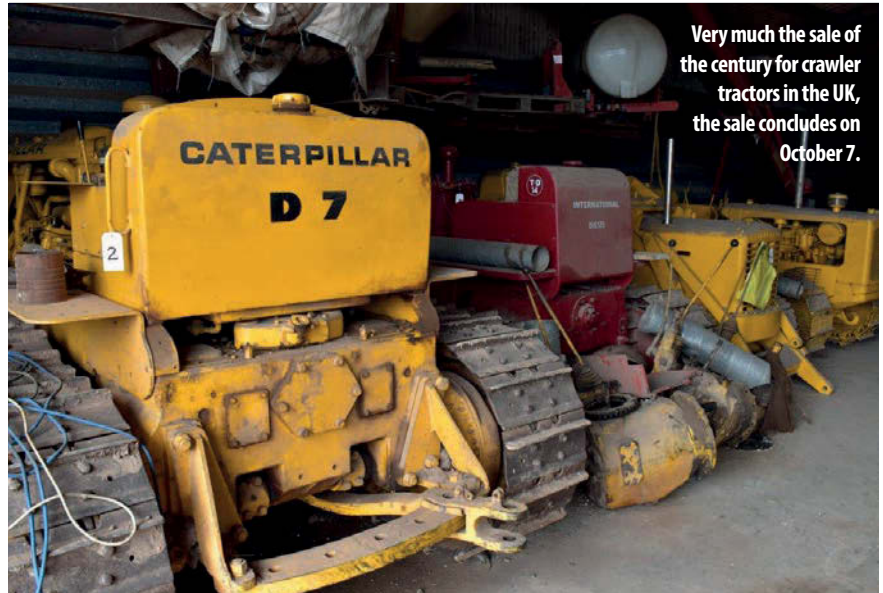
John took great pleasure in restoring and re-commissioning the tractors back to their former glory. He was highly motivated, and even at his passing at the age of 92 still had many tractors to be restored. Sue has decided it's time for the collection to be passed onto new custodians, hoping the new owners will get as much enjoyment from them as they have.

By Australian Government law, this tractor is classed as a valuable national asset to the heritage of the nation and cannot be exported back to the UK, so will clearly affect its value.

LATE ROBERT WILSON SALE

Cheffins have recently announced the first of the late Robert Wilson sales. This one will take place between September 28 to October 7 online. Viewing will be Saturday, October 1, 10am - 4pm in Nottinghamshire.

This is the largest collection of Caterpillar and Allis-Chalmers crawlers in the UK from this great engineer/collector and just some examples offered here will be Caterpillar D9, D8 (2), D7 (4), D6 (3), RD6, D4 (8), D2, 955, 933, 50 (2), 40, 35, 22 (3). International TD14, T6. Allis-Chalmers HD14, HD10, HD6, K, M. Wheeled tractors will be Oliver 80 c/w winch, Massey Ferguson 2640 (2), 2620, Nuffield, Case, McCormick, Allis-Chalmers, etc.



Very much the sale of the century for crawler tractors in the UK, the sale concludes on October 7.

EXCELLENT ENTRIES

The entry for the Saturday, October 22, autumn Cheffins Vintage Machinery Collective grows and grows and has already got some excellent hybrid tractors, particularly the very rare ex-Irish in working times 1918 Bates Steel Mule Model C. It was restored in the Sixties but carries a later engine and transmission.



Very rare in the UK is the Illinois Super, which was known for its sprung rear wheels.

BEST MID-TERM COLLECTIVE EVER

Sale demographics might have changed where over 75% of bidders are based online now, but Cheffins had its best 'live' crowd turn out over the two days of its Vintage Collective at its Cambridge Machinery Sale site on July 22-23 since the pandemic. In fact, this mid-term sale was to be the best for Cheffins, with over 190 tractors on offer in the 1499 lots that came up over the two-day sale.

The sale started at 9am on Friday with the Agricultural & Automotive Literature sale; there were three highlights for us, starting with lot 84, where a large quantity of Doe, Roadless & County brochures sold for £170. The next lot was the single 1966 Matbro Mastiff 128hp leaflet, which sold for £380



Not to be sold on the day was the Moline Universal D which had a very complete back end at £2800.

after some spirited bidding. As for the three Northrop 5004/5006 leaflets, two bidders fought it out until it reached an amazing £700.

Tractors started with a 1939 Marshall M model no. 375 with enclosed tyre pattern and high top gear. The clean tractor was in older paintwork and could ▶

TRACTOR GRADING SYSTEM

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



Needing a repaint the 1939 Marshall M no. 375 was yours at £21,000.

do with a rub-down and refresh, all the same, it sold here for a good £21,000.

Next on was the delightful 1960 Mailam Fordson Dexta that worked in southern Italy in a timber yard where it had a winch on the back end, which was not with the crawler, unfortunately. This tidy original crawler, one of two now in the UK, had very good tracks and ran well, although the driver could not find reverse when it was being lined up and sold for some £14,000 + VAT.

A tractor that has been offered before was the 1973 David Brown 996 with just 322 hours on the clock and carrying a DB loader and bucket. PWR224M was supplied by Yorkshire Tractors, Spofforth, Harrogate, said to be one of three 996s sold with orange wheels and thought to be the only one saved. The paintwork in places had been tidied up by the looks of it, and it sold for a good £17,500. If it had been a Ford or Massey, it would have made much more, I am sure.

The big one in the sale was the 1979 County 1474 FTW401T no. 39816903673 in restored condition that sold for £150,000. It was not in a concours condition compared to the example Cheffins sold in April but had been gone right through and ran very well. It was followed by a raft of Roadless and County machines in various conditions, with £34,000 raised for a 1977 County 1174 TAR440R Dual Power with front wheel weights and the correct nose weights.



From Norfolk came this imported 1920 International Titan 10-20 no. TV48867 that changed hands at an average £15,000.



This great original 1930 Hart-Parr 18-36 no. 90159 was yours at a good £6000.



Certainly, rare to see a 1929 United no. U205 (nee Allis-Chalmers) that was moved on at £7000.

It was followed by a raft of veterans from Norfolk in varying degrees and conditions but mostly clean, original examples. The highlight had to be the very early 1929 United no. U205, with the Continental engine, and a model that evolved into the Allis-Chalmers U from 1933. It ended up with Jason Smith at £7000 and I am sure it will not be long before Jason has it running.

As for the Yorkshire used 1933 listed Farmall F12, which is actually 1934, it was a pity the brakes had been stripped and not all put back together as you were not sure all the parts were there but a good workhorse all the same it sold for £1600.

Oliver Godfrey sold in no time the turbocharged 1980 Massey Ferguson 1250, LKM189W in grade 2/3 condition at £28,000. A very good £8500 was paid for an open centre semi-original 1973 Massey Ferguson 148 Multi-Power VNP797L when comparing some recent prices for these models. There were hardly any new restoration tractors offered here and the one that stood out was the 1963 Massey Ferguson 35X Multi-Power no. SNMYW305255 in two-pack paint sold for a good £11,500 in grade 5 condition.

An original 1948 Fowler VF no. 49066 was well-liked and came with a heavy set of Ransomes discs and the



One of the slowest tractors for its time was the 1927 Allis-Chalmers 20-35 that sold for £3500.



The 1931 John Deere D would clean up well and had a new owner at £2500.



Some £1600 was paid for the Farmall F-12 no. F55233 it will be good to see it united with its sister when running again.

later double seat conversion was got away at £7500 nothing like the price achieved for the similar example at the April sale though. However, they are not everyone's cup of tea, but better priced than the two that were sold in Scotland recently.



We came back to a pair of David Browns which saw a wide-wheeled 4wd 1410 in grade 4.4 condition sell for £11,000 on the day, but the 1200 4wd and 995 with backhoe got to £7500 each and were still available at the end of the sale.

The overseas imported 4wd Massey Ferguson 135 and Ford 3000 made similar money at £5800 and £6000 + VAT, both needing work. The lovely Italian 1960 Fordson Dexta 4wd with handbrake conversion in grade 2/3 made £7500 + VAT. Talking of Dextas, the overseas Super Dexta that was not perfect was yours for £4000 + VAT. All in all, a very good mind-term sale for Cheffins, but some of the clapped-out classic bangers are getting harder to sell for the reserves required.

RIGHT: The big one on the day was the £150,000 County 1474 FTW401T 4wd.



Some £14,000 was paid for the southern Italian Mailam Dexta, without hydraulics or the winch it worked with on the back end.



CHEFFINS SELECTED RESULTS

1930	Hart-Parr 18-36 no.90159 lovely a good buy 2/3	£6000
1934	Farmall F12 no. F55233 steel wheels brakes been played with and apart 2	£1600
1938	Allis-Chalmers B with rear wheel weights 4.8	£1900
1948	Fowler VF no.490066 seat conversion with heavy Ransomes discs 3	£7500
1948	Field Marshall Series II EJU718 no.6313 1.9	£7200
1950	Renault R3046 Perkins P3 engine 2-furrow rev plough lovely 3	£1500 + VAT
1955	Fordson E1A Diesel Major TBJ462 original documents 1.7	£2200v + VAT
1956	David Brown 25D GEG 787 2-furrow plough 4	£2200
1957	Fordson E1A Major Live Drive with loader 2	£2000
1960	Standard 10 van VSY172 Ferguson Dumfries depot livery 2/4	£11,500
1960	Fordson Dexta 4WD ex Italy with handbrake conversion 2/3	£7500 + VAT
1960	Fordson Dexta row-crop rear wheels so so 2	£1800
1962	Fordson Super Dexta export grille continental import 2/3	£4000 + VAT
1963	Massey Ferguson 35X Multi-Power no. SNMYW305255 5.5	£11,500
1964	Massey Ferguson 35X YD0293 with FE 35 front loader painted 4.7	£7000
1965	County 654 with timber grab and cab 2/9	£5000 + VAT
1966	Massey Ferguson 130 2303h needs some work good price 2/4	£3000
1966	Massey Ferguson 135 Multi-Power FEW671D Duncan cab 2/3	£5800 + VAT
1973	Massey Ferguson 148 Multi-Power VNP797L no. 603788 6,853h 2/3	£8500
1975	County 4000-Four HCL681N Quickie loader wide wheels 2/9.4	£8000 + VAT
1975	Massey Ferguson 135 Multi-Power HD0916N Flexi cab 2/3	£8500
1976	Ford 7600 Dual Power o/c Bombardier tracks NA import	£10,500 + VAT
1976	Massey Ferguson 135 Multi-Power Duncan cab KVE720P V5c 2/3	£8400
1977	County 1174 Dual Power TAR440R no.36672 with front weights 4	£34,000

Sales dates

To avoid disappointment, please check the details listed with the company conducting the sale.

SEPTEMBER

- **27 to 30** - Online Auction of Days Gone by Museum - Tractors, Trucks, Planes, Engines. Aumann Auctions, www.aumannvintagepower.com
- **29** - Online Timed Implement Sale. Lawrie & Symington, www.lawrieandsymington.com
- **30** - Online Timed Machinery Collective Auction. Edward Buckland, www.edwardbuckland.co.uk
- **30** - Machinery Sale. The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, 01562 820880.
- **30** - Sale of Farm Machinery & Equipment. Nr Royston. Brown & Co, tel: 01480 432220.
- **30-Oct 1** - 70 Tractors, 400 Lots of Road Art & Relics, 1000 of Toys & Dolls. George & June Schaaf Tractor & Truck Museum, Frankfort, IL, USA. Mecum Auctions, www.mecum.com

OCTOBER

- **1** - Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253275.
- **1** - Agricultural Auction. Market Rasen Racecourse, Legsby Road, Market Rasen LN8 3EA. Perkins George Mawer, tel: 01673 843011.
- **1** - Collective Machinery Auction. Chilli Farm, Coldred, Dover CT15 5AH. Hobbs Parker, tel: 01233 506246.
- **1** - Collective Machinery Sale. Oak Farm, Upper Boddington, Daventry, Northamptonshire. Howkins & Harrison, tel: 07921511852.
- **3** - Cambridge Machinery Sale. Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- **3-11** - Online Timed Collective Auction of Farm Machinery & Effects. Various farms in Devon, Dorset, Somerset & Wiltshire. Symonds & Sampsons, www.symondsandsampson.co.uk

- **4** - Dispersal Sale of Tractors, Telehandler, Arable Machinery & Livestock Equipment. South Dorset. Symonds & Sampson, tel: 01884 218911.
- **5** - Online Sale of Tractors, Machinery, Plant & Commercial Vehicles. Harrison & Hetherington, harrisonandhetherington.co.uk
- **5** - Online Auction of Gilbert Chestney Collection. Chelsea, MI, US. Aumann Auctions, www.aumannvintagepower.com
- **6** - Machinery Sale. Nr Devizes. Cooper & Tanner, tel: 01373 831010.
- **6 & 7** - Online Auction of Dan & Sandy Yeck Collection - Antique Tractor, Equipment, Parts, Signs, Memorabilia & Toys. Ceresco, MI, US. Aumann Auctions, www.aumannvintagepower.com
- **7** - Online Machinery Sale. York Auction Centre, www.ylc.co.uk
- **7** - Machinery Sale. Shrewsbury Auction Centre, Bowmen Way, Battlefield, Shrewsbury, Shropshire SY4 3DR. Halls, tel: 01743 462620.
- **8** - Sale of Farm Machinery & Equipment. Nr Lincoln. Brown & Co, tel: 01480 432220.
- **8** - Machinery & Vintage Collective Sale. Hollowell, Northamptonshire. Howkins & Harrison, tel: 07921511852.
- **9** - Collective Farm Machinery Auction. Hilgay, PE38 0QH. Barry L Hawkins, tel: 01366 387180.
- **11-14** - Stew Paquette's International Harvester Museum Online Auction. USA. Aumann Auctions, www.aumannvintagepower.com
- **13** - Auction of Agricultural Tractors, Forage Harvester, Grassland Machinery & Implements. Carlisle. Cheffins, tel: 01353 777767.
- **13** - Sale of Farm Machinery & Equipment. Nr Peterborough. Brown & Co tel: 01480 432220.
- **13** - Collective Machinery Sale. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, tel: 01278 410251.

PRODUCT

BENCHBUFFER/POLISHERS

This range from Clarke is ideal for buffing and polishing metal and composite surfaces to a bright lustrous finish. These units feature a robust cast-iron base with rubber feet that reduce vibration. This range can also be bolted to a workbench to make it even easier to use. The range comprises three models: CBB150, CBB200, and CBB250. All three models feature a handy front-mounted on/off switch for added safety and ease of use. It is also easy to fit and remove the polishing mops, allowing for efficient working. Both the CBB150 and CBB200 come with 1 x Stitched and 1 x Open Style Polishing Mop to help get you started, whilst the CBB250 comes with 2 x Stitched. For more information, visit www.machinemart.co.uk

Model specifications

	CBB150	CBB200	CBB250
Wheel Diameter	150mm	200mm	250mm
Motor	250W	370W	750W
Speed	2850rpm	2850rpm	2980rpm



REVIEWS

NEW LINES PROMOTION

You will find over 600 new products in Sealey's latest promotion out now. Their New Lines catalogue showcases the continuous product development and commitment to incorporating the latest technology into their product range. Products include the AP556CSHV, a versatile new storage system, which fits together in a compact, space-saving design. Combining all the design features of their Superline Pro® rollcabs, such as heavy gauged steel construction and heavy-duty 45mm ball-bearing drawer slides, it has the added benefit of a three-drawer utility seat. Besides the four main drawers, the rollcab also includes two lockable side cabinets, each featuring a pegboard and storage tray.

More details from www.sealey.co.uk

POWER TOOL HOLDER

New from Laser Tools is this cordless power-tool storage rack (ref 8378) which hooks over the edge of tool cabinets or other metal storage units. It features a strong rubber-coated magnet on the lower support to keep the holder in place and protect the paintwork. Manufactured from steel, this robust tool holder has a durable black powder-coat finish. It holds up to three power tools, keeping them safe and accessible and saving storage space inside the tool cabinet.

More details from www.lasertools.co.uk



MOBILE SERVICE TABLE

Keep tools and parts close to hand and within easy reach with this mobile service table (ref 8371). The simple but robust design allows the tray to be moved up and down a single support. Height adjustment is from 515mm up to 1300mm (great for commercial vehicles), ensuring the tray can be positioned at the required height for easy access. The service table has a maximum loading capacity of 50kg, so it will take a slave battery, and tray dimensions are 40 x 340 x 700mm. There are four 74mm swivel castor wheels for easy manoeuvrability, two fitted with a brake. It's one of those handy bits of kit that you will use constantly.

More details from www.lasertools.co.uk



In the next issue...



Sixty years ago, Massey Ferguson announced a brand-new feature on its existing 65 tractor model and the new 35X - Multi-Power, another milestone for the company. A wonderful article on Ireland's William O'Sullivan, a vintage machinery enthusiast keen to keep the traditions of working horses alive and show there's still a place for working horses in the modern world. We see a superb example of the Fordson New Performance Super Major, the last in a line of popular tractors that was first introduced in 1945. And in the workshop, more work on the DB 780, this time the hydraulics. Plus, another look at Nick Baldwin's tractor experiences over the years and much more next issue.

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TRACTORS

ALLGAIER A22



POA. Allgaier A22 – older restoration – good runner. Please call 32 56 61 62 60 , Rest of the world. (T)

115956

ALLGAIER A22



POA. Allgaier A22 – 1951. This is a good runner. Please call 32 56 61 62 60 , Rest of the world. (T)

115972

ALLIS-CHALMERS M



POA. Allis Chalmers M starts and runs well, tracks move both ways. Please call 07855399487 , South West.

114657

ALLIS-CHALMERS HD7

£2,000. For restoration. Please call 07778 525037, South East. (T)

114725

ALLIS-CHALMERS IB



1950, POA. Petrol/paraffin. Runs and starts well. Painted in correct industrial yellow. Video available on request. Please call 07970413354, West Midlands.

115177

ALLIS-CHALMERS B



£1,450. This little Allis was restored some years ago and then stored in barn until our purchase. After a thorough clean through, including the fuel system and the magneto, it now runs very well!! Please call 07966881985, South West. (T)

115312

ALLIS-CHALMERS WF



£2,995. This Allis Chalmers is fitted with an electric starter which will require refurbishment although it currently starts well on the handle and runs nicely. We have changed the oil and cleaned out the starting tank. It is sat on 4 good tyres and the tinwork is in good condition. Please call 07966881985, South West. (T)

115315

AMANCO AERMOTOR

£800. Amanco 2 1/4. Please call 07543 979184, West Midlands.

115124

BAMFORD AVELING PIONEER



1937, £2,800. Road roller once belonged to the son of lord carnarvon that opened the tomb of Tutankhamun. All original. Please call 07521 637223, South East.

115384

BLACKSTONE HOT BULB



£10,500. Blackstone hot bulb 12hp engine this engine was new in 1912 and was fully restored in 1990, this has only been run once since restoration. There is no base. Please call 01324 633266, South East.

115493

BOLINDER MUNKTELLS BM10



POA. Bolinder munktells bm10, hot bulb tractor, has electric start and 3 point linkage, runs good and in very good condition, delivery can be arranged. Please call 07388 530078, Ireland.

115987

BRISTOL 25 CRAWLER TRACTORS X2 SPARES OR REPAIR



£1,600. 2 Bristol 25 crawlers, spares or repair, Perkins Diesel engines, both non runners through standing. 1 with 3 point linkage, 1 with dozer blade. Collection mid Cornwall hiab needed. Please call 07973 133776, South West.

115843

CASE C



POA. Case C starts and runs well and is one of the last built. Please call 07855399487, South West.

114656

CASE 585XL



£12,500. 1985 Case 585XL, Ex. British Sugar, Done Very Little Work, Excellent Condition, Low Hours – 1625. Please call 01606 592639, North West.

115714

INTERNATIONAL 1056XL



£11,750. Starts, runs and drives really well, just needs a nice cosmetic restoration. 4WD prop shaft is currently removed and there is play in the UJ. Tyres are worn but sound. C/w 2 speed pto, 2 scvs, remote linkage control, crawler gear. Serial No: D030836F008302 Price: £11,750+VAT. Please call 01254 854103, East of England. (T)

115740

CASE C



POA. Case C lovely restored running tractor no frost damage. Please call 07855399487, South West.

115788

CASE MODEL C



1937, £4,200. 1937 on Steel Wheels. Please call 07778 525037, South East. (T)

114726

CASE 500



POA. 6 cylinder diesel, restored. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115967

CASE IH 885XL



£5,250. SUPER TWO G REG SOMERSET TRACTOR GOES WELL. Please call 07831 347400, South West. (T)

115318

CASE 585XL



1985, £12,500. Done Very Little Work, Excellent Condition, Low Hours – 1625. Please call 01606 592639, North West.

115327

CASE-IH 885XL



£5,250. CASE IH 885XL, SUPER TWO, G REG, SOMERSET TRACTOR, GOES WELL, £5250. Please call 07831 347400, South West. (T)

115702

CASE-IH 5140



1990, A great value 110hp 4WD tractor! C/w powershift with a crawler gear, left hand reverser, 2 speed pto, 2 spool valves, pick up hitch, hydraulic trailer brakes remote rear linkage controls. On 380/85R85 continental front tyres and 460/85R38 BKT rear tyres all with plenty of tread remaining. 10608 Hours, paintwork is average and the linkage has wear as can be expected with the hours. Runs and drives very well. Serial No: JJF1008768 Reg No: H36 HUR Price: £12,500+VAT. Please call 01763 780440, East of England. (T)

115333

CATERPILLAR CAT D2 J12 CRAWLER



1938, £4,650. The Caterpillar D2 was in production between 1938 and 1957. It was the smallest diesel powered tracked tractor produced by Caterpillar at that time. The D2 was equipped with 5 forward gears and one reverse gear and was fitted with an inline 4-cylinder diesel engine. Please call 07966881985, South east.

115696

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.



DAVID BROWN DIGGER



£1,500. David Brown Digger c/w subframes own pump, 3 buckets c/w ejector good working order, stored inside, can be seen working. Please call 07958372696, North West.

115042

DAVID BROWN CROPMASTER VAL 1C



1949, £4,500. David Brown Cropmaster Val 1c. Complete restoration in 2014. No cracks in block. Please call 07980 639052, South East.

115928

DAVID BROWN 4X4



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

115955

DEUTZ F1M414



POA. Deutz F1M414 – 1950 – good runner. Please call 32 56 61 62 60, Rest of the world. (T)

115956

DEUTZ-FAHR 5120



£39,000. 18 reg, power shuttle, power loader, a good spec good size loader tractor !. Please call 01539 620636, North West. (T)

114734

DEUTZ-FAHR 410



£23,000. 13 reg, one local owner from new, low hrs. Please call 01539 620636, North West. (T)

114735

FARMALL M



£3,850. This is an American built Farmall M which runs on Petrol TVO. It has a lovely patina and is fitted with an interesting front axle. Please call 07966881985, South West. (T)

115689

FARMALL F14



POA. Farmall F14 tidy running and driving original English tractor. Please call 07855399487, South West.

115791

FERGUSON TED 20



£2,200. This is a very tidy example of the popular petrol TVO 'Grey Fergie', which drives well. It has recently been fitted with a new bonnet. This Ferguson starts and runs very well on TVO, with good oil pressure. Please call 07966881985, South West. (T)

115693

FERGUSON T20 DIESEL



£2,750. FERGUSON T20 DIESEL, GOES WELL, WITH V5C, GOOD TYRES. £2750. Please call 07831 347400, South West. (T)

115707

FERGUSON T20



£1,850. FERGUSON T20, PETROL / TVO, STARTS AND RUNS £1850. Please call 07831 347400, South West. (T)

115708

FERGUSON TEF



1954, £3,500. Older restoration, lighting set, wiper motor and blade, as new tyres, no cracks in the block, ki-gass pump, tidy little tractor. Please call 07759 918265, Yorkshire and the Humber.

114665

FERGUSON TEF



£2,600. New front tyres, new electrics on starter motor, new hoses, working hydraulics and brakes, rear tyres approx 50%, no cracks in the block, ki-gass pump, straight tinwork. Please call 07759 918265, Yorkshire and the Humber.

114666

FERGUSON TEF



1953, £2,200. Ferguson TEF. Original tractor, not run for many years, ki-gass pump in place, ripe for restoration or leave as is, all tyres hold air, no cracks in the block. Please call 07759 918265, Yorkshire and the Humber.

114671

FERGUSON FE35

£2,650. Good Runner, very tidy. Please call 07778 525037, South East. (T)

114722

FERGUSON TE'D



£2,500. Good starter and runner, stored in a barn. Please call 01745 570093, Wales.

115394

FERGUSON TED



1951, £2,000. Petrol/TVO, newly restored converted to 12 volts with all new electrical parts. rear wings axle seals brakes, relined new fuel tank. Please call 01644430480, Scotland.

115873

FERGUSON COMPLETE MTCH PLOUGHING OUTFIT.



1957, POA. Ferguson F.E35 Ransoms T559 match plough QK top link and left leg. Poles scrapper, hammers. Disc lots of spares. V5. All ready to start new season. Please call 07870427889, South East.

15103

FIAT F130 DT 4WD



£15,950. Goes well! Fitted on Michelin tyres. This has pick up hitch, 3 spools and a good size tractor. Done 7373 hours, although clock has stopped counting. This starts, runs and goes very well!. Please call 01254 854103, East of England. (T)

115738

FORD 6810



1990, £15,750. Series III. 4wd, Super Q Cab, 16.9 x 34 Tyres. Please call 01606 592639, North West.

115328

FORD 4100 Q CAB 2WD



1977, £7,950. Very original tractor, done only 1,893 Hours! A tidy and complete tractor with very little rust. The tin work is very good for its age. Paint has been touched up in a couple of spots. In good shape mechanically with the only things to note is that the foot throttle is not currently working and steering ball joints could do with replacing. Please call 01763 780440, East of England. (T)

114606

FORD 8210 SERIES 3 4WD



1991, Big, blue and beautiful, one for the Ford fans! One of the last 8210 ever made. A late registered tractor hence the N reg plate A very complete 8210 in good mechanical order. Cosmetically fairly tidy, a small amount of damage to the n/s front and some surface rust here and there but no rot. Please call 01763 780440, East of England. (T)

114609

FORD 3000



£3,750. This is a useful little tractor which holds a lovely shine, having had a fresh coat of paint by its previous owner. Please call 07966881985, South West. (T)

114612

FORD 6610 LOADER TRACTOR



£12,000. We are delighted to bring you a fantastic example of an early Q Cab Ford, fitted with a Power Loader, 5ft Bucket and Pallet Forks. The engine has just been subjected to a full rebuild which included re-boring, re-sleaving, new pistons, injector pump and injectors. It now runs really well. Please call 07966881985, South West. (T)

114618

FORD 4110



1987, £9,900. Gear sticks on floor. LP cab. Please call 01606 592639, West Midlands.

114630

FORDSON CHACESIDE



£2,000. New wire board, goes well. Please call 01932 877556, South East.

115070

FORD 2000



POA. Ford 2000 – good runner. Please call 32 56 61 62 60, Rest of the world. (T)

115429

FORD 3000



£5,495. First time starter. Runs very well. Good all round condition. Perfect wings, bonnet and nose cone. Only had light use and has been stored under cover. Please call 07968 322616, North East.

112025

FORD 3600



£5,250. Mechanically re-conditioned with power loader, easy starter, new tyres, brakes (hand break), clutch, track rod ends, etc. Collection from Essex. Please call 07960 636965, East of England.

116092

FORD 200



POA. Fully restored, in pristine condition. Please call 07929 969702, Wales.

112644

FORD 4600



£4,995. 1975 ford 4600 good working order in original. Please call 01889577990, West Midlands.

115395

FORD FERGUSON 9N



£3,650. The 9N was produced - with the combined effort of Harry Ferguson and Henry Ford - between 1939 and 1947. The combination of Fords powerful engine and the Ferguson Hydraulic System made this model a huge success. Here we have a nice example of this early tractor, displaying nice, straight tinwork. It runs and drives well. The hydraulic pump has just been rebuilt and a new starter ring gear has been fitted. Please call 07966881985, South West. (T)

112659

FORD 4000

POA. Excellent condition, De Lux cab, power steering, new tyres, has interesting history. Please call 07734238228, South East.

112101

FORD 4000 PRE-FORCE

£3,500. Early '65 Pre-Force. Engine just fully serviced, instant starter, very nice runner, drives perfect. Been unused for 2 1/2 years hence hyd lift problems (stuck valves?). Winter project. Please call 07769 485697, West Midlands.

112103

FORDSON STANDARD N



1934, £3,500. Water Washer Fordson Standard N. Fitted with 12 volt starter. Might exchange Ford 10/10 compact tractor in reasonable condition, plus loader if possible. Please call 07849 659633, Yorkshire and the Humber.

112108

FORDSON N



£1,550. POA. Fordson N none runner ideal for farm entrance or children's playground. Please call 0785 5399487, South West.

115789

FORDSON MAJOR



POA. This tractor has had a full engine rebuild including king pins and bushes, wheel bearings, new radiator, ring gear, clutch, cross shaft and bushes, original tin work, brake drums. All fluids changed, new tyres all round. Receipts for all work carried out. Please call 07710 022673, South East.

115832

FORDSON MAJOR

£3,000. New tyres, new mudguards, new nose cone, new radiator. unfinished project. Please call 01366328912, East of England.

115859

FORDSON STANDARD



£2,850. Starts and runs well, includes spare mag, mag tester, 25L transmission oil, engine oil and various spares. Please call 01386 833767, West Midlands.

115868

FORDSON MAJOR



1951, £3,600. Fordson Major, Belt pulley. Petrol, high top. Please call 01451821180, South West.

115890

FORDSON CHACESIDE



£2,000. New wire board, goes well. Please call 01932 877556, South East.

115970

FORDSON SUPER MAJOR 1963



POA. V5 log book. Very good condition for age. Any questions please ask. Please call 07758 592421, South East.

115921

FORDSON MAJOR

£2,600. Fordson major 6cyl ford cargo engine, air tank ,power steering, new front tyres, starter and alt. Brakes overhauled, hydraulics OK. Please call 07976 225680, South West.

115109

FORDSON STANDARD



£1,600. Older restoration, runs and drives ok. 4 new tyres. No leaks or cracks. Please call 07889846779, East of England.

115929

FORDSON FORDSON



£2,850. This is a very nice 'Wide-Winged' Fordson, presented as an older restoration. It has been fitted with the 22/44 transmission, making it an ideal ploughing tractor. This tractor still has its original engine block, which is crack-free, along with its correct manifold. Please call 07966881985, South West. (T)

115311

FORDSON DIESEL MAJOR



£3,750. 1957 WITH V5C, TIDY, GOES WELL AS NEW TYRES. Please call 07831 347400, South West. (T)

115320

FORDSON SUPER MAJOR



£2,800. Fordson Super Major good working order, good tin. Please call 01984623486, South East.

115367

FORDSON SUPER DEXTA



1964, £4,750. Refurbished, 3 years ago. Stored under cover, not been used since. V5 on original number plate in superb condition. Please call 07516249787, South West.

115369

FORDSON MAJOR E27N



£4,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

115499

FORDSON E27N



£2,950. A very nice example of an early E27N. This tractor is fitted with Varley Hydraulic Lift, PTO and Low Speed Gearbox. It starts easily and runs nicely too. It has an earlier manifold fitted and has a crack-free engine block. This is a lovely example to be enjoyed!. Please call 07966881985, South West. (T)

112660

GUALDI 30



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

114421

HART PARR HART PARR



£8,000. Hart Parr 12,24 nice original tractor that has been running. Please call 07855 399487, South West.

114403

HART PARR 12,24



POA. Hart Parr 12,24 nice original condition. Please call 07855399487, South West.

114658

HURLIMANN XA SPIRIT 90



£38,000. New Hurlimann XA spirit 90, command space cab, Utility spec tractor, ideal for park work. Please call 01245250341, East of England

114733

INTERNATIONAL 574



£3,750. INTERNATIONAL 574, N REG, SOMERSET TRACTOR, WITH V5C, GOES WELL £3750. Please call 07831 347400, South West. (T)

115703

INTERNATIONAL 454



£3,750. INTERNATIONAL 454, STARTS AND GOES WELL, P REG WITH V5C £3750. Please call 07831 347400, South West. (T)

115704

INTERNATIONAL HARVESTER B275



£5,000. Fully restored to excellent condition with V5C. Instant start. Good oil pressure. No smoke or leaks. All new tyres. Please call 01485512521, East of England.

103422

INTERNATIONAL 574



£3,750. N REG, SOMERSET TRACTOR, WITH V5C, GOES WELL. Please call 07831 347400, South West. (T)

115319

INTERNATIONAL IMT 578



£1,750. STARTS AND RUNS, BRAKES NEED ATTENTION, WITH V5C. Please call 07831 347400, South West. (T)

115321

INTERNATIONAL B -275



£3,500. STARTS AND GOES WELL. TIDY WITH V5C. Please call 07831 347400, South West. (T)

115326

INTERNATIONAL W30



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

112166

INTERNATIONAL IMT 578



£1,750. Starts and runs, brakes need attention. Please call 07831 347400, South West. (T)

114622

INTERNATIONAL B250



Starts, runs and drives. Please call 07855 399487, South West.

112334

INTERNATIONAL 684/784



POA. With secure cab, pickup hitch, a tidy example all works well. Please call 07821184799, South West. (T)

112463

INTERNATIONAL FARMALL M

£2,750. 3 wheel rowcrop. Excellent original condition. Please call 07778 525037, South East. (T)

112468

INTERNATIONAL 125B DROTT

£3,500. 4 in 1 good tracks, straight from work. Please call 07778 525037, South East. (T)

112469

INTERNATIONAL W4



£4,250. A very nice example of this popular tractor, benefiting from electric starts. The tyres are 'as new' on all four corners, with an interesting pair of cast English rear wheels. This tractor starts and runs well. It has had an older restoration and is still very presentable. Please call 07966881985, South West. (T)

112664

JCB 3C11



£3,250. 1979, Good working order C/W 4in1 bucket, and 3 digging buckets. Please call 07778 525037, South East. (T)

112470

JOHN DEERE B ROWCROP



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

114721

JOHN DEERE 3050



£16,800. K reg, John Deere 3050, very clean, one to use and collect, a good investment. Please call 01539 620636, North West. (T)

114739

JOHN DEERE 224T BALERS

£1,500. 2 small square hay balers. 1 working order with many new parts fitted. Other for spares or repair. Please call 01307467131, Scotland.

114320

JOHN DEERE 730 D



POA. Hi Crop. Please call 32 56 61 62 60, Rest of the world. (T)

114420

JOHN DEERE 830



POA. Electric start, runs very well. Please call 07855 399487, South West.

112327

JOHN DEERE A.R STYLED



POA. Electric start, runs very well. Please call 07855 399487, South West.

112330

JOHN DEERE 6150R



2016, £59,500. 2016 John Deere 6150R, Power Quad, 40kph TLS and Cab Suspension, Front Weights 3293 Hours. Please call 01606 592639, North West.

115711

JOHN DEERE 2130 2WD



1976, £6,500. 1976 John Deere 2130 2WD Tractor Fitted on grassland tyres, in nice condition! This has had grassland wheels and tyres fitted, the fronts are 11.5/80-15.3 and the rears 32.1-26. Also fitted with pick up hitch, spool valve, power steering, and the John Deere OPU cab. Whilst there is a bit of rust around the cab itself, the bonnet work and wings are in very good condition making this a lovely looking tractor!. Please call 01254 854103, East of England. (T)

115730

JOHN DEERE 6830



2009, £34,500. 2009 John Deere 6830 4WD Tractor C/w Zuidberg front linkage, cab suspension and TLS. This has the 40kph AutoQuad gearbox with left hand reverser, and is also fitted with Isobus, 3 manual spools, hydraulic pick up hitch with dedicated valve, and it is greenstar ready with dome mount on the roof. Please call 01254 854103, East of England. (T)

115736

JOHN DEERE 6400 4WD



1997, £19,950. C/w John Deere 640A Loader This has done just 5625 hours and is in good order for the age. Also fitted on good tyres 480/70R34 rears and 380/70R24. This has 2 double spools, hydraulic push out hitch, air con and is a very useable tractor!. Please call 01254 854103, East of England. (T)

115737

JOHN DEERE 6900 4WD



1995, £17,950. 30kph Powerquad gearbox, c/w front weights. This is a tidy looking tractor, that starts, runs and drives nicely. Air con is working and this is a tractor that will go for years yet! The hydraulic cross shaft, however is quite worn. Please call 01254 854103, East of England. (T)

115739

JOHN DEERE A.R

POA. John Deere A.R styled starts and runs extremely well very tidy. Please call 07855399487, South West.

115790

JOHN DEERE B ROWCROP



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

114721

JOHN DEERE 3050



£16,800. K reg, John Deere 3050, very clean, one to use and collect, a good investment. Please call 01539 620636, North West. (T)

114739

JOHN DEERE D



1945, POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115970

JOHN DEERE TRAILER WITH ENCLOSED GRAIN CLEANER

£2,000. Twin axle trailer with turner no.4 cleaner, dressing equipment, 3 point linkage mounted generator. Aluminium clad trailer. Please call 07935229269, West Midlands.

115977

JOHN DEERE 6200



1993, 40kph gearbox, on very good tyres! This is a lovely little tractor fitted with the SyncroPlus gearbox. Has air con, 2 spools and hydraulic push out pick up hitch. Also has 3 speed PTO and sunroof! On very good tyres, 420/85R34 rears and fronts. 6 front wafer weights. Serial number: L06200M111154 £POA. Please call 01763 780440, North West. (T)

LAMBORGHINI 2R



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

112668

LANDINI L25



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

112679

LANDINI 4.090



£28,500. 4WD. Please call 01539 620636, North West. (T)

112483

LANZ D2416



POA. Lanz D2416 – 1956. Engine overhauled. Please call 32 56 61 62 60, Rest of the world. (T)

114432

MASSEY FERGUSON 135



POA. Massey Ferguson 135 S Reg 1977 taxed at present, registration number OSH 419S, this tractor has had extensive restoration all new parts and is for sales offers over 11,000. Please call 07578760764, South East.

115500

Massey Ferguson 135



£5,500. This is an early 135 identified by the hinged battery lid; this tractor is complete and would be ready to go to work. Alternatively, this would make a nice cosmetic restoration project. Please call 07966881985, South West. (T)

115699

MASSEY FERGUSON 168



£8,000. 1975 £8,000+VAT. Rare 8-speed non multi-power version. One owner from new in original condition. Doors are included as are front weights. Please call 07493 433603, South East.

112918

MASSEY FERGUSON 165



£5,000. Original condition, solid tinwork. Mechanically sound, PTO, arms, brakes, lights operational. Rear pick-up hitch, 3 oil spools, good tyre tread. No V5. Plus VAT. Please call 07702 333087, South West.

112917

MASSEY FERGUSON 165 SQUARE AXEL



1972, £7,499. In totally original condition. All tin work totally rot free. In extremely good mechanical condition. Good tyres and all hydraulics and pto in working condition. Please call 07787882204, South East.

115081

MASSEY FERGUSON 135



1966, POA. Nice restoration, new tyres all round, all new part V5 certificate. Please call 07731 891640, Yorkshire and the Humber.

115141

MASSEY FERGUSON 352 2WD TRACTOR



£14,750. Massey Ferguson 352 2wd tractor cab power steering pick up hitch 1994 done only 2718 hours from new very clean 40 hp. Please call 01249 740377, South West. (T)

114591

MASSEY FERGUSON 2620 2WD TRACTOR



£6,999. Massey Ferguson 2620 2wd tractor 6 cylinder perkin engine came out of genuine farm sale. Please call 01249 740377, South West. (T)

114597

MASSEY FERGUSON 165



£8,995. This is a very late model 165, featuring the late square rear axle with the improved oil immersed brakes. This tractor also benefits from power steering and includes a pick-up hitch. Please call 07966881985, South West. (n)

114611

MASSEY FERGUSON 35



1959, £4,500. Massey Ferguson 35, 4 cylinder 4 good tyres, lovely straight tinwork, front lights, starts and runs well, under swept exhaust, industrial hitch, has V5, clean tidy tractor. Please call 07759 918265, Yorkshire and the Humber.

114670

MASSEY FERGUSON 590



£6,200. STANDARD BOX. V REG. SOMERSET TRACTOR. STARTS AND GOES WELL. Please call 07831 347400, South West. (T)

115317

MASSEY FERGUSON 130



£3,500. Good running order. Please call 01452 740262, South West.

115824

MASSEY FERGUSON 165



£8,995. 1967 massey ferguson 165 tractor, new good year tyres/clutch/brakes/hydraulic pump/wings/lights/wiring harness/Control box/gauges/fuel sender/heater plug etc. Excellent engine, all in very good condition. Please call 07813 435923, Wales.

115917

MASSEY FERGUSON 41 SERIES 2 FURROW PLOUGH



£350. Massey Ferguson 41 series 2 furrow plough, fair condition with some original red paint and decals still present, supplied by Ben Turner of Ripley. Please call 01403 822412, South East.

115925

MASSEY FERGUSON 135



1966, POA. Nice restoration, new tyres all round, all new part V5 certificate. Please call 07731 891640, Yorkshire and the Humber.

115141

MASSEY FERGUSON MF240



£10,500. Fully refurbished by MF trained technician, engine, clutch linkage thousand spent too may new parts to list. Full respray everything works as it should, pick up hitch power steering no oil leaks, diverter valve one quick release coupler with returns. Please call 07764359250, East of England.

115228

MASSEY FERGUSON MF 4



£2,500. MF 4 cylinder good working order good tin and with rear wheel weights. Please call 01984623486, South East.

115372

MASSEY-HARRIS 203



POA. TVO, runs like a clock. Very straight and original. Please call 07855 399487, South West.

112355

ZETOR GP 110



£36,000. 19 reg, 40k splitter mac shuttle gear box, H Duty wheels, power back hitch ect, hi performance 110hp tractor. Please call 01539 620636, North West. (T)

112480

ZETOR PROXIMA HS80



£33,000. 67 reg, Zetor Proxima HS80 in as new condition, good saving on new price and supplied new by ourselves. Please call 01539 620636, North West. (T)

112481

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£400. Ferguson Plough. Rebuilt, not used single. Many new parts, original with adjuster and top link, on moveable base. Please call 018231672760, South West.

113047

PERKINS 4CYL

£250. Perkins 4cyl. engine good runner, in a road roller. Please call 07811 496811, South West.

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STATIONARY ENGINE



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115802

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£25. Complete garden ornament, needs painting. Please call 01778 420518, Yorkshire and the Humber.

115511

RICHIER DIESEL ROLLER



POA. Richier diesel roller – good runner. Please call 32 56 61 62 60, Rest of the world. (T)

115971

RUSTON HORNSBY 9HP



POA. Hornsby 9HP engine. Email info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115961

WEATHERILL S3



1969, £3,500. Weatherill S3 loading shovels. Machine no.S3-1-94, recon engine and runner, used daily up till recently. Machine no.S3-1-209, recon engine, brakes need attention. Both machines same owner for over 40 years. Please call 07484546495, Greater London.

115441

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115495

SCOIATTOLO



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

115432

PETTER M 3HP



1926, £550. Petter M 3hp Handy man Agricultural, working order. Please call 01278684212, South West.

116135

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115147

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1911, POA. Tubize steam locomotive. Please call 32 56 61 62 60, Rest of the world. (T)

115975

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1918, £130,000. 1918 Fowler BB1 Ploughing Engine 16NHP no. 15231, New fire box and complete new boiler, New Tender. Ground Crank new big end bearings, Cylinder block re bored, new piston rings, Valve faces skimmed, Front wheels new bearings, Two injectors, lifter, Hydraulic until 2026, Sold with current boiler certificate. Please call 07791396219, Wales.

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115432

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112915

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112666

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112645

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1923, £800. Running before lockdown. Needs new petrol tank, otherwise okay. Please call 01845 525988, Yorkshire and the Humber.

112076

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