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Welcome

A busy Saturday crowd outdoors at a previous Spring Tractor World and Classic Commercial Show.

Welcome to your latest edition of *TFH* magazine. The days are gradually getting longer, and I hope that we soon feel the full warmth of the springtime sun on our backs. Hopefully, that will encourage all you enthusiastic tractor and machinery owners to get your beasts out of the shed and start fettling them ready for the full rally season if you haven't started on that job already.

By the time you read this, the Spring Tractor World and Classic Commercial Show will almost be here, and final preparations are being made as we speak for the event on March 11-12. And, if you have picked up your fresh new copy of the magazine as it has landed on your doorstep or arrived in the shops and intend to go, the closing date for weekend exhibits and display booking forms is February 19. So, make sure you visit the website www.tractorworldshow.com now. More details about the event are also in our news section.

We are also pleased to feature the brilliant collection belonging to Mike Lawrence of Somerset with some splendid examples of tractors and rare agricultural equipment. We hope you enjoy his story and if you haven't had a chance to visit one of his working days, there are a

couple of DVDs out there showing his equipment in action. In fact, make sure you get your hands on the next issue of *TFH*, which will not only include the last part of our tour around Mike's sheds, but it is also a special issue celebrating the Fordson N's 90 years at Dagenham and 70 years of the David Brown 25.

Tony Hoyland

Contributors this issue



Jo Roberts
Professional heritage writer based in Wales.



Tony Hoyland
Editor of your favourite Tractor magazine.



Richard Lofting
Roving reporter and technical writer.



Mike Teanby
Author and agricultural industry journalist.

Also, thanks to Bob Weir, Ben Phillips, Peter Love, Bernard Holloway, Graham Hampstead.

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

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SUBSCRIPTIONS

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

CONTACT US

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

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Distribution in Northern Ireland and the Republic of Ireland
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DOWN ON THE FARM



PART ONE: Mike Lawrence from Highbridge in Somerset is well known in farming circles for his superb collection of agricultural machinery.

WORDS & PICTURES Bob Weir



Space is at a premium in Mike's storage shed and this is only one of them!

The Lawrence family has lived at Isleport farm for over 100 years, and Mike has been collecting old farm machinery for as long as he can remember. The equipment dates to the 1900s, and Mike gave *TFH* a tour of some of his favourite items.

Long history

"The family has lived here since 1901," he explained. "The house has changed little over the years, although there has been a farm on this site since before 1414."

According to Mike, the area around Highbridge has a long history of flooding, and in bad years the water has risen by as much as 12 feet. "This resulted in some serious damage hundreds of years ago, and the current property dates from 1747," said Mike, who is the third generation of Lawrence to live at the farm.

"Back in my grandfather's time, we made cheese and butter in the farm's dairy and kept a herd of shorthorn cattle. They used to hold a weekly cheese auction in the town, which was one of the largest of its kind in the UK," Mike recalls. "Any surplus milk was taken to the local railway station in 17-gallon churns, for shipment to London."

Demonstrations

Mike is well-known for putting on working days at the farm, and one of his favourites has been dubbed 'Hay and Harvest'. The profits are all given to his four favourite charities, The Weston-Super-Mare Hospice, The Bristol Children's Hospice, Macmillan Nurses, and Dorset and Somerset Air Ambulance.

"The holding is now only 30 acres in size, which is not big enough for modern farming," he explained. "That said, it is ideal for putting on original working days. We work with local tractor clubs and encourage people to come along and take part. The idea is to only use period items, so the activities are as authentic as possible."

Favourites

Mike has put together a superb collection of tractors and implements over the years and has even gone into the effort of researching a lot of their history. Some machines were made by well-known manufacturers, and others have a local connection.

"One of my favourite implements was built by a veteran called Tom Heal," he explained. "Tom was a local farmer back in the Twenties and had a reputation



One of Mike's many hobbies was tractor pulling.

for not being fond of horses. He was a self-taught engineer-cum-mechanic and started playing around with the idea of a light tractor mower. My example is his demonstration machine built in 1930 and the implement is fitted with a Morris Cowley engine.

"He built the tractor using a Bamford horse-drawn mower underneath the chassis, so the engine drives both mower and wheels. He had perfected the idea by the Thirties and made several of these machines for local farmers. Alternately, if you fancied having a go at building one yourself, he would provide you with the parts and instructions. The idea was very effective and works a treat."

Massey pairing

Mike also still has the family's Massey-Harris 101 Junior, which is often paired at demonstrations with a Massey-Harris Dickie 714 side rake.

"The Dickie would have originally been used with horses until Massey-Harris adapted the implement for tractors," he said. "This involved putting a concrete block on the back by the drive



Mike Lawrence in his trophy winning tractor.

wheels to compensate for the weight of the horseman." Another example of a contemporary hay turner is the trailed Vicon Lely. It was invented by Alvan Blanch, a company still operating out of Malmesbury in Wiltshire. "The early Blanch versions had solid tin or even canvas centres on the fans," said Mike. "This was a very good machine and light to pull around. It was also versatile, and you could even alter the circular fans to assist with swath turning and clean raking the field."



Mike's Allis-Chalmers CA. The live PTO on the tractor was because of a hand clutch that "broke" the rear axle, causing the differential to spin freely.



The West German company Eicher was active after the war and was credited with making the first air-cooled diesel engine.

Turning hay

Mike's other favourite haymaking implements include a Nicholson Hay Tedder. W N Nicolson and Sons Ltd was based in Newark during the Fifties and during its heyday made some of the best haymaking machinery on the market.

"The Nicholson Hay Tedder, or 'hay kicker,' would have been pulled by a tractor," Mike said. "It was an ideal machine for turning the hay. The 'kicking' motion was used to get the air under the hay and helped dry the crop. It would

loosen and fluff up the hay, so it could be lifted later in the day.”

Farm implements like the tedder were eventually replaced by a new generation of machines like the Bamford Wuffler.

“The Wuffler was PTO-driven and had adjustable doors at the back to widen, or narrow, the wall of hay,” he explained. “The job could be time-consuming, as the machine could only handle one swath at a time. Other implements were eventually introduced that could tackle more than one swath, speeding up the job.”

Wagons

Mike also owns several harvest wagons for bringing in the hay. “Some of these were made locally by the likes of Cummins of Bridgewater,” Mike said, “Once horses began to be replaced by machinery, blacksmiths would cut the spokes on the wooden wheels of wagons and replace them with lorry wheels on rubber tyres to use with tractors. They were often run in tandem with hay loaders, and the farm worker would stand on the wagon sorting the hay. This could be a demanding job, and my father used to say: ‘keep the sides out and the middle will fill itself’”

Mike also owns a 100-year-old McCormick International hay loader, which he restored himself. “I was a bit concerned whether it would actually work, but it turned out all right in the end,” he said.

Mike has collected various balers over the years. Some come from North America, but there are British-made machines like the quaintly named Salopian baler. “These balers were made in Shropshire,” Mike recalls. “The firm started out as the Salopian Drinking Bowl Company and went from strength to strength. In 1932, they built the biggest cow house in Europe tying up 288 cows. They also made lots of dairy equipment and a large range of farm machinery. My particular baler was made in 1954.”

Lister machines

Mike is also fond of old Lister machinery. R. A. Lister & Company was founded at Dursley, Gloucestershire in 1867 and produced a wide range of agricultural equipment.

“One of my favourite Lister machines



Byron Farm Machinery was based in Walthamstow, London and made post-Second World War tractors aimed at the smallholder.

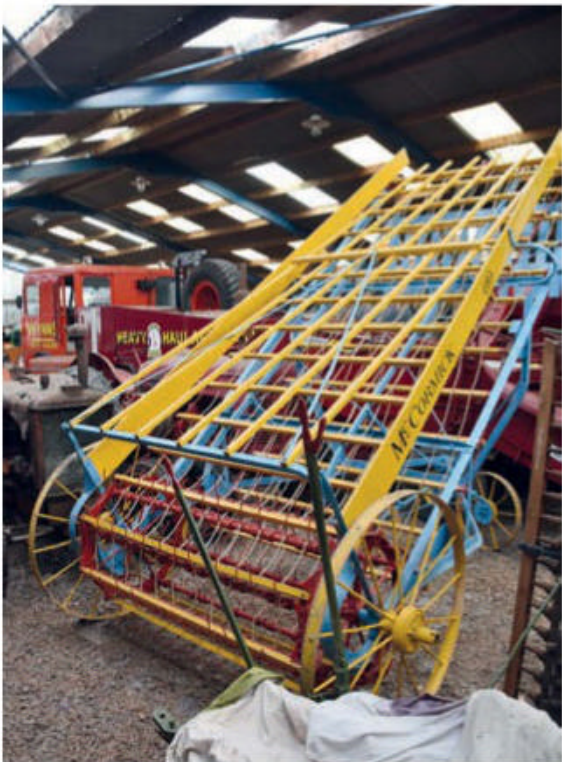


This 35X is still in its original condition.

is the petrol-driven G2,” he said. “It was used to power a Rapier Muck Grab, which was made in two sizes. The larger of the two versions was a four-wheeler and big enough to require a sit-on operator to pull the levers and clutches, which were powered by the Lister. The grab could handle a sizeable portion of manure, which would then be deposited onto a horse or tractor-drawn cart.



A Claas “Maximum” towed baler is one of his many interesting harvesting machines.



McCormick farm machinery also has a place in Mike's collection.

"The traditional way of putting manure out in the fields was very labour intensive. The manure would be taken by cart and deposited in small heaps at regular intervals. It would then be spread by hand using four-prong forks.

"As time moved on, farms used machines like a PTO-driven Wild-Thwaites muck spreader. These were a lot faster, but you had to keep an eye on which way the wind was blowing. Farm workers would often put a hessian sack over their head to stop the muck from being blown back onto their backs and clothes!"

Harvesting

Binders were an essential item of farm machinery, and Mike owns several old classics. "Tractors like the Massey-Harris 101 Junior and Albion 5A binder were a useful combination and got the job done," he said.

Keeping vermin under control was an ongoing headache for farmers, and they would often use rickstands to help solve the problem. "Rickstands have been around for years," Mike said. "People would use staddle stones and timber to keep the hay off the ground, and out of reach of the vermin. Later versions used iron or steel.

"Reed combers were also an essential part of harvesting. For display, we sometimes use a pair of Allis-Chalmers model A tractors to carry the crop to a

Marshall comber and Ruston & Hornsby straw trusser combo. We also have a Case LA tractor in original condition, to power the comber.

"The comber on top of the thrasher cleans the long straw and straightens it for thatching. The straw is then fed down into the trusser, where it is tied into a two-string bundle. A worker would then clip the ends with a pair of shears to make it ready for the thatcher. A good day's work could see 1800 bundles coming out of the trusser."

Mike recalls that Forties farmers appreciated the American Lend-Lease 50hp tractors that were more than capable of powering the harvesting machinery. "Lend-Lease tractors like the Case and Oliver were very good," he said. "British machines like the Fordson N lacked power and needed to drive a threshing machine and baler together in tandem."

Unusual pieces

Apart from his regulars, Mike also has some unusual items in his collection. "The International 36 Stationary Thrasher was used to thresh small farms during the war years," said Mike. "The War Agricultural Committee was looking to maximise output and International Harvester Great Britain produced a smaller version using the main part of their trailed combine. The machine would have been taken from farm to farm and used with a tractor on small acreages. These machines were only available to the 'War Ag', which is the reason there are few survivors. They used rack benches for sawing trees into

usable planks for many years until these were replaced by the bandsaw. This gave a narrower cut, so you could get more timber for your money."

Ploughing was the bedrock of most farms and Mike has collected some unusual items. "Mole ploughs were used to drain the ground," he explained. They comprised a pointed iron shoe attached to an upright support and drawn along beneath the surface, making a hollow drainage channel resembling a mole's burrow.

"We currently have a John Deere 'Killefer' mole plough that we use for demonstrations," he said. "The plough would have been winched across a field and the previous owner used it for putting in polythene water piping. We also have a larger mole plough made by Ransomes."

Drainage

Land drainage plays a key role on any farm, particularly in a wetland area like the Somerset Levels. Mike owns several classic items of machinery, which would have been used to carry out this important task.

"Instead of using mole ploughs, some farmers cut trenches to lay drainage pipes," he explained. "We have used a display combination in the past featuring a wartime Fordson N and a Glasgow-made Henderson trencher. This is quite an unusual piece of equipment, as the digger part is not actually driven by anything but pushed around by a set of levers."

Next time, Mike talks about his passion for the Welsh manufacturer, Jones Balers.



Mike's Bedford PC Van is similar to the vehicle used by Jones Balers.

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THE CLASS OF '64

In 1964, the Fordson Super Dexta and Super Major were in the twilight of their production and were now known as The New Performance Super Dexta and The New Performance Super Major.

WORDS & PICTURES Ben Phillips

After decades and 1000s upon 1000s of tractors with the Fordson name adorning the bonnet, these 1964 models were the last ones to have it. Looking at the brochures, when they were new, the key information was the engine power of 44.5hp for the Dexta and 47hp for the major. Power was everything. Most tractor brochures of this era boasted about how much power their tractors produced, and farmers always wanted more. It was a time when fields were getting bigger, and jobs needed to be done quickly and more efficiently. So, more power meant more money.

Big tractors

When I was growing up, our neighbour had a New Performance Super Major and along with his MF 65, these were the biggest tractors on his farm. One of the jobs it was used for and one I can remember it doing was cutting grass for hay with a Bamford Wuzzler, which was the latest mower in the late Seventies.

Unfortunately, this Major I enjoyed watching got taken to his farm in Wales in the mid to late Eighties and never returned. I hope someone has restored it now. For over two decades, blue and orange had become the colour of Fordson tractors, but by 1964, grey had replaced the bright

orange. This new colour combination worked well and set the tone for the future of the brand.

This Fordson Super Major belongs to Alan Braithwaite and is a tractor I have seen many times while visiting his collection.



Dexta resto

In 2018, I had the pleasure of restoring a Fordson Super Dexta, which was the first time this model had come into my workshop. It came in looking rather sorry for itself and had been unloved for many years.

Once the skid unit and various other bits had been sandblasted, I turned my attention to the engine. The power unit fitted was made by Perkins and carried the model number F3-152 and while it was like the A3-152 found in the Massey Ferguson 35 at around the same time, there were some differences. The main and most visible one was the Simms super response injector pump that had been developed over the years and was fitted to the Super Dexta.

This pump not only increased power but also helped with fuel economy. This engine was bang up to date in design and featured a four-bearing crank, shell bearings and replaceable liners. The example featured here had a new engine kit fitted, so the lot was renewed, as with most tractors of this era, everything now is available to buy off the shelf.



This Fordson Super Dexta came from Wales for a full restoration by me in 2018.



The front cowl was one of the most visible differences from the earlier Dexta models. The design was very different to what Fordson had produced previously.

Stiff competition

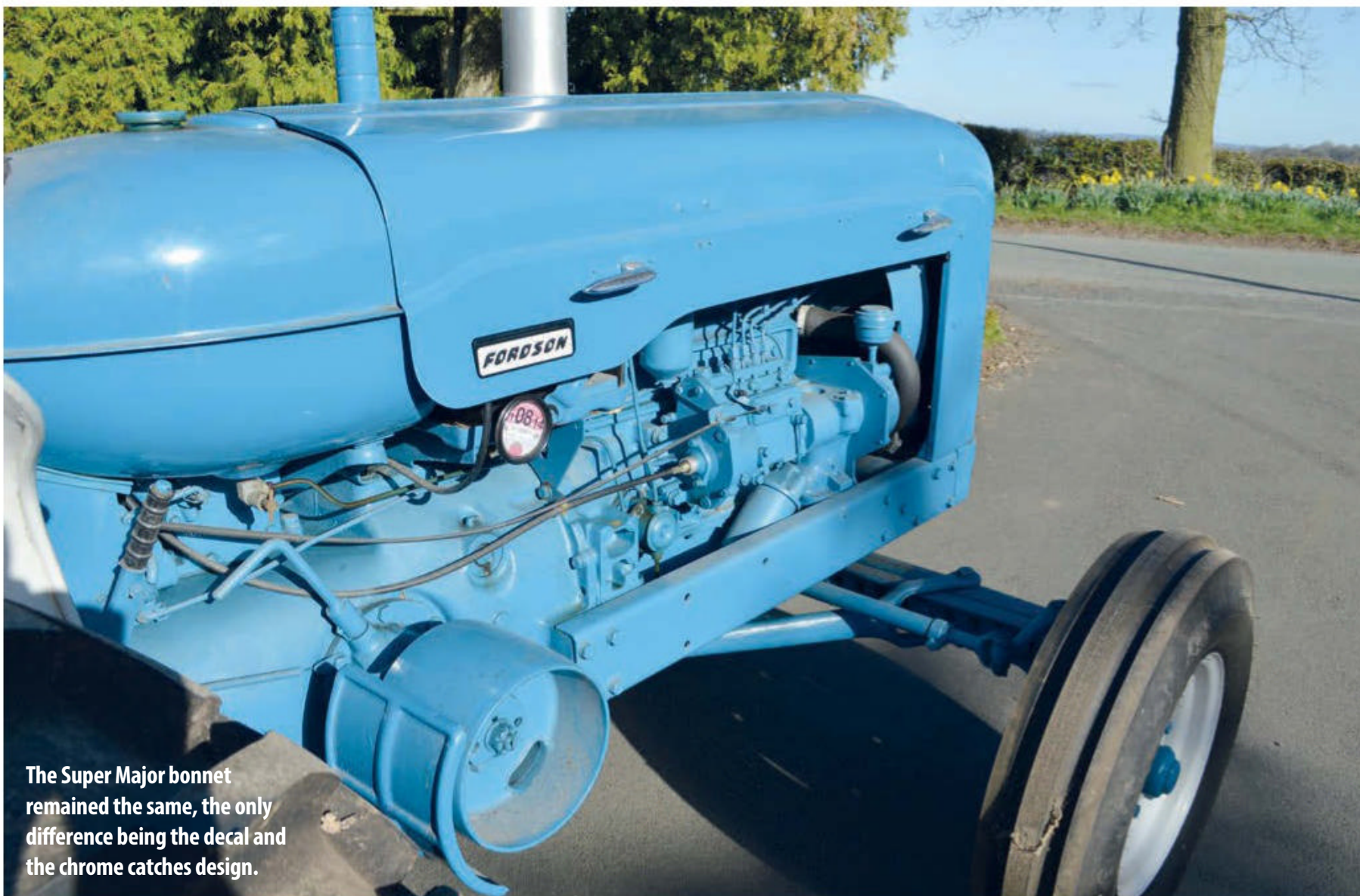
In 1964, the Super Dexta faced stiff competition from Massey Ferguson, their 35X was proving to be extremely popular, something that had been building over the previous four years. Farmers tended to be loyal to one brand, so if they'd had Fordson tractors during or after the war, chances were they would have a Super Dexta in 1964, or that's what Ford hoped.

The shape of the Super Dexta had changed since the first one was introduced in the late Fifties, most notably the front cowl. This new design had been about before the New Performance model arrived and the emblem badge at the top dominated the front. This is a lovely big cast badge saying Super Dexta across it. ➤



Another change in tinwork was the bottom line on the Super Dexta, which was now straight compared to being stepped down at the rear.





The Super Major bonnet remained the same, the only difference being the decal and the chrome catches design.

Before this, it was just the small oval wheat sheaf badge and a vertical Fordson Dexta badge in the centre of the grilles.

Design changes

Below this big Super Dexta badge were the grilles and lights. These lights were very sensibly set inside the grille and were less vulnerable to being knocked off. Headlights were becoming an important commodity on tractors and Ford had really embraced this and added it into their design process, instead of it being perched on the side of the cowl like some afterthought.

The other slight design change that had evolved over the production run was the bonnet, which now featured a straight edge at the bottom as opposed to the early one where it stepped down by the fuel tank. Lifting one side still gave great access to the engine, as nothing was covering it.

By 1964, there was the need to protect the driver from the rear wheels, so fenders that reached down to the footplates were fitted. The Super Dexta certainly gave great protection in the form of not only a full-length section down to the footplates but

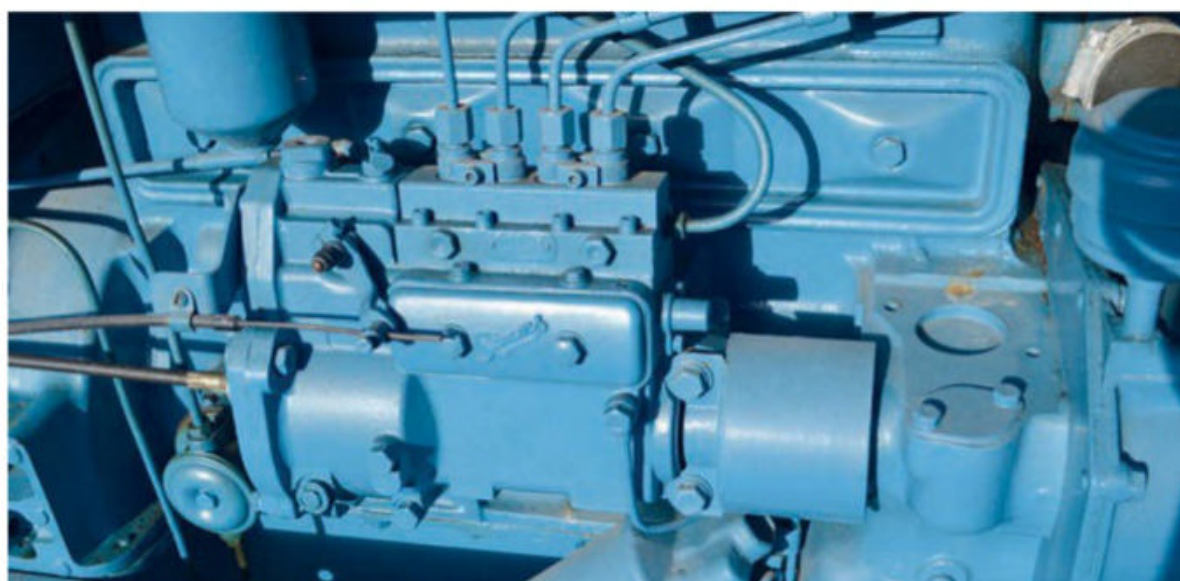
also a nice wide top reaching nicely over the tyre treads, giving added protection from spray in wet conditions.

Super Major

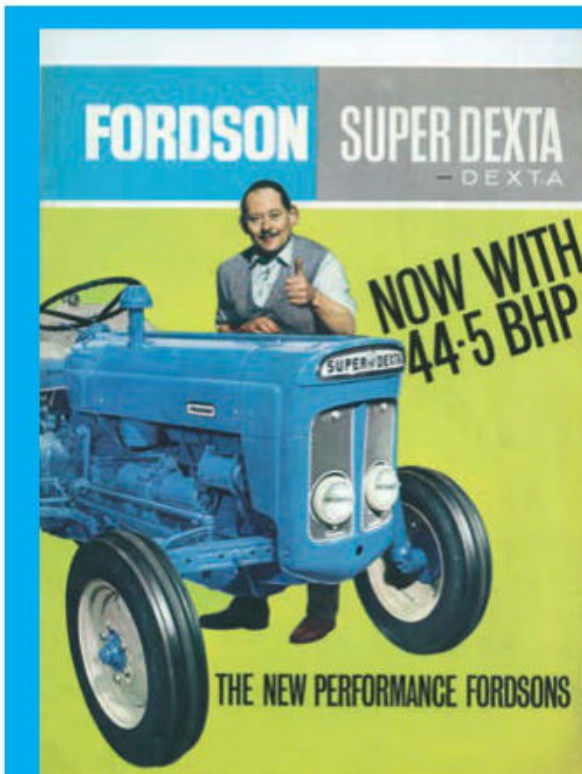
When it came to the Super Dexta's big brother, the Super Major changes through its production had been made, but a bit more subtly, it still looked very similar to the first E1a in 1951. I love the Fordson Major. We own one and it will always start. It sounds great and is fun to drive. Ours is

a 1955 model, so a good nine years before the model focused on here.

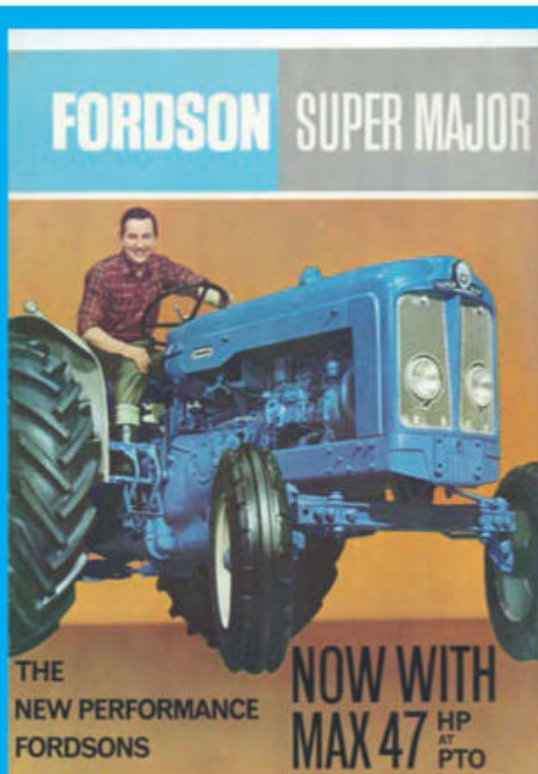
My friend Alan Braithwaite owns a lovely example and over the years I have seen it many times, so I know many of the changes that have taken place to this model over those years. The first thing is the colour which is blue and grey and then there are the lights which like the Super Dexta are inside the grilles. On both models, the light positioning had been seen on the models just before this one in 1964.



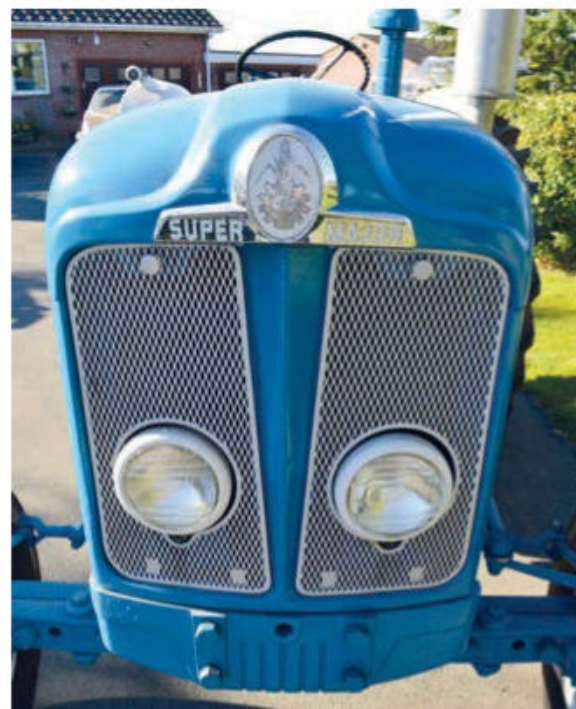
The Simms inline super response injector pump instantly changed to engine load, which gave a smoother operation and better fuel economy.



An original brochure cover for the Fordson Super Dexta, The New Performance Models.



A similar boast of engine power is one of the main features on the Super Major brochure.



The shape of the Super Major front cowl didn't really change during the Major's production span. The badge on the top did, however, as now it was much bigger.

Castings

Further differences to our Fordson Major included the lower front casting, which now had a bit more shape to it instead of it being square. The big, heavy cast front wheels had been replaced with the lighter pressed steel type. I prefer these steel ones as they're better looking, more modern and lighter, which makes steering easier. The engine found in the New Performance Super Major was a four-cylinder 3.5-litre diesel giving around 54hp, with features like a five-bearing crank, wet liners and five ring pistons all made for a fairly reliable engine.

The hydraulic system was described as a great advance in tractor design because of the dual flow control system. Once the desired rates of lifting and lowering had been set, a single quadrant lever controlled the movement. As Fordson and Massey Ferguson were in fierce competition in 1964, a modern hydraulic lift system with innovative features to boast about proved to be a prime selling point.

Conclusion

So, 1964 was a big time for Fordson as the Dexta and Major models were coming to the end of their long production run and a whole new era was just around the corner. These had enjoyed great success and had changed and progressed over the years and had farmed millions of acres.



By 1964, Fordson wasn't using big cast metal side badges. Instead, these little decals were all that were used.

In my opinion, these last-of-the-line Fordsons were some of the best they produced and out of the two featured here, the Super Major is my favourite. Did they save the best till the last? If you agree or disagree, then let the editor know, as it would be great to hear your thoughts.



The hydraulics on the Super Major were said to be "A great advance in tractor design" thanks to the dual flow control. Having good hydraulics was important.

Tractor News

MASSEYS MORE IN MARCH



The Spring Tractor World and Classic Commercial Show, the longest-established show of its kind, is celebrating moving to March 11-12 with even more exhibitors, trade stands, displays and bargains

than ever before. Feature presentations include the Fordson New Performance Range, plus Friends of Ferguson Heritage and the Ferguson Club, celebrating 70 years of Massey-Harris-Ferguson. Welcoming exhibitors from across

the country, the two-day indoor and outdoor extravaganza also showcases veteran, vintage and classic tractors, lorries and trucks, miniature steam engines, model displays and much more, including a wide range of horticultural and gardening equipment, classic and modern ride-on mowers.

Outdoor displays include classic commercials, Land Rovers and vans, stationary engines and miniature steam engines.

Whether you're clearing out or stocking up, Saturday's famous vintage auction and Big Spring Sale, hosted by specialists H.J. Pugh and Co, is always a hot draw, on track for 1500 lots, including 100 tractors. More information at www.hjpugh.com or call 01531 631122.

The Spring Tractor World and Classic Commercial Show is at the Three Counties showground, Malvern, on March 11-12. For discounted advance tickets, full directions, and all information, go to: www.tractorworldshow.co.uk

DISTINCTIVE DEXTA

Aнна Griffiths from Northamptonshire has found a stunning way to stand out from the crowd in her fundraising efforts by using her pink Fordson Dexta. Anna said: "I bought the tractor over a year ago, and because it was in such a state and I knew I had to spend the money, I thought why not get it painted the way I wanted!"

"I restored it and then got it shot blasted and painted pink because what girl doesn't want a pink tractor! Then I thought, because it will slightly stand out in the crowd, why not fundraise at the

same time with it? So, I chose dementia UK as it's a charity close to my heart."

Anna's inspiration for the charity came from the two years she spent working at an Alzheimer's care home during lockdown. Now she is halfway to reaching her target of raising £1000 for the charity. She said: "It would be great to smash 1k this year and double what I already have done! I am hoping to get the hydraulics working, and then battle the ploughing matches. I have been doing road runs and have one organised in May for Dementia UK, I have also been going to all the local shows and collecting at them too."



Anna has also been asked to be at a store opening for a gallery with her tractor for a charity evening.

The REVS Restore project 'Restoration Weekends', a community restoration of a 1975 Land Rover Series 3, is currently taking place at the heritage Skills Academy workshop. Located at the Bicester heritage site, the project aims to offer people a chance to roll their sleeves up and get stuck into restoring an example of the venerable Solihull classic.

Whilst the restoration of the vehicle is a focal point, the opportunity for people

to find some restoration is also a key aim of the project. Given the growing awareness and conversation around mental health and well-being, the aim for the weekends is to bring people together in a team and a community, to show how these can be good for a sense of well-being and support. The 'Restoration Weekends' take place on the last weekend of each month up to November. More information at revslimiter@gmail.com or tel: 07917 248973.

ADDED HORSEPOWER AT NEWARK

Credit Real Time Imaging



Organisers of the World's largest gathering of Shire horses have revealed more details about the event, which returns to Newark Showground in Nottinghamshire in March. The Nottinghamshire group of the Vintage Tractor and Engine Club and equestrian display team Equistry will once again be joining the Shire Horse Society at the charity's National Show, which takes place March 11-12 at Newark Showground.

Secretary of the Shire Horse Society and Show Director Victoria Clayton said: "Our National Show is the world's largest gathering of Shire horses and the chance for us to put this wonderful breed in the spotlight, celebrating the role of Shire horses in our history. The breed is still on the 'at risk' register of British breeds, so it's important that we continue to raise the profile

of Shire horses and help protect these gentle giants of the horse world. Our National Show is the flagship event of the Shire Horse Society, so we hope that lots of visitors will join us to support our charity, which plays a vital role in securing the future of the Shire horse."

The show is believed to be one of the oldest, almost continuous horse shows in the world, having been held for the first time at the Royal Agricultural Hall in Islington, London, in 1878, when the charity was named the English Cart Horse Society. Last year, it was held in Nottinghamshire for the first time and organisers have decided to return to the venue in 2023, giving Shire horse enthusiasts the chance to compete in a range of different classes, and visitors the opportunity to see the gentle giants of the horse world in all their finery. More information at www.shire-horse.org.uk

BVMCrun

➤ Sunday, March 26 is the date for the Shropshire Vintage Tractor Run in and around Bridgnorth for the Midlands Air Ambulance organised by the Bridgnorth Vintage Machinery Club. The run starts and finishes from Lower Cockshutt Farm, Bridgnorth, WV16 6RF with the kind permission of Roy and Julian Millington. The start is at 10am with a lunchtime stop at Bridgnorth High Street. For entry forms and more information, tel David Spruce, email: davidspruce@gmail.com or tel: 07986 170715.

Fit for a king

➤ A remarkably well-restored Ford Jeep used to transport His Majesty King George VI and General Carl A Spaatz, Commander of Strategic Air Forces in Europe, on a morale-boosting visit to RAF Chelveston on November 14, 1942, comes to sale with Silverstone Auctions on February 25 (guide price £35,000-£45,000). More information about this vehicle and others consigned for Silverstone Auctions sale on February 25 at Stoneleigh Park, Warwickshire, at www.silverstoneauctions.com

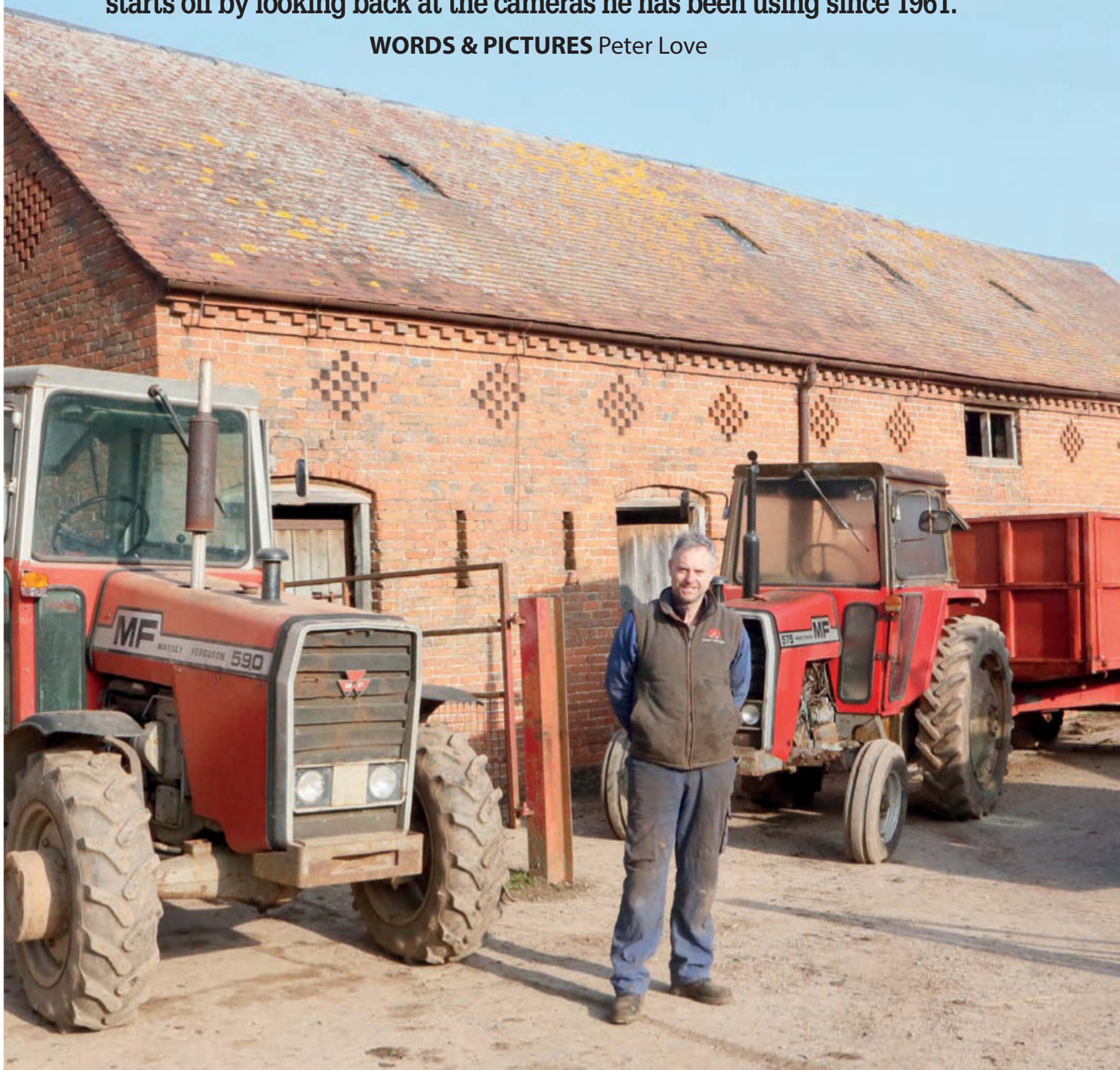
Highland Show 2023

➤ Tickets are now on sale for the 2023 Royal Highland Show. The Ingliston showground will come to life from June 22-25 with a celebration of Scotland's best in food, farming, and rural life. Show organisers, the Royal Highland and Agricultural Society of Scotland, promise an unforgettable event. Over four jam-packed show days, visitors will be captivated by world-class livestock displays, shearing spectacles, equestrian competitions, impressive agri machinery, technical innovations, and energetic rural demonstrations. For more information, visit www.royalhighlandshow.org

BEHIND THE CAMERA

Peter Love looks at the many events he attended over the 2022 rally season but starts off by looking back at the cameras he has been using since 1961.

WORDS & PICTURES Peter Love





It's 7.30am on the last Saturday in January at the Bath and West Showground where the just excellent Somerset Vintage Tractor Show is taking place with its feature Massey Ferguson.

BELOW: Late January sunshine in Hereford I was able to be at a time warp of the early Seventies with all these lovely original Massey Fergusons.



The very rare post-war Garner industrial tractor which I believe was used on a canal and so well restored at Shepton Mallett.



Mike Lawrence's Jones SP Minor which cost £1125 new was to be a major award winner wherever it went in 2022.



Local Alan Clapp is a brilliant engineer as seen with his MF 410 combine model.

My father was an excellent prolific photographer when he could afford it. The earliest pictures I note were taken in 1945 while on military service in Germany. He concentrated on Deutsche Reichsbahn (German State Railways) which he photographed mostly at several engine sheds. How he got into them, I do not know, although he could speak some German. My uncle John was also a talented photographer and was helped by his older brother's "wizardry" work in the Sunday evening darkroom sessions using his homemade photographic development equipment.

Early work

Father also did wonders with my early photographic work, which started in 1961 with various 120-roll film cameras that I was given for helping to clear up jumble sales at Bill Horton's St. Eanswythe's Mission in south Tonbridge.

In the end, film for some of these cameras became difficult to get, so I bought a Kodak Brownie 127 for one guinea in 1963 with a shutter speed of only 1/40th. In 1965, I changed to two Ensign folding cameras my father and uncle had used, which had higher shutter and stop settings. Then I got a Zeiss camera as a birthday present in October 1968 but didn't get on with it at all before getting my first successful Pentax 35mm camera in 1971.

I purchased my first Canon camera in 1974 and have used their products mostly ever since, and today use an EOS5D IV. It's a heavy thing built like a battleship and reasonably waterproof using a selection of Canon lenses but mostly a 24-105mm, but for ploughing matches a 70 to 400-600mm lens.

Expensive

Until 2007, I used a very expensive medium format Pentax camera for front cover images, which I had great results with, but they are large and heavy to handle. Not everyone liked them, but they produced brilliant images in good light. But things have changed as anyone and everyone can be a photographer now that we are in the wonderful digital age.

Today, for close-ups, I use various cameras including my Samsung Galaxy



The show at Shepton Mallet is well staged by the Mitchell family and there are some excellent tractors there, but not so easy in the light conditions to photograph.

A12 phone camera, which works reasonably well. It was the same with my first Canon digital EOS10. It was just an excellent camera for low light in barns etc. where, in fact, it finally blew up while taking a series of pictures of Oliver tractors in Iowa, US. I had been in The Netherlands a few weeks before in the DAF Museum, Eindhoven when the camera fell off the tripod as I hadn't screwed it on the stand properly! No wonder it gave up the ghost. Most times I do not buy cameras new, but ones that have very low picture counts. It can save you £100s and possibly £1000s.

The future

Frameless cameras are the future for the camera enthusiast and the Canon R6 range are part of the way to go, but there are other makes. These cameras are smaller, lighter and easier to walk around with. On the downside, they are highly expensive at present and your old lenses do not fit the new set-up, so after buying the camera you need an adaptor for the lens etc.

Before you know it, one has spent up to £4000 and I am serious about that. However, your phone camera can do just as well in most normal circumstances. Nevertheless, when it comes to extremes,



Restored by R J and K D Mdean Ltd, Shaftesbury, Dorset Ferguson TE-D was to be raffled off on July 9, 2022, for charity and was seen at Shepton Mallett.



The collection I was visiting in Hereford included this lovely original Ferguson TE-F diesel.



Having been in Uppingham, Rutland the night before I trekked over early to Stanfield, Norfolk the second Sunday in March for the excellent Vintage Horticultural & Garden Machinery Working Day staged by the Hall family and the Starting Handle Club. I just love this event!



One of the largest tractors here was the Deutz 414 that were designed in the late Thirties and were made post-war as well.



Seen at Stanfield is the Italian Alfa Romeo Meccanica tractor that were made from the Thirties to the Fifties and like a Swiss watch to work on. We have a number in the UK and Ireland mostly imported from France.



A decent horticultural ploughing match cannot be without the Ransomes MG series that first came out in 1937.



Stanfield is the place for the David Brown 2D there are always plenty here.



Just a week later in March Jon Playfoot and his team held their spring road run around Mountfield, East Sussex it was great to be out in dry sunny spring sunshine we see Jon's wife with her Muir-Hill.

then a full-size camera and various lenses will come to the fore. It's as simple as that.

In the field

If you have the luxury of setting your tractor picture up with a clean background in a field or such like, one has to make the picture interesting. I try to take the picture with people on the tractor, if possible, of course, with them looking at the camera.

However, much of my work is at rallies, road runs and sales and in most cases, you cannot set the scene up, so you have to make the best of any situation you are in. You might have to work against shadow, rain, dark clouds or too much sun. I just try to make the best of the situation I am in. I don't class myself or my work any better than anyone else's, quite frankly, I am just a press hack and I have to go for it! Sometimes people can help a picture come

alive with preservation machinery, as was the case when I was at Caussade in France last year. It was chaos, as always, and I was having difficulty at ground level. There were 100s of people milling about. They weren't interested in standing back, but I found a stairway that looked out over what I wanted and, with one of my long lenses, I nailed it. The result was not distorted at all and the people milling about helped the picture immensely.

Anyway, here are a few shots of some of the early rallies that took place last year. The season started rather under a cloud as covid was still in high numbers, but luckily it turned out the right way and what about the weather? Well, that was very good indeed, even on Boxing Day where at times it was just too bright, but on our late Queen's special day in June, it was the other way! You cannot win them all, as they say.



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MY MASSEY FERGUSON FAMILY

WORDS & PICTURES
Jo Roberts



“We never planned to be a family of Massey Ferguson owners,” says **Jo Roberts**. “It was just something that happened.”

The first sibling in the family to own an MF was my older brother, Wil. In the early Seventies, Wil bought his Massey Ferguson 35, three-cylinder (with the much admired Perkins engine). Wil was and still is, the second owner of this tractor. He bought the tractor as “used” from the Hollingdrake Automobile Co, which had a tractor dealership in the nearby market town of Llanrwst.

Big enough for haymaking, small enough for yard work, and not too complicated, the 35 is endlessly reliable, and even though mine is a four-cylinder example it still starts - as long as it has a good battery!

Hollingdrakes

Given the tractor’s first owners were local to Llanrwst, the tractor had likely been sold new through the Llanrwst dealership Hollingdrakes. It had branches in Manchester, Prestbury, Stockport and Colwyn Bay, and tractor dealerships in Llanrwst and St Asaph. It seems that Hollingdrakes began selling cars well over a century ago, having started life as a firm of coachbuilders, and it was in the early Thirties that they opened their branch in Colwyn Bay, North Wales. The company was acquired by the Scottish Automobile Co in 1973, and now all that remains of

the Hollingdrake Automobile Co are the badges that we occasionally see on the vintage and classic vehicles that were sold through their dealerships.

As a child, I was always fond of big brother Wil’s tractor simply because it had “Mickey Mouse ears”, or more correctly, it had headlights that were positioned on the top of the bonnet. This tractor was the first tractor I recall driving and little did I imagine that one day I would have a little red tractor all of my own.

When Wil bought his MF 35, it was considered a good choice of machine for the smallholder. When I bought my



ABOVE: The first tractor I drove was my brother Wil’s MF 35. This tractor, which Wil still owns was sold through a local branch of Hollingdrakes in the nearby town of Llanrwst.

first tractor in the late Nineties, this was, remarkably, still true. I had seven acres, and I wanted a nice-looking old tractor that could be relied on for carrying a bit of timber, spreading manure, harrowing and haymaking. The MF 35 was the ideal tractor for the job.

It was only after buying the tractor (which was, incidentally, £450 complete with a mower) that I realised that the model I had bought, the four-cylinder version, had a bad 'rep', as they say.

Speculation

My tractor always started fine, as long as it had a decent battery, but I soon found that the reputation that these tractors have precedes them, because almost every farmer, tractor enthusiast and plough-person who I met would ask, "does it start?" when they set eyes on my tractor.

I felt I was the only person in the world that had a 35 four-cylinder tractor that actually started without copious amounts of "Easy Start". I frequently wondered why this was, and would ask around, hoping that far more knowledgeable people could explain. One person told me that some four-cylinder models were recalled to the



I also drove my tractor the length of Wales, carrying my camping equipment in the transport box. Here it is parked near the Nant y Moch reservoir in Mid Wales.

factory, and the compression was altered, which made a difference to the starting capabilities. Another person told me that were slightly different cylinder heads on some of the four-cylinder tractors, and some had a "cold climate cylinder head", and if your tractor had one of

these it was more likely to start. If I've learned anything since those early days of tractor ownership it is that there's a lot of speculation floating around the world of vintage vehicles, and while there's much to learn from others, avoid clinging to one view without double-checking the



It's not particularly rare, and it's not exactly original, but I don't think I could have bought a better little tractor for £450.



My brother Pete carrying firewood with his 35X. He has several Fordson Model Ns but tends to use one of his two MF 35 tractors for most of the little jobs around the place.



Pete's tractor is regularly used to power a log splitter and for hauling logs. The trailer is made from an old dumper which suffered engine failure and was 'upcycled' into a little tipping trailer.



The foot throttle on Pete's Massey Ferguson 35X.



On the right Pete's 35X, and on the left is his standard three-cylinder model which came from a local farm and is in lovely unaltered original condition.

facts. So, if anyone can explain why some 35 four-cylinder 35s start and others don't, I would be interested to hear more opinions.

Steadfast and safe

When I was looking for my first tractor at the age of 28, I recall leafing through a tractor magazine looking longingly at pictures of Fordson E27N tractors, thinking what nice-looking machines these were. My father, however, advised me against such tractors, suggesting instead that I went for something slightly more modern in style. Something which could be furnished with a roll-bar, in other words, a tractor which was more suited to a novice.

At the time I found this advice a little patronising, but in retrospect, he was probably right, because if nothing else I certainly couldn't have learned how to bale hay with an E27N, which was something that I managed to do with the MF 35 that I eventually settled on. Yes, there were tractors that were rarer and more archaic looking than the 35, but at the end of the day, one has to be realistic. I'm no mechanic and I would quite soon have become frustrated with a more temperamental tractor. My MF 35 might be commonplace as collectable tractors go, but it has never let me down and has never really had anything beyond a flat battery wrong with it in all the years I've owned it.

Fordsons

My brother Pete is fond of Fordson tractors and has several Fordson Model Ns, which he first took an interest in out of nostalgia for the Model N that our late father used to drive. Beautiful as these vintage tractors are, it's telling that for everyday jobs around the place, Pete uses one of the two MF 35 tractors that he owns.

The last time I popped over to see Pete, he was carrying firewood into the shed, using his 35X. This example, which Pete has owned for around 25 years, has the headlights in the "cute" position on the top of the bonnet. It is an interesting tractor in that it was once a Multi-Power, but while in the hands of a previous owner, there must have been a problem and the gearbox was replaced with a standard-type

gearbox. So, all that remains now of the Multi-Power system is the lever on the dashboard of the tractor.

The tractor also has a foot throttle and diff lock and has proved to be an excellent ploughing tractor as both Pete and his son Matthew have enjoyed many hours of competitive ploughing on this reliable little workhorse.

Three cylinders

Pete's second tractor from the MF 35 line is his standard three-cylinder Perkins. This is another local tractor, and it's in wonderful, original condition. Untouched but not rusting away, this tractor has clearly been stored indoors. Had my example been in this sort of condition I would never have painted it, but when I bought my MF, it had been painted an orange-red colour with a paint type that resembled emulsion. I remember that when I stroked my hand on the paintwork, the orange colour came away on my hand.

The incorrect colour scheme bothered me, so I bought a tin of Massey red and a brush and thought, how difficult can it be to hand paint a tractor? As it turned out, it was very easy to hand paint a tractor, but not easy at all to do a good job of it. My dodgy paint job was garnished with flies which had recklessly landed on the wet paint, and as I had failed to remove these stricken insects from the wet paint, I had been forced to mash them into the sticky mess and hope that they would disappear.

Repaint

The result was lumpy, with more than a few runs, but it lasted for around 15 years before I noticed that the bottoms of the mudguards were rotting. At the same time, I decided to treat the tractor to a new lower front panel, which needed painting, so it seemed as good a time as any to get the tractor re-sprayed. A friend who knows what he is doing did a good job of it, and the tractor looks tidy enough.

My tractor was bought as a little workhorse, so I'm not too bothered about it looking like a showpiece, but sometimes I think it is neither a



Damien's tractor has a few issues, but it starts and runs and has proved to be an absolute bargain.

restored tractor nor an original tractor, but now, after nearly 25 years of ownership I have a lot of memories of good times with this tractor, and I wouldn't change it for the world.

Newest recruit

The latest family member to acquire an MF 35 is my nephew, Damian, who is a groundsman at a local golf course. He was offered his three-cylinder MF 35 three years ago, and while he wasn't actually looking for a tractor, he decided it was just too much of a good offer to pass by. The tractor is believed to have been bought new by Conwy Touring Park in 1959, and it has remained in this corner of North Wales ever since. The tractor hadn't been running for several years when Damian encountered it, but it looked like it had potential, so the deal was done.

"I had an old quad bike which the owner wanted, so we did a straight swap," explains Damian. The tractor even came with a few extras, which the owner wanted rid of, namely a log splitter, a loading shovel of unknown origin and a scrap tipping trailer. Damian put an alternator, a battery and a hydraulic pump on the tractor and it fired up. "It has a few issues," says Damian. "It needs new liners, pistons and big end shells, but despite all that, it starts every time, and it works, but I will get around to giving it an overhaul one of these days."

The best

It's a testament to these little red tractors that they seem to just keep on going with the minimum of care. Indeed, the more I see these little red tractors, the more



The first MF 35 tractors with their four-cylinder engines were prone to starting issues, but when this model came along, with its Perkins three-cylinder engine, those issues were resolved.

I think that they probably are the best tractors ever. Yes, the iconic Ferguson tractor was where it all started, and it rightfully belongs at the top of the MF family tree, but the Fergie evolved smoothly into the MF 35. It grew in strength to become the sort of tractor that could do pretty much everything anyone needed, and maybe everything anyone still needs, at least on a small farm.

Perhaps all we ever required in terms of mechanisation was the MF 35, and everything that has been made since has only been more expensive, more complicated, and harder to mend. For me, the straightforward little MF 35 was the pinnacle of tractor design, and we could just have stopped there because sometimes keeping things simple really is the answer.

The merger

Back in 1953, the Massey-Harris company directors came to England to discuss a deal, and the Ferguson and Massey-Harris merger was born, although it wasn't until 1957 that the red and grey colour scheme began to appear on tractors. The FE 35 (Grey and Gold), which came along in 1956 was something of a short-lived evolutionary link between the TE-20 and the MF 35. A year later, in 1957, the first of the Massey Ferguson 35 tractors came on the market in their striking red and grey livery.

The design of the MF 35 was Ferguson, but the red livery was a big nod to the Massey-Harris tractors. Although the tinwork had turned from grey to red, the castings and wheels of the new 35 remained grey, and the overall look was undeniably Ferguson. In terms of the British market, it made sense to stick with the design of the earlier Ferguson tractor as far as possible. After all, the TE-20 had been the most successful tractor of all time, so all that was required in the way of change was an upgrade and an increase in power and strength. To anyone who had ever owned or driven a TE-20, the MF 35 was instantly and reassuringly familiar.

Classic tractor

The only issue was that these MF 35 four-cylinder tractors soon developed a reputation for being poor starters. This issue was soon resolved when Massey Ferguson began using 37hp Perkins engines, which increased the torque of the tractor and solved the starting issues, making the 35 one of the most popular tractors of the era. By 1962, Massey Ferguson had made another upgrade in the form of the 35X. Sales literature of the day claimed that this improved 35 offered "More Power for the World's Best Selling Tractor". Today, the 35X has become one of the most collectable of all our classic tractors.

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THE FOWLER VF AT 75

To celebrate the 75th anniversary of the Fowler VF, Ian Palmer of the Marshall Club gives us an in depth account of its development.

WORDS Ian Palmer **PICTURES** Ian Palmer and the Marshall Club

During the early Thirties, Fowlers of Leeds had manufactured a range of crawler tractors varying from 25hp to 80hp. In 1941, faced with the possibility of closure and financial insecurity and a dispute between the Board and the Ministry of Supply about their future production plans, the MOS commandeered Fowlers.

Stop and start

Throughout the Second World War, crawler tractor production was stopped and replaced by the manufacture of tanks,

including the Matilda, Cromwell, Centaur, and Comet. Fowlers also continued to build railway locomotives for the Ministry, throughout the war years.

In May 1945, the Ministry of Supply sold the complete share capital of John Fowler & Co. Ltd. to Rotary Hoes Ltd. of East Horndon, Essex. The Sprotborough foundry was also later sold to Rotary Hoes in December 1945. Rotary Hoes, owned by Arthur Howard, soon put together a new range of crawler tractors to be manufactured by Fowlers from late 1945, ranging from 6hp (FD1) to 50hp (FD4), although only

the 28hp FD2 and 35hp FD3 went into full production. Arthur Howard soon realised, that with the new crawler range, Fowlers was now a progressive and profitable business, and the company was sold to Thomas W. Ward of Sheffield in 1946, who already had a controlling interest in the rival engineering company Marshall Sons and Co. Ltd. Gainsborough.

Engine

Unfortunately, one condition of the sale of the Fowler business was that it didn't include the patent rights to the Fowler Sanders

FD2 FD3 & FD4 crawlers at Tractor Fest, Newby Hall back in 2018.



engine. Therefore, if crawler production was to continue, an alternative engine had to be found. In 1946, a suitable customer engine wasn't available, so Fowler's new board of directors looked for an in-house solution to resolve their problem.

The performance of the slow revving 40hp Field Marshall engine met the criteria, but because of its unconventional single-cylinder design, it could not be installed into the FD3 tractor without the need to carry out major structural alterations. The engine crankcase and transmission comprised of one large, combined structure, so it would have been difficult and costly to adapt the Marshall engine for installation into the frame of the FD3.

Remake, remodel

The decision was made to abandon production of the FD tractor range and concentrate the skills of both Marshall and Fowler workforces on producing a totally new design of crawler tractor. Many employees at the Fowler works in Leeds were unhappy with the decision that the FD3 was to be replaced by a single cylinder tractor as they thought that the old-fashioned single-cylinder design was a backward step. The truth of the matter was that the company



Prototype VF with FD3 cast tracks at Royal Show, Lincoln in 1947.

was forced into the situation, rather than actually choosing it.

With some reluctance, the drawing office and design engineers of both companies set about designing and building a new tractor.

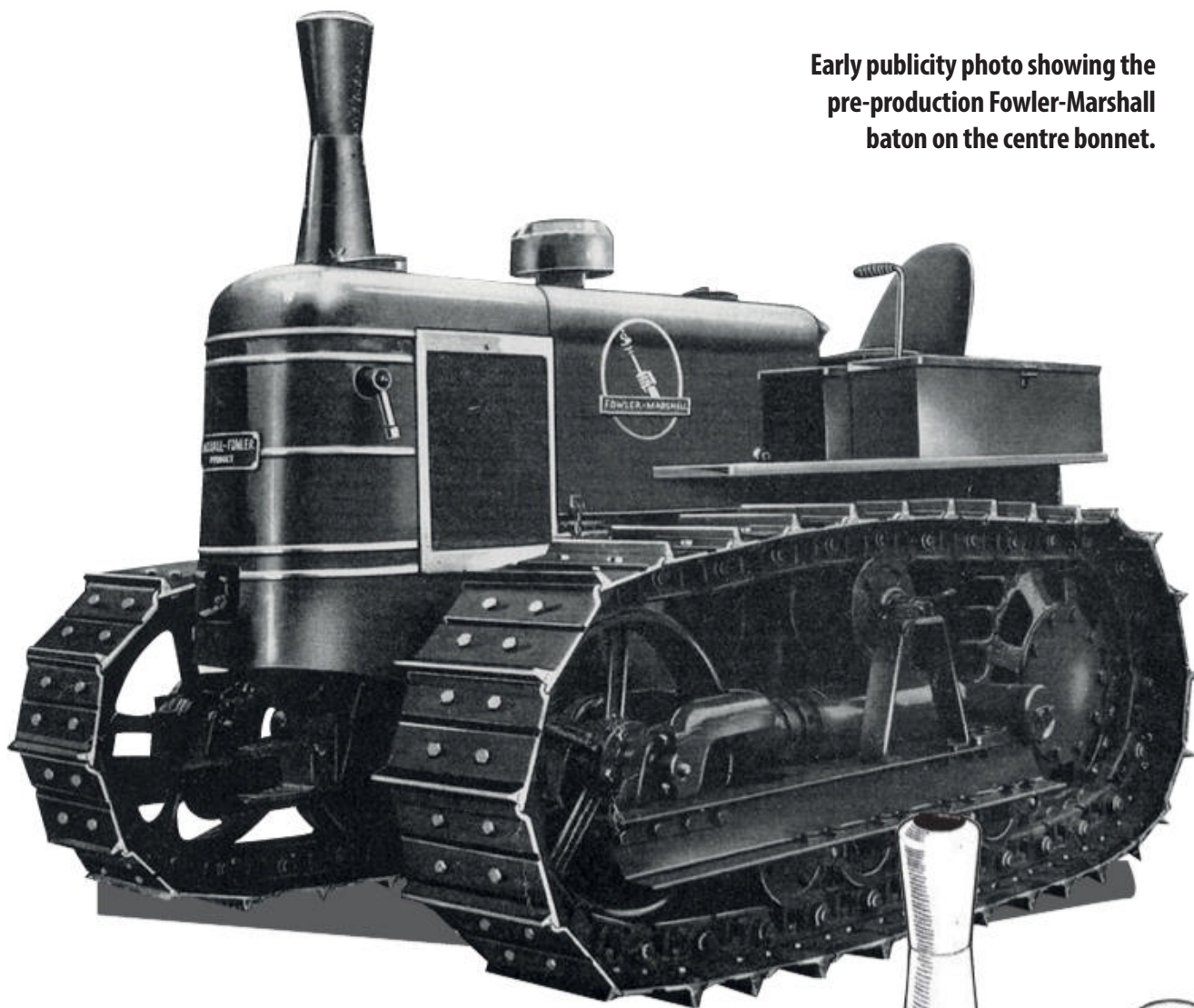
The first prototype crawler was built using the cast tracks from the FD3. It underwent field trials at Leeds in April 1947, before making its first public debut in July, at the 1947 Royal Show at Lincoln. It received much attention throughout the show, especially from Field Marshall owners and overseas visitors, for its simplicity in design.

Initially, the name of the new crawler was to continue along the FD range becoming the FD5, but with the discontinuation of the other FD crawlers, it became the 5F and finally, using a Roman numeral, the VF. Only the five pre-production crawlers were depicted with the badge of the Marshall baton above the words Fowler-Marshall, affixed to the tractor's centre bonnet. When the VF production tractor was released and manufactured at Leeds, it solely became the Fowler VF.

Field testing

After the show, the VF was returned to Leeds to undergo further vigorous field test work and, together with a second prototype tractor, the performance results remained encouraging. During a ploughing demonstration, the VF confidently hauled a four furrow plough, fitted with semi-digger bodies, set to a depth between 6in and 7in. In boulder clay, a speed of 1.26mph was





Early publicity photo showing the pre-production Fowler-Marshall baton on the centre bonnet.

achieved while consuming an average of no more than 6 gallons of fuel per day.

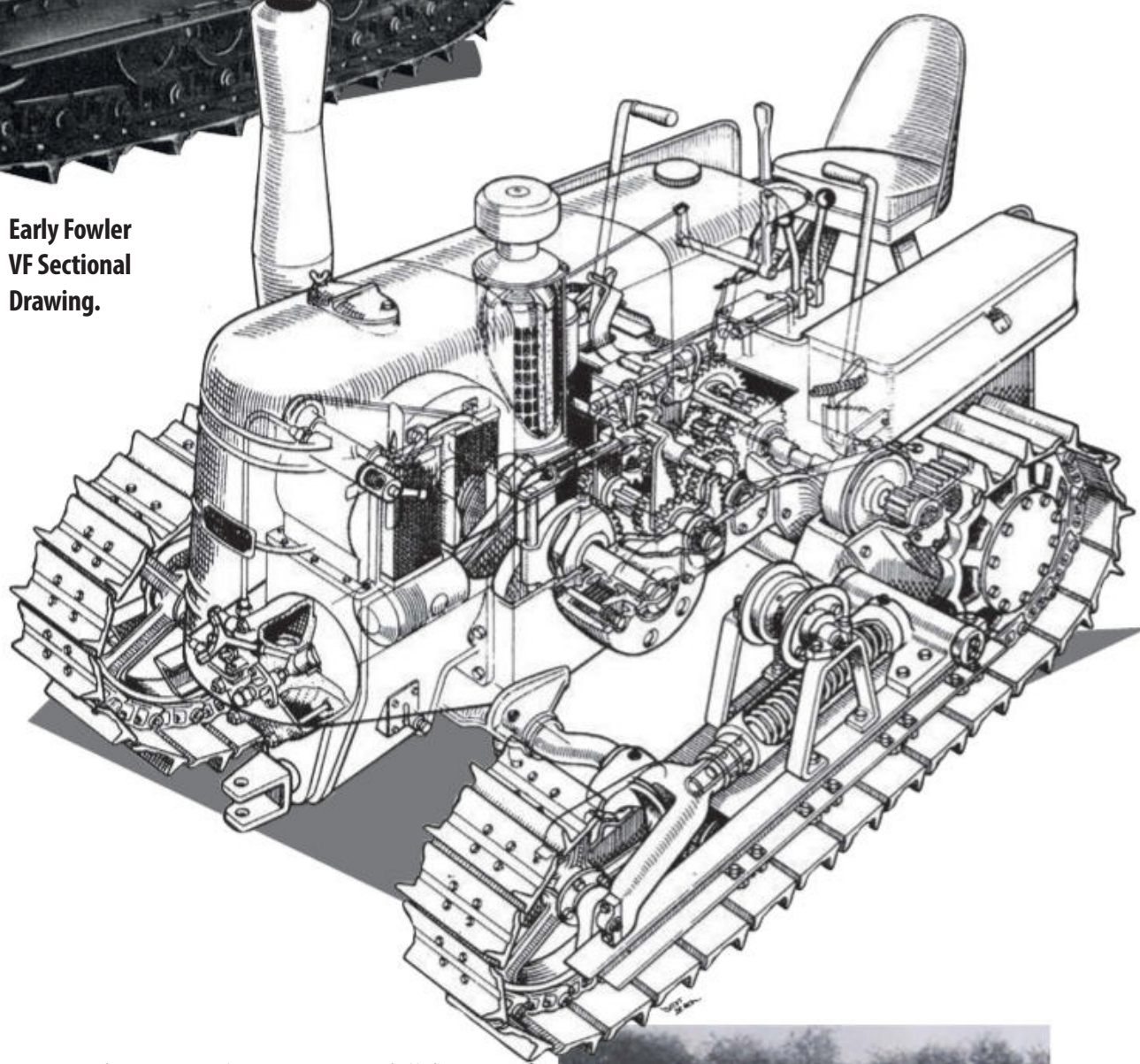
An organised launch was arranged at St. Ives in Cambridgeshire in early 1948, where distributors, the farming press and potential customers were invited to attend. Twelve men had worked night and day for a week, to build a total of five pre-production tractors, starting at serial number 4700001. Each tractor had been thoroughly field tested, before being dispatched to St. Ives.

The crawlers demonstrated hauling Ransome Jumbotrac Twin Furrow ploughs on land that had never been cultivated within living memory, as it was heavy river bottom land with greasy clay at about three inches. On day one, top ministerial and agricultural personnel, plus the High Commissioner for Rhodesia, attended. On the second day, thousands of farmers and agricultural engineers attended. Multiple orders were placed for the VF over the two days, including many from overseas.

Production

Primarily, the flow production of the VF was slow, because of material shortages, as restrictions of permitted raw materials, were still in place after the war, but driven by the government's need to promote British industry. This was soon overcome. By the

Early Fowler VF Sectional Drawing.



spring of 1949, production was in full flow and many large repeat export orders were received from Europe, West Indies, Canada, Africa, New Zealand, and Australia.

The VF kept many characteristics of the wheeled Field Marshall tractor, having the transmission housing combined with the crankcase unit using transversely mounted gears. However, the VF had the provision

of a wider range of working speeds, with an additional set of gears meshing with the crown wheel. A High-Low facility was thus obtained, providing six forward and two reverse working speeds. The directional rotation of the engine was changed from counterclockwise to clockwise to compensate for an additional shaft in the transmission's final drive.

The balanced power steering controlled by two individual levers permitted the tractor to turn without disrupting the drive to both tracks. This was achieved by the provision of a patented controlled differential unit incorporating a series of planetary gears.

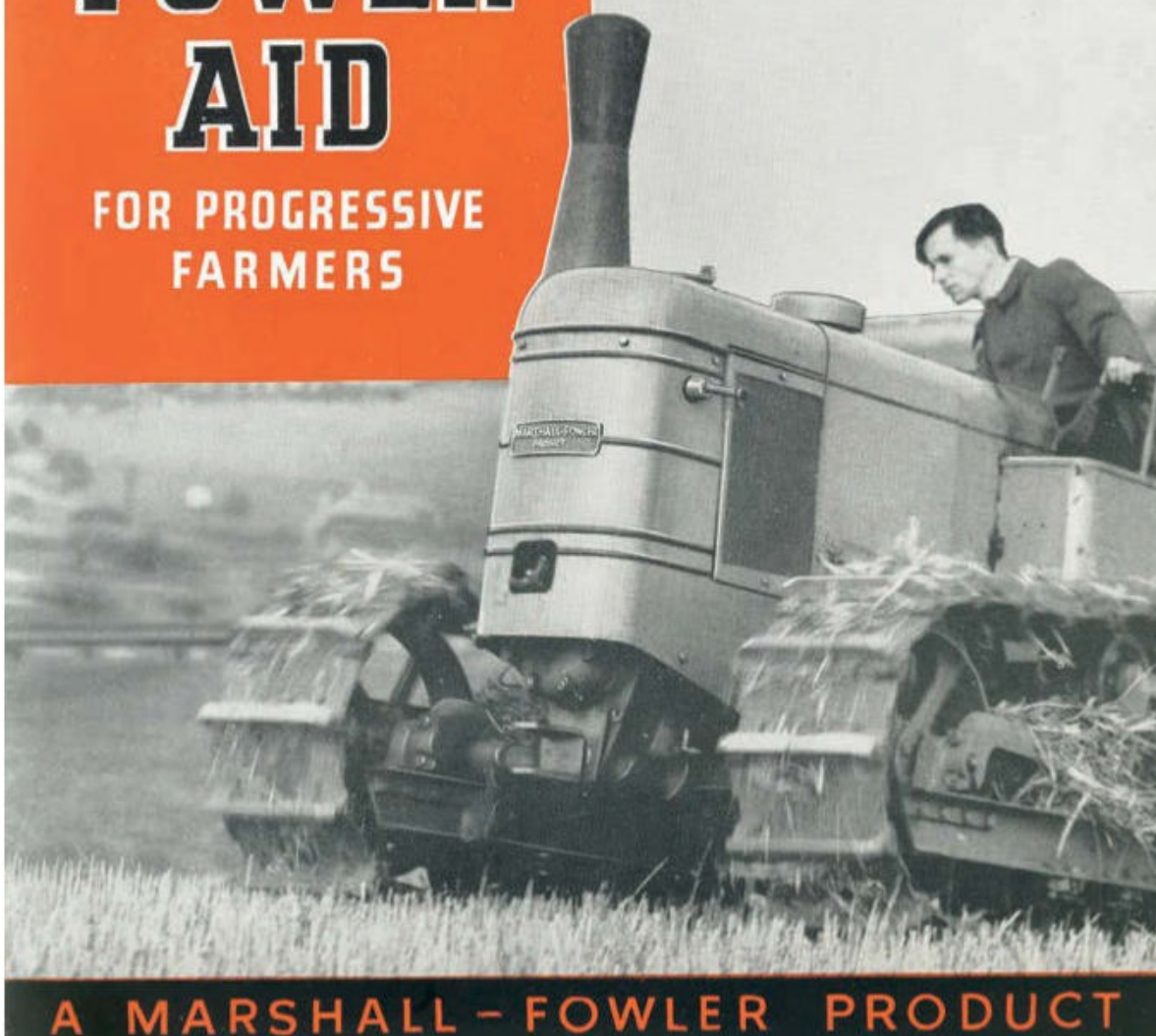
Unlike the FD3 that utilised dry multi-plate steering clutches, the VF had oil immersed band brakes, which when actuated, would make contact with an



The St. Ives Fowler VF launch demonstration back in 1948.

Announcing -

A NEW BRITISH
**POWER
AID**
FOR PROGRESSIVE
FARMERS



LEFT: Early Sales Brochure for the VF.

a drawbar pull in excess of 10,000lb. in first gear. Many farmers soon became aware of its advantages and were attracted to its simplicity and unrivalled fuel economy.

Bulldozer and angledozer attachments soon became available for the home market with blades manufactured by W. Bray, Blaw Knox, and Bomford, opening the door for its use in the construction industry.

Bray was the first to offer their fully hydraulically operated bulldozer in 1948. It could be used as an angle dozer by repositioning two locking pins. The drive to the hydraulic pump was taken via an angle drive from the first motion shaft. When the clutch was disengaged, the drive to the pump hydraulic would stop and inconveniently stop the working of the blade. Despite this, the Bray appeared to be the most popular of the makes, mainly because of its larger blade surface.

The Blaw Knox dozer was introduced in early 1949 and featured a smaller blade, compared to the Bray. The hydraulic pump was driven directly from the outer face of the clutch pulley, via a chain and socket, providing a live drive. This provided the operator to have full control, enabling the driver to change gear without losing drive to the hydraulics.

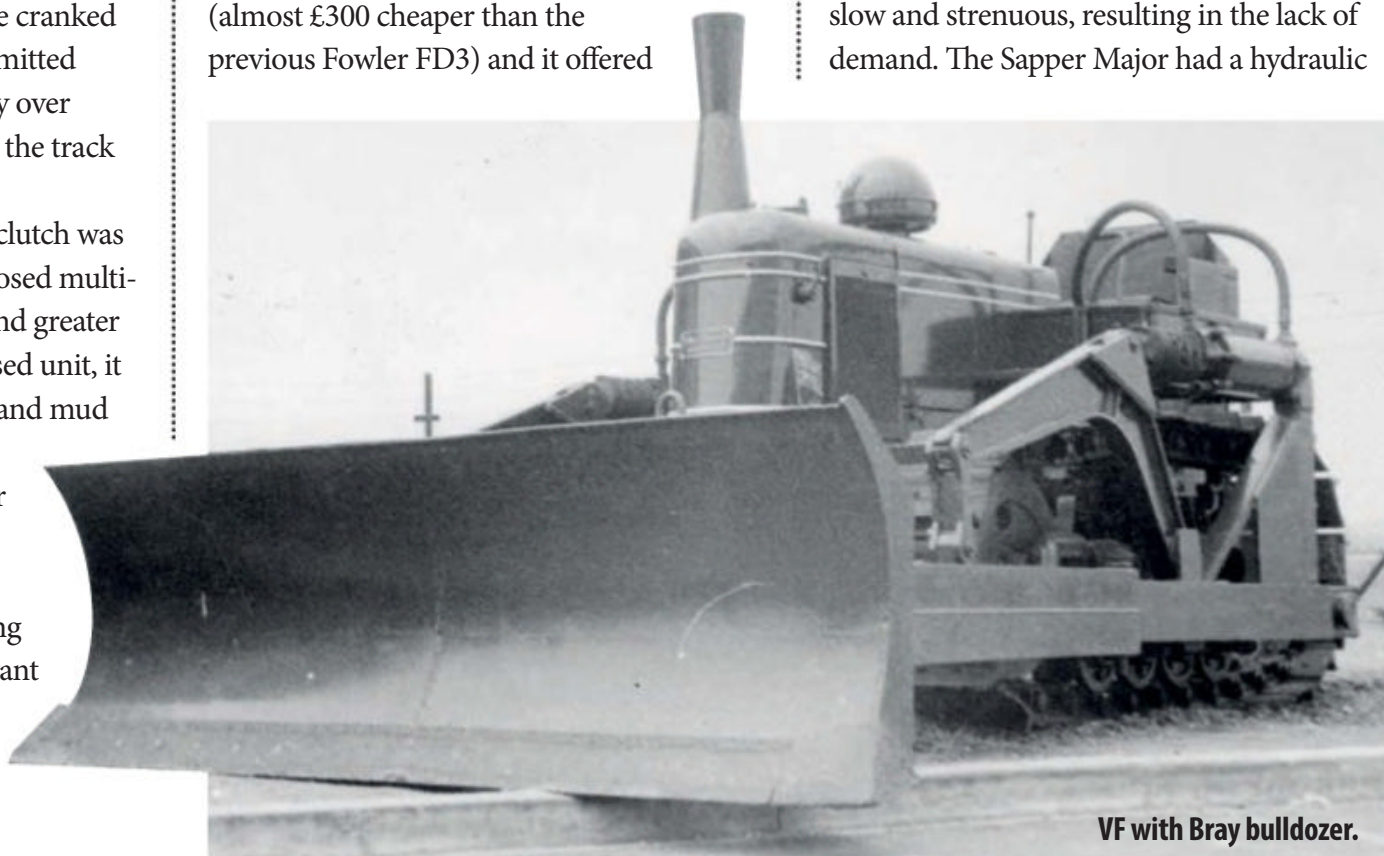
The Bomford Sapper Minor bulldozer could also be attached to the VF. It consisted of a manually operated hydraulic pump for lifting and lowering the blade, which meant that operation of the bulldozer was slow and strenuous, resulting in the lack of demand. The Sapper Major had a hydraulic

additional final drive shaft, while a rather clever but complicated set of planetary gears situated inside the differential unit, enabled each track to maintain drive when turning. The tracks and running gear were of the same construction as the FD3 and the track frames featured a patented double cranked front cross-shaft. This design permitted each track to move independently over undulations as well as preventing the track frames from toeing in or out.

The Field Marshall cone drive clutch was replaced by an external fully enclosed multi-plate clutch, which could withstand greater torque levels, and being an enclosed unit, it was free from the ingress of dust and mud thrown up by the track plates. A Vokes dry element air pre-cleaner was installed on all production tractors to filter the dust driven upwards by the tracks and running gear, which was particularly relevant in warmer climates (Australia, New Zealand, South Africa, and India) where dust pollution was problematic.

Competitive

At this time, there were few British companies manufacturing crawler tractors, especially with a diesel engine, so Fowlers were in a good position to take advantage. The VF was competitively priced at £1050 (almost £300 cheaper than the previous Fowler FD3) and it offered



VF with Bray bulldozer.

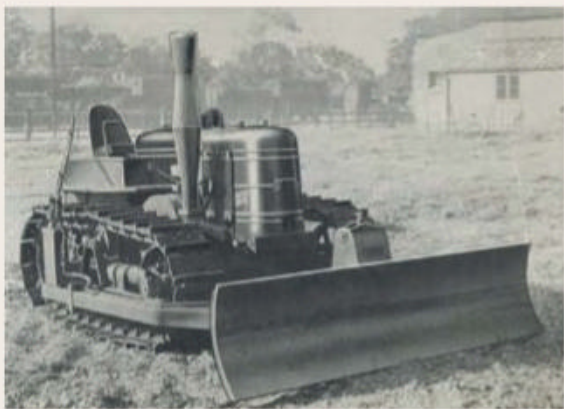


VF with Blaw Knox Bulldozer.

pump driven by a belt from the engine's flywheel, allowing the blade to be raised by a lever operated spool valve. As both these attachments were of light construction, they were not suitable for continuous heavy work, so they were unpopular.

Extras

Optional equipment for all VFs included 16in wide track plates, extra deep spuds, street plates, a rear mounted power take off, front bumper, a full lighting set, and a fully enclosed driver's cab manufactured by Portland. Although their metal all-weather cab provided adequate protection, the vibration created through the flimsy panel work often proved so unbearable



Early VF with Bomford Sapper Major Bulldozer.

that it was removed. Next time we follow the continued rise of the Fowler VF and its eventual demise. Bibliography: *Fowler and Track Marshall Crawler Tractors*, Peter J. Longfoot, *Marshall Diesel Tractors 1930-1957*, Peter Anderson.

A late VF with a Bray bulldozer and a Portland Cab, working on the beach at Blackpool in 1951.



The Marshall Club

The Marshall Club covers all the products made by Marshalls between 1848 and 1998 and also the crawler tractors made by Fowlers of Leeds. The Club's A4 quarterly colour magazine provides news, restoration and historical articles covering the 150 years history. The club stand can be seen at various shows, rallies and events throughout the year. If you would like to join, please contact Ian via:

Website: www.themarshallclub.com

Email: ian.themarshallclub@outlook.com

Mobile: 07 543 379 769

Facebook Group Pages: The Marshall Club & Marshall & Fowler Crawlers

RURAL RELICS

Wrekin Root Chopper and Grinding Mill

The Wrekin Root Chopper and Grinding Mill were designed to speed up the processing of foodstuffs.

The Wrekin Root Chopper and Wrekin Utility Mill shown here were built at the Wrekin Foundry in Wellington, Shropshire.

Industry

Wellington has been a market town since it was granted a Royal Charter in the 13th century. Surrounded as it is by agricultural land, the town soon became an important hub for selling farm produce and livestock. Fairs for selling fat stock of various kinds, wool, and working cart horses were held in the town throughout the year, and a variety of industries, in particular those linked to agriculture, established themselves in the area.

These industries included malting, milling, with water and windmills, and weaving. There were also tanners and several leather workers making horse harnesses and saddlery in the town. Market towns like Wellington were home to many industries, large and small, which existed and thrived solely because of agriculture. Several engineering and blacksmithing businesses also existed in the town in the 19th century, and one of these was the Wrekin Foundry.

Development

It is known that a certain Margaret Jones & Son had a brass and iron foundry in what became known as Foundry Lane in 1838. The business had fallen into the ownership of William Mansell by 1851. Later, by 1891, the site was referred to as the Wrekin Foundry. The site expanded to cover two acres and made a range of agricultural machinery.

During the 1900s ownership of the site

passed to Duncan Sinclair, and then to James Clay & Co. James Clay was joined in 1911 by T O Lander and the company then became known as James Clay (Wellington) Ltd. James Clay moved the business to the Ketleybrook area, and in the late Twenties the firm became a subsidiary of the Allied Ironfounders.

The Wrekin Foundry produced a wide range of farm implements. Leaflets exist advertising rollers, fodder-preparing equipment, flour mills, automatic cattle drinking bores, and even a tractor-mounted saw bench.

The Wrekin Root Chopper and INSET the Wrekin Utility Mill.



Collectables

Both the root chopper and the grinding mill were seen in a private collection in Anglesey. The root chopper, in particular, is in good condition, despite being stored outdoors. Root choppers, designed to speed up the work of slicing swedes and other root crops for feeding livestock, could be seen on almost every farm. Most manufacturers of agricultural machinery offered a root chopper in their range. Larger root choppers could be powered, like this example, by a belt which ran from a pulley on a stationary engine or later from a belt powered by a tractor's pulley. Smaller root choppers were hand-cranked, with women and children often providing the power.

A belt would have powered the Wrekin 'Utility Mill', and is thought, according to leaflets seen in the National Archives, to date from the Forties.



HOW'S THAT FOR SIZE

PART TWO: We continue to chart the development of the legendary Lesney Matchbox model brand.

WORDS & PICTURES Mike Teanby



The original Lesley Matchbox Massey-Ferguson 780 'special' parked alongside their small-scale version of a Fordson Major.

In the real world, we routinely acknowledge the advances made in farm practice through mechanisation. My articles about the Women's Land Army published previously in *TFH* mentioned how this was spurred on throughout the Second World War in particular when farmers were being urged to grow more food. Output was closely aligned to innovation, then as now. While the Fordson F tractor is rightly singled out as a star performer throughout this period, the importance of crawlers is often played down or even completely overlooked.

It was largely through the utilisation of tracked machines produced by Caterpillar, International Harvester, Allis-Chalmers, and other manufacturers that forests were cleared, estuaries opened up and millions of



The Aveling and Porter road roller number 11 squatting on a Corgi ERF flatbed truck (to save shelf space).

acres of unproductive land finally brought into regular crop production. Indeed, had it not been for the crawler tractor, many of the airfields would not have been constructed as fast as they were, nor would roads, factories and homes re-built without them in the post-war years.

Miniature Caterpillar

The first crawler made by Lesney is a bit crude and came in orange (close to Allis-Chalmers colour), red (International) or yellow (attributed to Cat). Significant variations to the casting were introduced between 1955 and 1958, including three distinct changes to the crawler bodywork and versions fitted with a blade. The best of them has 'CAT D8' clearly cast on the side panels, and in my view, its overall styling is outstanding.

In profile, this D8 has modern lines and is easily identifiable as the crawler it is meant to be, right down to the open cockpit, engine compartment and distinctive wasp-waisted superstructure. Oversize sprockets and front idlers are fitted on steel axles and allow the rubber tracks to turn as the toy is pushed along, a simple tow hook and even a driver form part of the whole thing. In contrast to Lesney's first attempt at a crawler, the casting used now was much crisper and finely detailed. Frustratingly, the tracks fitted to either of them are not interchangeable – a point worth noting by those intending to restore one.

Versions

On the very first attempt, the driver is holding a steering wheel, while on all the later versions, the driver is definitely clutching levers. It's only on later models that this toy resembles a real Caterpillar machine.

Needless to say, any protruding items such as exhaust, tow hook and driver's head are often damaged by now, and the rubber tracks are non-existent or, if present, badly perished. These toys remain quite tactile and

endearing. Given that the die-casting process was still in its infancy when these items were being made, accuracy and paint finish can be quite remarkable. In summary, all of Lesney's Matchbox caterpillar tractors are charming and frustrating little toys in equal measure. On a set of tracks, they look amazing.

Mutual appreciation

Dinky is perhaps the best well-known company, followed by Tri-ang, Wm Britain and, of course, Corgi; all of whom produced farm toys, including some similar in size to that chosen by Matchbox. Dinky had OO Series to go with their Hornby trains; Britains had Lilliput, Corgi Husky and Timpo Impy are other miniature toy ranges that spring to mind.

Having established itself, Lesney now took a careful look at this opposition and tackled them head-on by making their own toys bigger. To begin with, they simply inflated their original designs before branching out, creating entirely new models, larger and larger still, to reflect changes taking place in the real world.

Combine harvester

The combine harvester is a good example of their thinking. Not a subject to be tackled by the faint-hearted and relatively few of them were on offer at that time – Lesney and Corgi are amongst those already mentioned, brave enough to give it a go. Some decent examples were made, early ones notably choosing Massey-Ferguson.



This MF combine was among the selection of diecast metal toys produced by Lesney during the Fifties and Sixties.



A nice play worn pairing of an International B-250 with Massey-Harris tractor.



International B-250 with tipping trailer.

Lesney produced both Claas and Massey Ferguson combines. The latter, based on an MF 780 'special', included features such as a spinning reel, operator, discharge chute and set of neat transfers – neither had a

cab. In retrospect, the much larger Corgi version (in their 'Major Series' of toys) beats all because theirs had many more moving parts. These included a lifting mechanism for the header and a band-driven reel that increased playability hands down. As with most of our other leading toy makers, close collaboration with machinery manufacturers must surely have been necessary to produce such replicas.

As far as real combines go, we also had an MF working at our farm in the early Sixties harvests. I certainly got a chance to at least ride shotgun on that for a round or two back then. A miniature Lesney combine was soon added to the toy box and became a nice link with the goliath parked up in the Dutch barn.

Force

Lesney went on to mass-produce a phenomenal amount of different die-cast toys and became a hugely successful British company - and a serious rival to the mighty Dinky toy empire for decades. Jack Odell continued to play a significant part in all of this. With Matchbox, he hit on something novel and very accessible to children. Another original idea of his became a series designed from the outset as pure collectables rather than toys. This was called 'Yesteryears' and included several veteran automobiles and, somewhat surprisingly, a decent copy of a Showman's Engine. My favourite here, though, is the Aveling and Porter road roller (Yesteryear number 11) for pure nostalgia.

By 1966, Lesney employed 3600 people and was making 100 million models a year. They won a Queen's Award to Industry in 1966, 1968 and 1969 and thrived throughout the Seventies. Following difficult trading, the Universal Toy Company in Hong Kong bought Lesney out in 1982. For anyone remotely interested in the history of the British toy industry, this company is still regarded as being among the best of them. They were indeed a force to be reckoned with.

Lesney's expert on die-cast production, Jack Odell, is credited with the idea of making toys tiny enough to fit into a carton the size of a matchbox at prices children could afford to pay. In 1953, his company's miniature Coronation coach sold one million copies.



First and Second Series crawlers, the earlier type still missing a set of tracks. The slightly larger Caterpillar has the marking D8 embedded in the front side panels on both the tractor and bulldozer versions.

CLETRAC CRAWLERS

The story of the Cletrac HG crawler is surrounded by the well-worn path of the agricultural history of companies involving technology transfer, acquisition, merger, and sale.

WORDS & PICTURES Bernard Holloway

Within six years, the company founded by Brothers Clarence and Rollin White in 1911, the Cleveland Tractor Company brought to market two crawler tractors adopting historic and contemporary design technologies enhanced with their own patented improvements.

Similarities

History relates whilst visiting the 1915 World's Fair in San Francisco, Rollin, who took the lead in the development of Cletrac, was intrigued by the crawlers exhibited on the Best Company stand. He noted the striking similarities with those sold by the Holt Company. Not surprising because Daniel Best, the founder of Best

Company, sold out in 1908 to the Holt Brothers, but his son Leo disagreed with his strategy and set up a new company under the Best name, hence the similarities.

Holt and the revitalised Best became great business rivals, but the economic conditions of the Twenties Depression made it wise for them to merge in

The difference in height and width is apparent between the smaller HG 31 and the 42. Note the non-standard exhaust pipe and the addition of a fuel cap for TVO. Were these tractors converted to TVO for British use?



1925 to form The Caterpillar Tractor Company. Holt had registered the name as a trademark in 1910, an iconic name and brand in the world of crawlers with its distinctive Highway Yellow livery. In 1931 they marketed the first production diesel-powered crawler, the Sixty-Five, a milestone in crawler technology.

Pros and cons

Rollin had seen a demonstration of the Yuba Ball Tread tractor operating in difficult ground conditions. He noted crawler traction in this situation was better suited to transferring engine power to the drawbar than conventional 2wd machines that lost power through wheel slip. The Yuba was so called because the tracks incorporated a ball-bearing track system using 2.25in diameter cast iron balls in steel races on the inside of the track links and outside the rigid track frame with oil drip lubrication instead of pins and rollers.

After considering the advantages of this and the Best machines over conventional wheeled tractors, he appreciated the potential of tracked machinery that was already carving a niche in the American agricultural and construction industries.

Rollin purchased a prototype crawler built by Best - an 8-16 model (I believe). By this time, crawler types were becoming generically known as caterpillars, and he subsequently made a presentation to representatives of Best with his idea for a smaller version of their own tractor. This was declined!

Factory

Undaunted by this rejection in 1915, he built a factory in Euclid, Ohio. The crawler was to be manufactured under the name of the Cleveland Plough Company, which was swiftly changed the following year to The Cleveland Tractor Company. Designs were drawn up for a small crawler tractor using an amalgamation of technologies from both the Yuba Ball Tread and Best machines and Rollins Tru-Traction Steering system. Two compact crawlers, the R and H, were launched in 1916, sold under the Cletrac brand. For a time, H G Burford and Co Limited, London sold them in the UK. The 20hp W followed in 1918 and the 16hp F three years later. Over the years, the company produced some 75 different crawler variations.



Robin fitted rubber pads to the HG 42 an option when built. The original nose cone on the HG 42 has been replaced.



Robin is a great supporter of local shows and events.

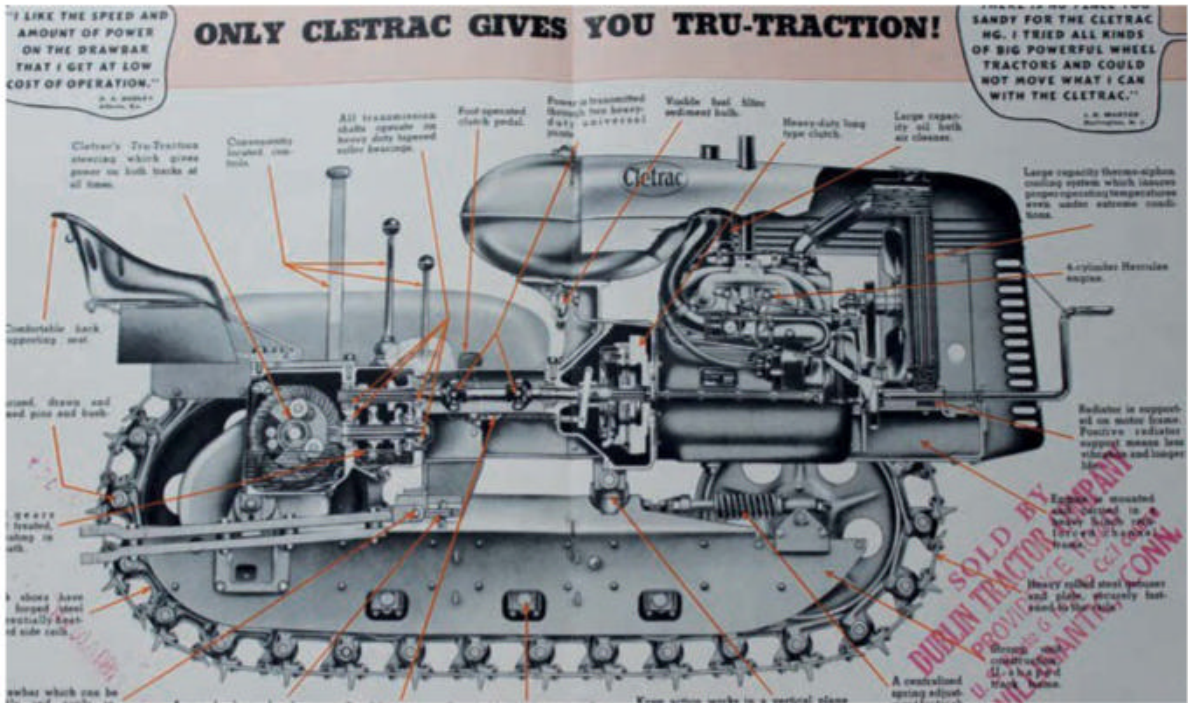
By 1939, the company had formed a business relationship with B F Avery of Kentucky, which sold Cletrac tractors under their own banner. By 1944, Oliver acquired both companies to broaden their market base in the agricultural, construction and military markets and launched an improved HG OC fitted

with a Hercules IXK-3 engine. Oliver was subsequently acquired by the White Corporation. Small World. The tracks had turned full circle!

The HG crawler

Cletrac HG crawlers built between 1939 and 1951, latterly by the Oliver Corporation, have similar underpinnings to the company's only wheeled tractor, the GG, launched in 1939. Its production stopped after three years because the company concentrated on the crawler market. The HG was fitted with styled tinwork evocative of the period and no doubt influenced by the efforts of industrial designer Raymond Loewy.

The crawler was the smallest built in America at that time. The 1.9L, 1XA3, ➤



This cutaway of an HG from an original brochure was issued by the Dublin Tractor Company, Connecticut, US.



LEFT: When Cletrac called the HG 31 a narrow, they were not joking. Some were ordered without fenders, a risky decision. By comparison, the HG 42 (INSET) is spacious. Note the layout of the oil and water temperature gauges, simple controls, and three-speed gearbox.

Orchard tinwork and fenders, PTO, and a belt drive.

The tracked design, relatively light weight, low ground pressure whilst retaining good traction when working soft or wet soils, are all attributes we now take for granted. The low centre of gravity made the crawler ideal for working sloping farmland. The HG proved extremely popular and some 30,000 of the models in various guises powered by gasoline 2.2L, 1.9L, and 2.0L engines are thought to have been built.

Innovation

The innovation that set early Cletracs apart from contemporary crawlers was the patented steering system or Controlled Differential Steering Mechanism. Referred to in the brochure as Tru Traction

Hercules petrol (gas) engine was rated in the 1939 Nebraska Test, No 324 at 14.01hp at the drawbar in second gear. It also pulled 80% of its own weight using 1.5 gallons of fuel per hour. In contrast, Test 434, dated 1949, details the Hercules engine had been increased in capacity to the 2.0L engine and drawbar power had increased to 21.3hp. By 1950, the 2.2L 1X3B engine was fitted with a further increase in power.

It was available in three centres, to centre track widths 31, 42, and 68. Under Oliver's ownership, a 60-inch gauge tracked model was launched in 1948. The HG 31 or Narrow is, of course, ideally suited for working orchards, vineyards, and speciality crops or where space is restricted, particularly when fitted with option fenders so as not to damage the crops.

The HG42 is the jack of all trades for general duties such as ploughing, not that the 31in was precluded from this. The 60, I assume and definitely the 68in version, are better suited to row-crop work, but again they were also suited for general duties about the farm. Extras included



Steering. This used a planetary gearset with a brake at each cog, an advantage over traditionally steered machines, which relied upon a single powered track to turn direction. Because the Cletrac fed power into both tracks to steer the tractor, this innovation significantly improved traction. Over time, a variation of this design would be adopted by most crawler manufacturers.



The length of the rig with the seed box made it necessary to turn early at the headland, and labourers were dispatched to dig it up, furrow it and plant seeds.



The Cletrac Tru Traction design allows power to be transmitted to both tracks. A centralised spring adjustment tensions the tracks.

After the takeover by Oliver in 1944, the machine was sold under their corporate banner as a Cletrac Oliver adopting green Oliver livery in 1946.

Variations of the tractor included a lightweight for military use and rubber-tracked versions. Initially, the latter was unsuccessful because the track stretched and came off the idler and drive wheels, although Oliver had more success in later years. One piece of equipment that increased the versatility of the HG was the Hydra Ease hydraulic implement lift, with a three-point cradle manufactured by Hansen Lyn.

Robins and Ian's Cletracs

Robin Day and his son Ian own two examples of the Hercules-powered petrol/TVO Cletrac HG. They are thought to have been part of the Lend-Lease programme during the Second World War. They purchased the rare HG 31 narrow version from a collector in Shaftesbury, Dorset, but little is known of its history. However, the 42 spent its working life in North Kent, as did the 31. After many years and unknown owners, it found its way into the hands of Wally Elliot, a friend of Robin. In 2007, it was reassembled from, as Robin puts it, "boxes of components". Robin purchased it from Wally and has subsequently fitted the grouzers with rubber pads, an option when built, to provide a more pliant ride on solid surfaces.

An identification plate on the narrow tractor, 4GA504, confirms a build date of 1940. The serial plate on the HG 42 is missing, but there is a number on the right rear fender, HG 42 698908. The IXK3 engine prefix is of a type fitted between 1940 and 1950. These engine numbers begin at 682538, so that's a start to dating it, as is the pre-Oliver colour scheme that dates it before c1944. I am sure some of our readers could assist in this matter (please contact the editor). Robin thinks it is early Forties and he is probably correct.

Implements

Ian's Ransome plough spent its working life in Kent. In 1920 Ransome agent Joseph Collins Limited of Strood, Kent, sold it to nearby Pinden Farm in Longfield. Ian purchased it at an agricultural sale in 2017.

Mr Gagg, a friend of Robin and Ian's, confirms it was still owned by Pinden Farm when he worked there as a youngster in the Fifties through to the early Sixties. He also recalls it was fitted with Kent mouldboards. Coupled to a tractor and with the seed box, its length dictated a large turning circle at the headland. To save losing valuable agricultural ground, a labourer would dig over the excess headland, furrow it and cast seeds. The seedbox was made by Gower and Co, engineers of Hook, Hampshire, and is a rare find.

ROBIN'S STORY

Robin spent over 65 years working three Kentish farms until his retirement in 2007. Born into a farming background, aged eight, he helped on the farm where his father was a manager, undertaking odd jobs, feeding chickens, plucking pheasants, and picking up useful information along the way. His earnings were 2s 6d per week. Later, he oversaw the bullocks along the Medway River pastures. Then he studied at Swanley Horticultural College for two years, where he gained an agricultural diploma.

He moved with his father to another Kent farm, working soft fruits and cereals and using a Belarus daily. The tractor left an indelible impression thanks to its recalcitrant manner and the heat and noise of the long-stroke

engine reverberating around the inside of the Duncan Cab. He attributes the latter as the cause of his partial deafness.

After 20 years, he moved on to a farm in Dartford, working there until retirement. One of his tasks was as a spray boom operator. In 1991, he was awarded Farm Operator of the Year, which included a practical and thorough examination of his farming knowledge.

Like many readers, he drifted into the classic tractor world and now has a collection of various tractors, including a rare Monarch and Case tractors. He and his wife, Christine, are regulars at local shows and meetings. They have nothing but praise for the tractor movement, the friendships they have made, and the help received from fellow enthusiasts.

WORDS AND PICTURES
Peter Love

vintage scene



PREFORCE MAGIC

My first picture taken on Saturday, September 24, 2022, at Farnsworth, Nottinghamshire, while at the Southwell Ploughing Match, was of this lovely 1967 registered Ford PreForce 4000 with its Fifties trailer fitted with ex-military wheels and tyres underneath. Our driver went on to do a wonderful communications job for the society during the day. If you have never been to this match before, the title tells you nothing as it is bigger than some county shows with a considerable amount of trade stands. All the major agricultural manufacturers were here and besides the vast ploughing classes, there was an excellent cattle, horse, and dog show for everyone to enjoy.



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

MULTI-POWER HILL HOLD

Great article about the MF 35X from Mr Jonathan Whitlam (*TFH* Winter 2022 issue, Transmission Revolution). Also, a detailed letter from Mr J Chris Clack (*TFH* 237, January) reminding us of the advantages of Multi-Power, the benefits, and the features of this easy-to-use option.

In his letter, Chris has not mentioned the "hill hold" feature. When approaching a junction with a slight incline, a laden trailer behind, in High Multi-Power, depress the clutch and the tractor would stop, but would not roll back. This was a great feature and made it easier to manage the junction and a hill start. I have also seen it in action on a silage pit with a push-off buck rake, making it easier and safer for the operator.

This feature was on all MF tractors fitted with Multi-Power. It has to be noted that if fitted with Multi-Power, the tractor could not be tow-started.

Mr Whitlam mentions the Multi-Power switch on the instrument panel. That, for some of us, implies "electric". There were no wires, just a small shiny lever, easily operated by fingertips. Big

enough and easily found in the cold, dark days of winter. To be fair to Mr Whitlam, MF also called it a switch.

He also mentions that the new 135 was almost identical to the 35X. To quote "the 35X was still in there if you looked closely enough", to most people, yes, but the A3-152 Perkins had been changed to the AD3-152. The 135 had gained a Direct Injection engine. That was a big change, with no pre-combustion chambers, making easier winter starts and other benefits.

The 540rpm PTO is also mentioned, but no mention of ground speed PTO, which was standard fitting on the tractor. With ground PTO, you had one revolution of the PTO shaft for 20in of forward travel. On the 35X, the 540rpm PTO speed was obtained at an engine speed of 1706rpm and delivering 34.7hp at the shaft. The maximum PTO horsepower obtained was 41hp at an engine speed of 2297rpm. The rated speed of the 35X was 2250 and a no-load speed of 2375 +/- 25rpm. These figures were obtained from a Silsoe OECD Test carried out during September and October 1963. Test

number R64011. There were other differences between the 35 and the 35X. The rated speed for the 35 was at 2000 engine rpm and the maximum was 2175 +/- 25rpm. On the 35, the PTO 540rpm speed was at 1500 engine rpm, not at 1706rpm, as mentioned earlier, for the 35X.

There were also differences in the model numbers of the CAV DPA pumps used and also the injectors were different model numbers. Also, the 35 had replaceable chrome dry liners, the 35X had replaceable steel dry liners.

The Massey Ferguson 35 was also tested at Silsoe from March to May 1960. Test number R00645 OEEC. During that period, I think the British Standards requirement for PTO speed ratios were changed, hence the change of engine speed required to achieve 540rpm.

I do not know when the chrome dry liners were changed for the steel dry liners. Possibly some 35s would have had the steel dry liners during their production run.

**Tudor Williams,
Gwynedd**

DAVID BROWN TRACTOR HELP

I have just sat down and read the November 2022 issue of *Tractor & Farming Heritage* and in Richard Lofting's article on the David Brown 780 he mentions some issues with the hydraulics. Now it is quite possible that this very talented man has it all sorted now but I would

like to mention the help that is available online with David Brown tractors. It is the David Brown official forum, not on Facebook, but can be found at www.dbtc.co.uk

This forum has some ex-field servicemen acting as moderators who are extremely helpful and often

post the reply along with workshop manual links. From what I have read over the years various models of David Brown have various hydraulic issues and need to be repaired very differently. One in particular will leave you in deep trouble if you alter one of the settings. So, it is important to know

which one you are tackling. I always enjoy reading this magazine and especially Richard's articles each month, not to mention the dry wit of Graham Hampstead.

**John R Garlick,
Coopernook,
NSW,
Australia.**

INFORMATION PLEASE

A few years ago, I found an intriguing old photo of what I believe to be a hay press from the First World War in England, in a family photo album. (The crest on it appears to be for a Ruston, Proctor & Company machine). My understanding is that, during the war, women were doing much of the farm work in England because most of the men were involved in the war (I think my great-grandmother is one woman in the picture). I am curious about what model of machine this might be and what years it might have been in use?

How was it powered? Does anybody have any additional info about the hay press or the scene in the photo?

Jim Parker, Ottawa, Ontario, Canada.



ED: If you have any information or details about the machine or picture for Jim, please send them in directly to us at the usual address and we'll pass them on.

SPILL CUT-OFF ADVICE

First of all, I would like to say it's nice to see my articles are being read with interest, and on the other side of the world to boot! Mr Allfrey seemed "somewhat mystified" with my methods (*TFH* March), the picture in question showing a DTI being used to set TDC on No 1 cylinder on the compression stroke to set the timing disc to 0° with the wire pointer at the bottom of the picture. I am aware of the timing hole on the block which sets the timing to 30° BTDC, however, had I used it I could have set the timing disc to said 30° BTDC and proceeded

from there. At this point, I still had the cylinder head off. To me, this seemed the most accurate way to set the spill cut-off point of 32° BTDC starting at TDC.

I agree with Mr Allfrey's points 1 to 10, assuming he was working on the later engines fitted with a lift pump, earlier engines had gravity feed to the injection pump. The only caveat I would add to point 11 is that once spill timing is set in this fashion, the fuel pump needs to be turned in an anti-clockwise direction (viewed from the front) 0.034in (0.863mm) to

achieve the correct timing of 32° BTDC. In my opinion, to measure that small amount around the pump body would be difficult and would then upset the marks on the pump body should the pump be subsequently removed from the engine.

Later engines after engine No SA109124E had a spill cut-off timing of 26° BTDC and the Ferguson manual states that the only way to set the timing accurately on these engines is with a timing disc.

Richard Lofting,
email.

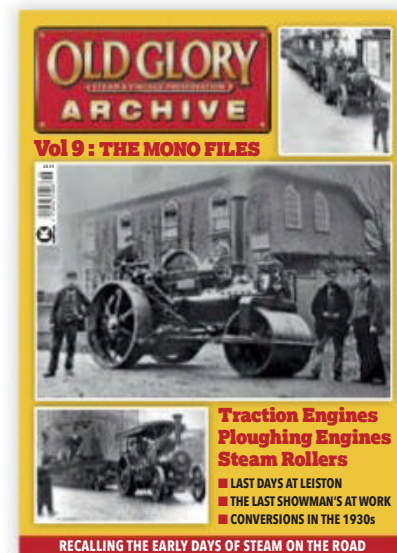


Every month *Tractor & Farming Heritage* selects the writer of the letter of the month to receive a prize; this month the lucky winner will receive a 9-in-1 Stainless Steel Multi-Tool from Laser Tools featuring spring-loaded pliers with integrated pipe grip plus wire cutter; magnetic bit driver with four bits; saw; knife blade; rope cutter and wire stripper. You can find more details at www.lasertools.co.uk

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FOWL PLAY AT THE FARM

Averting disaster on the Freelander repair is quickly followed by an ambush at feeding time.

WORDS & PICTURES Graham Hampstead

After a few days' wait, the new turbo turbine and housing assembly turned up for the "poorly" Freelander. It looked like a wonderful piece of engineering.

Dripping

I cleaned the other two components down in the parts washer. When I eventually got the turbo off and laid it on the bench, black oil dripped out of both halves. The oil had gotten into all parts, the waste gate portion

was full of oil, so everything got a good clean up. I had marked all the old sections as I took them apart. The new centre housing just had a machined face on both ends, so in theory, all three parts could be rebuilt at almost any angle. There are so many things fastened to the finished turbo that have to be fitted in the correct position. I was pleased I had scratched an identifying mark on the surfaces. I got everything rebuilt, and I hoped it was correct.

Then I got under the truck and refitted the turbo, then the gearbox, and then the



Oil had got in to all sections of the turbo, this was not good.

My daily trip to feed the ewe lambs takes me past my neighbour's lake, at the moment its frozen over.



subframe. As I joined all the hoses and pipes back on, I gave all the insides a squirt of brake cleaner and a wipe-out with a blue roll and removed as much oil as I could. As well as the repair kit, I had also ordered a service kit, so now I fitted a new air filter. What oil was left was dropped in the sump and then filled up with fresh oil and fitted with a new oil filter. Now, I was ready for a start-up.

Disasters

I had read on the “interwebby” some people had experienced disasters with the repair I had just done. Some folks had fitted the repaired turbo and then started up and let the engine run only for the recently fitted turbo to self-destruct. The reason was the engine had struck up almost instantly but there was a delay in the oil getting to the bearings and seals, so the turbo had run dry for a short time but long enough for the bearings and seals to let the oil seep past them resulting in the same problem that happened in the first place.

The advice was to remove the fuel pump relay and crank the engine over until the oil pressure built up and the oil light went out. I thought this was good advice, so that is what I did. When the oil light on the dash went out, I replaced the relay and started the old girl up. I was pleased I had left the workshop doors open as a large cloud of blue and white smoke obscured most of the outside world.

I backed the truck outside and left it running a bit in the vain hope that it would ➤



The new centre part of the turbo looked quite well made.

clear up, but no, it still kept pumping out a cloud of smoke. I found an old broken garden spade shaft I had kicking about and with a bit of fumbling I got it wedged between the accelerator pedal and the front of the driver's seat and set the revs to 2.5K. I left it running but hung about in case it needed help.

After 15 minutes, it had cleared a bit but was still very smoky; I was reluctant to take it on the road because since it had been laid up we had "Sorned", it had no tax or insurance. Also on checking, the MOT ran out in three weeks and there was no way it would pass the emission test like that.

Best way forward

I went inside for a mug of tea and a trawl through the interweb. It seems this was the usual problem after a turbo failure. When I drained the oil, only a litre or so dripped out, so that meant that at least five litres had got lost in the system.

One chap said it took a month of running about for his to run clean. Most others took the route of removing the intercooler as this seemed to be the main collection point for all the oil that had blown out of the failed shaft and seals, that, and the exhaust silencer box. Some had to fit new ones as they could not get all the oil out.

I chose to go to the intercooler first. Of course, it was not straightforward, like most modern stuff everything is so compact. The front bumper had to come off before I could even see the offending part. When I eventually got the bumper off and then the intercooler heat exchanger off, I tipped it up and quite a bit of black oil came out.

Black stuff

It was laid on the bench with the two ports upwards. I got my petrol tin out and poured a litre or so into the open port. I put my hands over the two aluminium ports and swished and sloshed it about like a demented cocktail waiter. Then, I tipped it out and was pleased to see more black stuff pour out. I repeated the same process a couple more times until the petrol ran out clear.

Then I blew out what was left with the airline and, having cleaned the rubber hoses that went in and out of the cooler, I refitted it. On start-up, it was a lot clearer. It was left running again and eventually, I was happy with it.

I now stand guard while the sheep eat up then wander off for their hay, then the vultures dive in.



All built up with the new part fitted, all I have to do now is fit it back on.



We booked it in for an MOT. The day before it was due, I thought I would just give it another run. I was horrified to see still more smoke billowing out of the exhaust. Not excessive, but the emission test is quite tight and I don't think it would pass like that.

So, it was "muck or nettles" - hope none of our local bobbies read this column. I decided to give it a blast down our lane and around the block. I kept in third gear and kept the revs up around the 3500 marks. The engine was howling, and the heater was blowing red hot, but eventually, the smoke slowly cleared until it was back like it was before the disaster happened. It is now booked for a test again, so we will have to see what happens.

Back to school

We have our ewe lambs in a small paddock at our next-door neighbour's place, and at the moment I am giving them a bit of grub morning and evening. This feeding entails a walk across our back field, then through a

wood around his lake along a green lane, and then I am there.

The reason I chose to feed twice a day was in a futile attempt to keep my body in prime condition and ready for anything. It works out at about a mile a day; I worked this out quite roughly. I remember little from my schooling days. In fact, I was pleased to leave. They never seemed to teach me stuff I needed to know, for instance, cleaning and adjusting the points on a David Brown Cropmaster would have been far more useful than hours trying to understand algebra, I didn't understand it then and I still don't now.

But some schooling must have stuck. I remember 70 yards x 70 yards equals an acre. I also handily remember there are 1760 yards in a mile. This works out at around 450 yards to a quarter of a mile or one journey with half a bucket of sheep grub. So, the sad bloke that I am, I counted my paces on one journey and it worked out at about 450. ➡



There was quite a bit of oil in the rad when I tipped it up, it got a good wash out with petrol.



The front bumper has to be removed from the Freelander before I can get the intercooler off.

I also remember (if anyone is interested), that there were 240 old pennies in an old pound. If that wasn't daft enough, there were 480 half pennies, and even more mind-boggling, there were 960 farthings in just one old pound. And I can just about remember farthings being legal tender. When we were young kids going to school we often called in as a small sweet shop we had to pass and I can remember some kids putting four farthings on the counter to pay for a penny gobstopper.

Pecking order

Anyway, back to the ewe lamb feeding. It used to be a pleasure walking to the paddock and seeing the lambs tuck into the grub. I walked along behind them and felt their backs for condition, opened the fleeces up and picked out possible show sheep for this summer.

All was well until we had that prolonged freezing spell. At my neighbour's there is a small flock of guinea fowl. I don't know if he acquired them or they acquired him, but they just hang about in his wood and the surrounding fields. They sometimes venture down to us and peck about with the sheep. They don't bother us, and I don't mind seeing them about. But my attitude has altered since that big freeze.

Free for all

The ground was frozen like iron and they obviously couldn't find any food; I think my neighbour gives them a bit of corn, but it's hit and miss. Then, as an answer to their prayers, they realised that a wobbly old person appeared twice a day with a bucket of free grub. As I spread the food along the troughs, they miraculously materialised out of the wood and dived straight into the troughs.

At the moment, sheep food is far too expensive to be feeding to birds, besides it was so cold I wanted the food to be in the sheep, not them. I shooed them away, but as I went to one end of the troughs, they quickly scarpered to the other end. I chucked my stick at them (I needed a stick to make the journey there and back) but the crafty devils split up so I had to chuck the empty bucket at one lot. I managed to hold them at bay, but then I had to go fill the sheep's water bucket, and then fill the two hay racks.

In the end, I had to shout at them, using words my mother never taught me. I wobbled



The last part of the jigsaw to go in was the small arched window I made a couple of winters ago.

back home, a trembling wreck. The next day I had a plan. I did away with a long trough, so the sheep were more compact. This way, I could keep most of the birds away and I could keep the robberies down to a lower level.

Stand off

This went on throughout the cold spell. I reasoned that when it thawed out and it got warmer, they would revert to their alfresco dining. Not a bit of it, they either had got a taste for rolled oats and coarse 16-sheep

ration or they just enjoyed tormenting the wobbly food provider.

We now have an understanding. I stand guard with stick and bucket until the sheep have about finished and they wander off to the hay racks and then I let the fowl in to finish the bits in the bottom of the troughs. This seems to work for all of us. The sheep get fed, the Guinea fowl get fed and I have enough energy left to make it back the 450 yards to home. P.S. for our younger readers, a yard is 36 inches or three feet.



Now the cold weather is here and lambing time nearing I have started feeding wurzels to the older ewes.



The sheep are in a paddock at the end of this green lane, this is where the Guinea fowl ambushes me.



A nice clean 135 engine
block ready to rebuild.

Attention turns
to the cylinders
with the Massey
Ferguson Perkins
AD3.152 rebuild.

PISTONS PINS AND CLEARANCES

WORDS & PICTURES
Richard Lofting

Following on from the recent compression test carried out on the MF 135 engine, showing compression down on all three cylinders, stripping the engine down justified the results.

Punishment

Cylinders two and three were the lowest, with the top compression rings broken in both cases as the pistons came out. Interestingly, on cylinder one which had the highest reading of all three, the top ring was almost non-existent, with just a small section falling out with the piston. The piston had taken some punishment with two great chunks out of the ring grooves bridging the top two grooves and sections of the top groove were solid carbon!

With the pistons and conrods washed off in the parts washer, gripping them in the vice to remove the gudgeon pins revealed play in all three small end bushes. On removal, it wasn't just the bushes but the pins themselves having approximately 0.0015in wear which can be seen with a light shining across the pin. They are to be replaced so no matter.

Gudgeon pin bush sizing

I have fitted many small end bushes to conrods, but have always taken them to a local guy to size. Unfortunately, he has had to retire because of ill health, so I would have to do it myself. Now, luckily for me, the Ford engine was stripped first as the

gudgeon pins on these engines are 1.5in in diameter and the pins on the MF 135 are 1.25in diameter. I have made a jig to hold the conrod and the reamer so that the reamer cuts the bush to size without drifting out of square.

Obviously, the 135 conrods are a different size, but starting with the biggest first, I can now make adapter bushes for the smaller sizes to fit the jig. So as not to damage the reamer, I lined the bore of the jig with the old Ford bushes removed from the conrods.

By boring the adapter housing tight and fitting the bushes, I could then use the reamer to ream said bush to size. I will do the same for the smaller 135 adapter when I have made it. The jig will need some fettling with adjustable stops etc. but works fine as is. I had to purchase a new conrod for the Ford engine as one of the small end eyes was oval by a total of 0.012in with a new bush slipping through by hand.

The new rod already had the bush fitted and reamed to size. I must say the two that I reamed were a much better fit. The piston should only just fall under its own weight, which they did. The ready sized one, in my opinion, was a tad slack as the piston moved easily.

Ford 4000 update

As mentioned previously, the Ford 4000 block was away having new liners installed. I received a call from the engineering company that I use, one of the pistons supplied was out of spec. The skirt measured larger than the size marked on the piston crown. This was after the block had been bored and honed to a standard size of 4.4in.

Now it gets a bit involved so bear with me, the pistons were marked 111.60mm in diameter which in old money is 4.394in. Rounding up the tenths this will give a piston-to-liner clearance of 0.006 - 0.0065in, which is acceptable, although the Ford manual states the clearance should be 0.0085in.

The offending piston measured 4.399in, admittedly at the base of the skirt, but this would have left a clearance of just 0.001in. To the piston suppliers credit, a new piston

Health & Safety

- Engine blocks and components are heavy, get help where necessary.
- Be aware old gaskets can contain asbestos.
- Dispose of used engine oil correctly and wear appropriate PPE.

was dispatched the next day, however, this one was also too big! This time it measured 4.3965in. I was hoping to get this job tucked up before Christmas. Had I sent this one back, would the replacement be any better? I decided after measuring again to put it carefully in the lathe and take 0.0025in off of the bottom of the skirt after setting it to run true with the DTI.

Gapping the rings

I have always followed the advice to check the ring gaps on new piston rings before installing, but until this point, all the rings have been correct that I have fitted. I am not sure whether I have been lucky or generally these days they are supplied correctly sized?

However, this time I had to gap every ring as the ring gaps were all too small, not a huge task. I tend to gap each ring and then replace it in the pouch it is supplied in until I have done all the rings before assembling them on the pistons. That way, there is no confusion about which ones have been sized or not.

Assembly time

All that was left to do was to assemble the engine using assembly lube as I went, checking the engine turned freely after each stage and as the main and big end caps were torqued down. If you wait until they are all tightened, if one bearing is tight, you will not know which one it is.

I had previously checked the oil pump was within spec. Once this was fitted, the sump could go on. The Ford engine is a heavy lump once built up and as I was installing the engine at the owner's place, I decided to leave the cylinder head off until the block was fitted to save weight. Needless to say, the engine fired up and ran like the proverbial sewing machine after bleeding the air out of the injector pump.

Gapping rings

- Gapping rings is a simple operation. Just place each ring in turn in the bore it is to run in and, then using the top of a piston push the ring down the bore a short way so that it is square in the bore. If the bore is worn, make sure the ring is below the ridge at the top of the bore.
- Using a feeler gauge the minimum gap thickness (stated in the manual or ring packet) and check it fits the gap present in the ring in the bore. If the gauge goes in the gap, all is well. If it won't fit, then the ring needs the ends of the ring to be filed, removing enough metal until the gauge will fit once replaced in the bore. Then repeat for the rest of the rings.



Once the ring is in the bore for gapping, get it square to the bore.



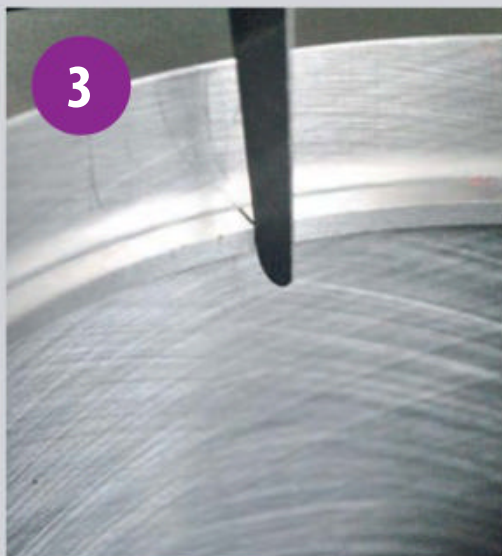
Use the top of a piston to push the ring down.

Back to the 135

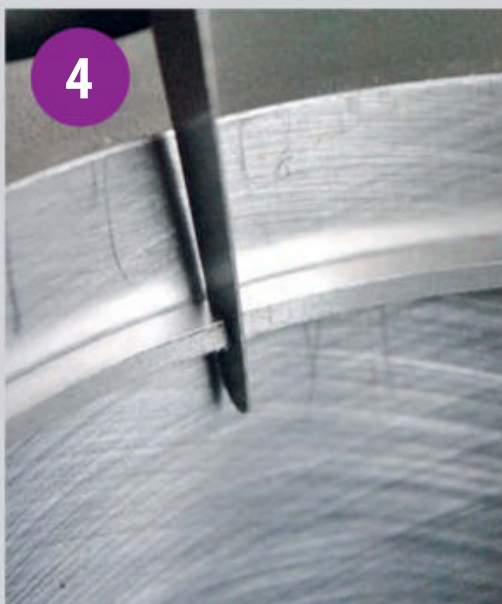
Having put the Ford to bed, it was time to get on with the 135. The old liners needed pushing out. Easier said than done as they had been in for 50-odd years. I machined a plate to fit the liner but just clear of the block bore.

They would not move with a threaded rod. It took two of us on our old Churchill press to get them moving even after using the welding trick of running three beads of weld down each liner and they resisted all the way out. To clean the block, I made an adapter to go on the hand drill so that I could reach all the way down the bores to remove all the carbon with a rotary wire wheel.

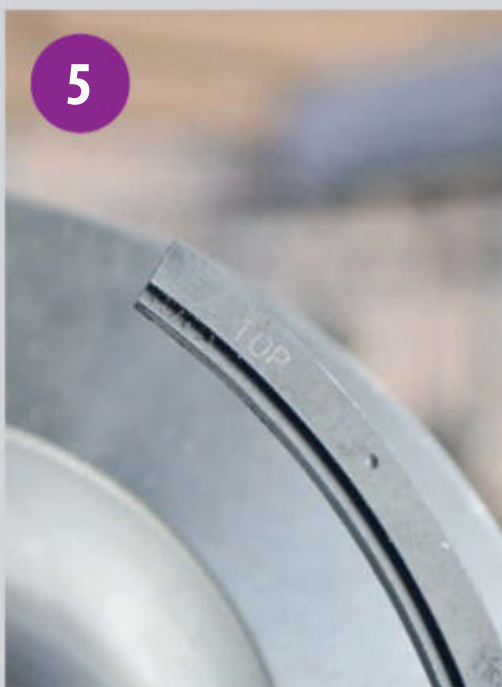
I was apprehensive about pushing the new finished liners in, but no worries, with a coat of clean oil they wound in with a long length of studying and the purpose-made plate with relative ease. The manual says to leave for a day to let them settle and then check the bores are to spec. As soon as I have made the adapter for the reaming jig, I can get the pistons, conrods and rings together and finish the reassembly. Not forgetting to measure the pistons to check they are correctly sized.



If the minimum-sized feeler gauge will not fit the gap, it is too tight and needs filing.



After filing, the same feeler gauge should slip into the gap with ease.



Check the rings carefully as some are marked TOP.



When fitting the oil control ring with a spring, fit the spring into the groove first.



The outer ring is then fitted over the top seating the spring inside of the ring.



This is the piston I took a couple of thou off to get the correct size as it was too big.



Checking with a micrometer that the size was now correct, giving the correct clearance.



Move the rings so that the gaps are spaced around the piston evenly.



Pushing the small end bush out with the press as these are large on the Ford.



Pushing the new bush in and then drilling the oil hole before sizing.



The MF 135 bushes are already drilled, so alignment is crucial.



Smaller bushes can be pushed in with a good vice against a flat object.



Make sure the bush is central to the rod eye.



The Ford 4000 pistons are assembled, and ready for fitting to the block.



Forcing the 135 liners out on the press, boy were they tight!



The liner just leaving the bore.



19

A lot of rubbish was left in the block bores.



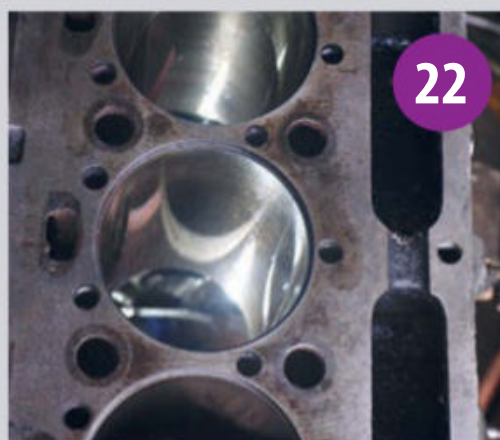
20

With all three liners out, it was now time to clean up.



21

With an extension made, I could reach to the bottom of the bores with the wire brush.



22

A good wipe out with some WD40 had the bores clean and shining.



23

My conrod reaming jig in action on the Ford conrod.



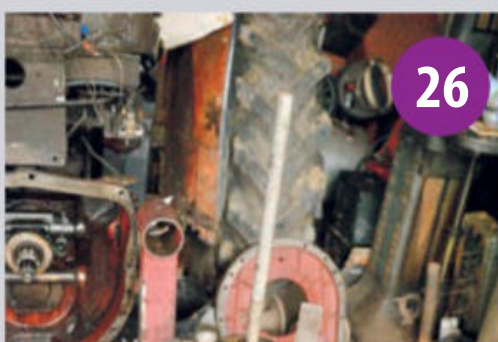
24

With adapters, the jig can be used on the 135 conrods.



25

The jig is set up ready to ream with a large tap wrench.



26

The first liner is ready to go in after oiling.



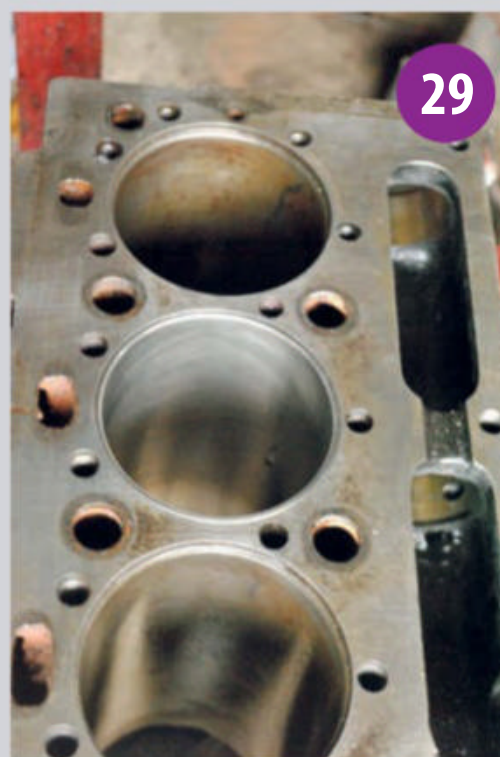
27

Everything going ok, the liner is about halfway in.



28

The liner is home with the flange seated.



29

Just two more to go and rebuilding can start.

Marketplace

www.kelseymarketplace.co.uk

BY PETER LOVE

CATERPILLARS TO THE FORE



The mighty Caterpillar D1700 V-8 generator engine was made from 1935 to 1955 that sold for £2100.

On Friday, October 7 the A R Wilson Ltd part one online sale was concluded after the tragic and unexpected death of the much loved Robert Wilson in January. He and his late father Alan Wilson who preceded him had amassed the largest collection of Caterpillar, Allis-Chalmers, and International Harvest Co crawlers in Europe.

The viewing day was Saturday, October 1 in Nottinghamshire and there were 58 tractors I could see in this part of the sale, many very original. However, what struck me was that the tracks on so many of the crawlers were in excellent order. Nearly half the crawlers had come from a Californian sale near Stockton, in the heart of Holt and Best country that formed into Caterpillar in 1925.



Biggest in the 50s line was the Caterpillar D9 19A that dates from 1957 and sold for £3700.



The lovely Caterpillar 933 Traxcavator was got away at just £2100 + VAT.



Looking so clean showing its West Coast, US is the 1945 Allis-Chalmers HD10 with the four-cylinder GM 4-71 two-stroke diesel were good crawlers for their time.

Also here were several of Robert's father's Nuffield Universal and 10/60 six-cylinder conversions using BMC 5.1 Newage to various Perkins adoptions in the line-up. The conversions were not pretty but practical and all very together. In working times, these highly respected tractors were sold to many



farmers in the area over the years. The highest price at the end of the sale was the clean Allis-Chalmers HD14 no.6717202 with Garwood winch at the back showing military paint in places was yours at £8600 grade 2/3. The original working-style 1949 Caterpillar D6 9U3148SP with electric start conversion, donkey engine, plough light, and excellent tracks changed hands at £6600 in grade 3 condition.

As for the mighty 'king' of the Caterpillar range in the Fifties, the 1957 Caterpillar D9D 18A1914 with donkey engine start was not in the best of health and needed work and sold at just £3700.

There was a whole line of D6 and D7 of various types. The one to come out best was the 1960 17A16895 with 74in tracks and turbocharged engine at £4600 with good tracks and in 4.3 condition. The 1954 Caterpillar D2 5U/13776/14122 with 50in tracks, electric start and front blade sold for £3700 in grade 3 original condition.

The two Caterpillars I loved best were the 1929 Caterpillar Twenty orchard no. L1916 in 2/4 condition selling for £3600 and was a relatively easy restoration. Next door was my gem at the sale the 1929 Caterpillar Thirty no. S7993 another orchard version which I would think will not take much to fire up sold for £3500. Both had come from California from what I understand.

The mighty Allis-Chalmers HD14 carried the GM 6-71 what a lovely example that worked in California and raised top price at the end of the first sale at £8600.



Selected Results A R Wilson October sale

1960 Caterpillar D4C Traxcavator 24A2 donkey start 4.5	£2600
1951 Caterpillar D4 7U15876 ex USA military 2/3	£1400
1954 Caterpillar D2 5U13776 50in with dozer blade	£3700
1936 Caterpillar RD4 4G5620 electric start 2/3	£1500
1948 Caterpillar D4 7U2483 tracks good 2/3	£1800
1953 Caterpillar D6 9U13692SP good tracks lovely 3	£2800
1954 Caterpillar D6 9U17424SP donkey start good tracks 2/3	£2200
1949 Caterpillar D6 9U3148SP electric start tracks good 3	£6000
1960 Caterpillar D7D 17A16895 donkey start tracks goods 4.2	£4600
1943 Caterpillar D7 IT1014 ex-military/armour plated stripped a heap 1	£2200
Caterpillar D4 SJ donkey start 44in tracks ex-military 1.6	£1400
1941 Caterpillar D2 5J4921SP tracks good 4.4	£4100
1933 Caterpillar Fifty 1E47 tracks excellent 2/3	£2200
1935 Caterpillar Fifty 1E1029W tracks good 1.4	£1200
1935 Caterpillar Forty 3G1257 1.4	£2600
1934 Caterpillar Thirty-Five 6E737 donkey start	£2600
1937 Caterpillar Twenty-Two IJ331W bonnet sides 1	£1500
1929 Caterpillar Twenty orchard L1916 2/4	£3600
1929 Caterpillar Ten PT3650 parts missing 1.6	£1100
1936 Caterpillar Twenty-Two 2F7953W 1.8	£1100
1950 Caterpillar D2 4U3307 FCT460 2/3	£1100
1970 Caterpillar 944A loader 77J777 1.7	£2100
1966 Caterpillar 944A loader 70A22495 KNY578D 1.4	£2400
1973 Caterpillar 944A loader 43A602 OYG656M spares job 1	£1600
1970 International LTD8 62 type 61A5095 rough 1	£1100
1945 International TD14 114229D tracks good 4.8	£2600
1945 Allis-Chalmers HD10 W4983 Heil winch ex-military 2/3	£2100
1971 Allis-Chalmers HD6 94S23371 broken PTO 2/3	£2100
Allis-Chalmers HD5 D533831 GM 2-stroke with alternator 2/3	£1600
Allis-Chalmers HD6 94S23371 with turbo 2/3	£2300
1958 Caterpillar D7 17A12885 with winch	£2100
1984 Massey Ferguson 2640 4wd 9	£6600
Massey Ferguson 2620 4wd ex-French sold by Cheffins before 9.4	£3400
1982 Massey Ferguson 2640 4wd with winch 9.2	£5800
1943 Oliver 80 810091KD with Hesford winch older restoration 2	£2300
Nuffield 10/60 clean needs tyres 1.9	£3800
Nuffield 10/60 BMC 5.1 litre conversion 1.2	£1100
Nuffield 10/60 Perkins 6354 conversion 1.2	£1100
1941 Farmall M 48352 with starter 2	£1900
Nuffield Universal DM4 NT52199 Perkins P6 1.4	£1400

Perhaps one of the best condition crawlers at the sale was the very hard-to-find 1945 International TD14 TBK2294D in fully restored excellent condition with lovely condition tracks. I would have thought it would have made over £8000,

but it was yours for just £2600. Please add VAT to all prices. Quite a few of the machines went to a scrap man, so we will see what goes on from here. The parts section did very well here and there are many more to come in future sales.

AR WILSON SALE - JANUARY

In late December, Cheffins held the second of the online AR Wilson sales, which was concluded on Friday, January 6. It was to feature some 17 crawlers and one wheeled tractor (Allis-Chalmers A) from small to large in size.

Perhaps the most significant offered was the International TD35 IDBB550 possibly the oldest of its type to exist of these petrol-start diesel crawlers if I am reading the serial number correctly. Although the two TD35s offered were preservation imports, it's said some 45 of these crawlers came to the UK in the Thirties. However, both examples here need a full rebuild and raised £3000 between them.

The sale opened with the nearly finished Caterpillar Ten, a model introduced in 1928 to replace the 2-Ton. In fact, just under 5000 were made of this 'baby' Caterpillar, which carries a side-valve 2.3-litre engine. The tractor had been painted just needing the finishing touches and changed hands at £2300.

Next was the Caterpillar Thirty sprayed in Hi-Way Yellow, so presumably, it's a late example. This type of crawler was part of the C L Best outstanding line of crawler designs and was ahead of the similarly sized Holt opposition when introduced in 1921. It had an 11-year career. The later examples have a 4.75in bore. The lot was got away at £3000, with the radiator looking to need a new core.

The untouched Caterpillar RD-4 looked like an early example as it had the two top track roller frame the later examples had. The RD-4 was made between 1936-38 and was the diesel version of the new gas Thirty. This early imported example was very complete and sold for just £1000.

Next was the Twenty, another model that had its roots in the C L Best dynasty with an overhead-valve 4.5-litre engine which gave 29hp not 20! It was to be made between 1927-32. The model was revamped in 1932-33, which causes some confusion when looking



There is plenty of just excellent working machines coming up on May 19-20 that will be well worth adding to your collection.



If I have read the serial number correctly this could be the oldest of the breed. The International McCormick-Deering 1936 International TD35 IDBB550 sold for £1500.



There was only one wheeled tractor and that was an Allis-Chalmers A model that sold for a strong £5600 considering its condition particularly if it is a straight gas model.



The slightly younger TD35 sold for similar money.



Caterpillar Ten restoration was nearly completed and sold for £2300.

at this model. However, this is an early example and sold for £900. There was another example that came along and sold for similar money.

A popular model when they come up in the UK is the Caterpillar D6 9U

model which replaced the D4600 engined 1941 introduced model. The 8U (60in gauge) and 9U (74 gauge) came along in 1947 and carried the new six-cylinder D318 65dbhp engine lasted until the late Fifties.



This imported 1949 example looked the ticket and featured hydraulics and made top crawler money at £5200. As for the 1940 Caterpillar D8 1H, it was again very straight and had great potential, especially at £3600. As for the Caterpillar parts, well, perhaps some prices were cheap, but there is a limited market. There was VAT on all the prices quoted here.

What conclusion can one reach from these sales? Well, preservation in tracked equipment is not as hot as it was ten years ago. At one time there was great fanaticism for Caterpillar preservation in the UK, but it looks to have gone now, not helped by the fact you need a low loader to move the big ones about. The major club that produced a just wonderful magazine for Caterpillar owners has lost its excellent editor and could not continue its fine magazine, which does not help the enthusiasm for these machines.

We have not got to the best yet! As you will see at the last of the AR Wilson Ltd sales that's being staged by Cheffins starting with spares on May 19 and the crème de la crème will be offered on Saturday, May 20. See you there!

Selected Results: Caterpillar Ten nearly restored painted good 2/4 - £2300, Caterpillar Thirty in parts and painted 2 - £3000, 1936 Caterpillar RD4 4G2436 original complete good tracks 2/3 - £1000, 1964 Caterpillar D7C pulled out the greenery with blade arms very straight 2 - £3500, 1940 Caterpillar D8 1H6775 good tracks looks good 2/3 - £3600, 1949 Caterpillar D6 9U3556SP with hydraulics good 2/3 - £5200, Caterpillar R2 gas 40in very complete 2 - £1900, 1949 International TD-9 TDC36617T8B clean good tracks 2/3 - £2100, Allis-Chalmers A gas needs the works good price 2/3 - £5600, Holt 2 Ton all in bits very dusty 2 - £2700.

Caterpillar Thirty in Hi-Way Yellow (from 7 December 1931) in pieces was yours at £3000.

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@madafish.com

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.

FEBRUARY

- **7-22** - Timed Online Machinery Sale. Kivells, www.kivells.com
- **18** - Collective Sale. Ardingly Showground, Ardingly, West Sussex RH17 6TL. South East Marts, tel: 01323 844874.
- **19** - Crilley Toy Literature Online Auction. Nokomis, IL, US. Aumann Auctions, aumannvintagepower.com
- **21-2 March** - Timed Online Root Equipment Auction. Cheffins, www.cheffins.co.uk
- **21-22** - Online Timed Auction of Machinery, Trailers, Tractors & Vehicles. York Machinery Sales, www.ylc.co.uk/machinery
- **22** - West Country Farming & Machinery Show Collective Auction. Westpoint Showground, Exeter. Edward Buckland, tel: 01872 306090.
- **22** - Dispersal Sale of Farm Machinery & Equipment. Grove Farm, Roydon, Diss, Norfolk IP22 5RF. Durrants, tel: 01379 642233.
- **23** - Auction of Modern Farm Machinery & Specialist Potato Equipment. Great Limber Grange, Great Limber, Grimsby, North East Lincolnshire. Brown & Co, tel: 07966 597930.
- **23** - Online Sale of Implements, Plant, Machinery etc. Dingwall. Dingwall Highland Marts, www.dingwallhighlandmarts.com
- **23** - Dispersal Sale of Machinery & Implements. Lowthian Gill Farm. Harrison & Hetherington, tel: 01228 406200.
- **24** - Plant, Machinery & Sundry Items Auction. Brightwells Auction Site, Stoney Street, Madley, Herefordshire HR2 9NH. Brightwells, tel: 01981 250642.
- **24** - Online Timed Machinery Collective Auction. Edward Buckland, www.edwardbuckland.co.uk
- **24** - Wessex Machinery Sale. Salisbury Road, Shaftesbury, Dorset SP7 8BT. Southern Counties Auctioneers, tel: 07971 571612.

- **24-25** - Auction of Industrial Plant, Construction & Agricultural Equipment. 72-74 Omagh Road, Dromore, Co. Tyrone BT78 3AJ. Euro auctions, tel: 02882 898262
- **25** - Dunswell Auction. The Cattle Market, Dunswell, Hull HU6 0AW. Frank Hill & Son, tel: 01964 630531.
- **25** - Dispersal Sale of Machinery & Livestock Equipment. Berry Barton, Dunsford. Kivells, tel: 01409 253253.
- **26** - Online Auction of James Gay Memorabilia & Literature Collection. Nokomis, IL, US. Aumann Auctions, www.aumannvintagepower.com.
- **28** - Stephensons Rural - Timed Online Auction. York Auction Centre, www.ylcautions.co.uk

MARCH

- **1** - Auction of Agricultural Tractors, Telescopic Loader, Implements & Machinery. St Albans, Hertfordshire. Cheffins, tel: 01353 777767.
- **1** - Online sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, www.harrisonandhetherington.co.uk
- **3-8** - Online Grounds Maintenance, Garden, Machinery Auction. Thimbleby & Shorland, www.tsauktion.co.uk
- **4** - Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.
- **6** - Cambridge Machinery Sale. Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- **6-9** - Collective Online Timed Auction of Agricultural Machinery. Voyce Pullin, www.voycepullin.co.uk
- **9** - Implement Sale. Lanark Agricultural Centre, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington, tel: 01555 662281.
- **10** - Plant, Machinery & HGV Auction. Brightwells Auction Site, Stoney Street, Madley, Herefordshire HR2 9NH. Brightwells, tel: 01981 250642.
- **11** - Spring Tractor World - Sale of Vintage & Classic Tractors, Implements, Tractor Spares & Agricultural Bygones. Malvern, Worcestershire. H J Pugh & Co, tel: 01531 631122.
- **11** - Auction of Vehicles, Farm & Garden Equipment & Machinery, Timber, Tools, Shrubs & Trees. The Saleyard, Winestead, Hull HU12 0NH. Frank Hill & Son, tel: 01964 630531.
- **11** - Dispersal Sale of Machinery & Livestock Equipment. Hole Farm, Holbeton, Plymouth PL8 1LJ. Kivells, tel: 01409 253253.
- **13-21** - Online Timed Collective Auction of Farm Machinery & Effects.

- Located on farms throughout Devon, Dorset, Somerset & Wiltshire. Symonds & Sampson, tel: 01884 218911.
- **14** - Auction of Agricultural Tractors, Forage Harvester, Loading Shovel, Grassland Equipment & Machinery. Preston, Lancashire. Cheffins, tel: 01353 777767.
- **16** - Auction of Modern Farm Machinery. Cambridgeshire. Brown & Co, tel: 01522 457800.
- **16** - Online Sale of Implements, Plant, Machinery etc. Dingwall. Dingwall Highland Marts, www.dingwallhighlandmarts.com
- **17** - Spring Collective Machinery Sale in conjunction with Gwilym Richards & Co. Chepstow Racecourse Car Park, NP16 6BE. Greenslade, Taylor Hunt, tel: 01278 410278.
- **17-18** - Auction, Online, telephone & commission bids only. Mathewsons, tel: 01751 474455 www.mathewsons.co.uk
- **18** - Spring Machinery Collective Auction. Wadebridge Showground. Edward Buckland, tel: 01872 306090.
- **18** - Collective Sale of Vehicles, Farm Machinery & Associated Tools. Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts, tel: 01434 6054444.
- **18** - Collective Sale. Ardingly Showground, Ardingly, West Sussex RH17 6TL. South East Marts, tel: 01323 844874.
- **23** - Auction of Modern Farm Machinery. Home Farm, Sturton, Brigg, North Lincolnshire DN20 9DN. Brown & Co, tel: 01482 421234.
- **23-25** - Spring Classic - Tractors, Vintage Trucks, Road Art & Relics. Bend XPO 922 Mississippi Parkway, East Moline, IL, US. Mecum Auctions, www.mecum.com
- **24** - Plant, Machinery & Sundry Items Auction. Brightwells Auction Site, Stoney Street, Madley, Herefordshire HR2 9NH. Brightwells, 01981 250642.
- **25** - Farmers' Spring Machinery Sale. Adjacent to the A17/A52 Bicker Bar roundabout. Will Barker & Co Ltd, tel: 01529 414555.
- **25** - Farm Dispersal Sale. Nr Swaffham, Norfolk. Barry L Hawkins, tel: 01366 387180.
- **25** - Dunswell Auction. The Cattle Market, Dunswell, Hull HU6 0AW. Frank Hill & Son, tel: 01964 630531.
- **26** - Implement Sale. Lanark Agricultural Centre, Hyndford Road, Lanark ML11 9AX. Lawrie & Symington, tel: 01555 662281.
- **28** - Blackdown Hills Collective Machinery Sale. Smeatharpe Airfield, Honiton EX14 9RQ. Symonds & Sampson, tel: 01884 218911.

- **28** - Spring Online Antique Tractor Auction. US. Aumann Auctions, www.aumannvintagepower.com
- **28** - Online Farm Machinery Dispersal Sale. Aldbrough, Hull. Frank Hill & Son, www.frankhillandson.co.uk
- **29-30** - Online Timed Implement Sale. Lanark, Lawrie & Symington, www.lawrieandsymington.com
- **30** - Jerry Stroebel Estate Tractor Auction. Online Bidding. 2300 Centre Road, Saginaw, MI, US. Aumann Auctions, www.aumannvintagepower.com
- **31** - Online Timed Machinery Collective Auction. Edward Buckland, www.edwardbuckland.co.uk

APRIL

- **1** - Sale of Steam Engines, Stationary Engines, Tractors & Spares. Henley on Thames. H J Pugh & Co, tel: 01531 631122.
- **1** - Monthly Live & Online Machinery Sale. Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells, tel: 01409 253253.
- **3** - Cambridge Machinery Sale. Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- **5** - Online sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, www.harrisonandhetherington.co.uk
- **7-14** - Online Contractors Plant Auction. Reading. Thimbleby & Shorland, www.tsauktion.co.uk
- **8** - North Heale Spring Collective Sale of Machinery, Implements & Farmyard Sundries. EX18 7PH. Andrew Lane Ltd, tel: 01837 810845.
- **13** - Annual Collective Auction of Tractors. Walford Cross Sale Field, Taunton, Somerset TA2 8QW. Greenslade Taylor Hunt, tel: 01278 410278.
- **13** - Kevin Bos Inventory Reduction of Antique Harvesters, Tractors & Parts. Online Bidding. 27595 E1800th St, Genesco, IL, US. Aumann Auctions, www.aumannvintagepower.com
- **13-15** - Annual Spring Collector Auction. 72435 St. Road 15, New Paris, IN, US. Polk Auctions, www.polkauktion.com
- **15** - Farm Auction. West Meon, Petersfield. Wellers Auctions, tel: 01483 802280.
- **15** - Farm Retirement Dispersal. St Dennis area. Edward Buckland, tel: 01872 306090.
- **15** - Collective Sale. Ardingly Showground, Ardingly, West Sussex RH17 6TL. South East Marts, tel: 01323 844874.

STEIGER HERITAGE CLUB



preserving early Steiger tractor history.

Kevin Yaggie, Vice President, is a third-generation farmer in the Yaggie Farms operation who has used Steiger tractors since the late Sixties. Peter Christianson, the treasurer, is Earl Christianson's son.

David Dietz is Secretary and Jeri Yaggie a Director. The final director is Bryan Steiger, son of Maurice Steiger. At the age of ten, Bryan began working on the farm and in the various Steiger businesses. The Steiger Heritage Club has been formed to address the interests and fascination of the many Steiger enthusiasts, including those who admire the earliest Steiger tractors, beginning with the homemade machines built by John, Maurice, and Douglass Steiger in a converted barn from 1958 to 1963. The first production models were built on the Steiger farm from 1963 to 1970 through to the green Steigers built in Fargo from 1970 to 1988, and the latest of Case IH machines carrying the Steiger name from 1986 to the present day.

The Steiger Heritage Club aims to maintain an informative and quality website which will be fully functional in spring 2023 and provide interesting and regularly scheduled newsletters to its members. For further information, visit www.steigerheritageclub.com

As the winter of 1958 drew to a close and spring was imminent, an agricultural tractor like no other rolled out of a farm's barn near Thief River Falls, Minnesota, US. This one-off machine, built by father John and his sons Maurice and Douglass Steiger, was a unique 4wd articulated tractor. Constructed mainly from used parts and powered by a Detroit Diesel six-cylinder engine, rated at 238 engine hp, this was probably the most powerful agricultural tractor ever built at that time.

Allis-Chalmers dealer, Earl Christianson, met with the brothers in early 1963 and said if you can build tractors like that out of new parts I could sell them for you. Surprised by the conversation, Douglass asked what they should call them. Earl said, why,

Steigers, of course. And, as they say, the rest is history. The green Steigers quickly became the most famous 4wd articulated tractors and sold worldwide, gaining an enormous following. In July 2021, a group of six Steiger tractor devotees met as they were aware that there were tens of thousands of Steiger tractor enthusiasts across the US and worldwide. By January 2022, the Steiger Heritage Club became a legal entity and a non-profit organisation.

A mission statement was developed, an official logo designed, and a board of six Directors was elected. President MaJeana (Steiger) Hallstrom is the daughter of Douglass Steiger. She began her career working for the Steiger family businesses, including driving the big green tractors as a teenager. Since her retirement, she has worked on

HORTICULTURAL WORKING DAY

The ever-popular Vintage Horticultural & Garden Machinery Working Day takes place this year on Sunday, March 19 at Stanfield on the B1145, Norfolk. This will be the event's 13th year and is put together by the Norfolk Starting Handle Club. Each year they aim to make the event bigger and better. This year there will be a large selection of working machinery from push hoes, and rotavators

to match ploughing with classes for small walk behind, large walk behind and ride-ons vintage and compact. They also have working stationary engines, working horse and static displays and encourage the smaller tillage machines and the juniors by having a working playpen. Proceeds to the East Anglian Air Ambulance and Stanfield church. Contact Adrian Hall at 01328 851571 or email: stenhall272@aol.com



Machines old and new are welcome, but older vintage machines are encouraged as that is why the event started in 2009.

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PRODUCT REVIEWS

NEW CLARKE TOOL CHESTS & CABINETS

Looking to organise your garage, shed or workshop? Machine Mart has you covered with their vast range of Clarke Tool Chests & Cabinets.

5 DRAWER TOOL CHEST

A new tool chest in the range is the Clarke CBB205C HD Plus 5 Drawer Tool Chest with a lift-out tote tray. The CBB205C provides four drawers measuring 575x261x49mm with the fifth at 575x261x64mm. All drawers have a capacity of 35kg.



3 DRAWER TOOL CABINET

If you need even more tool storage, why not team one of your new tool chests up with the Clarke CBB213C HD Plus 3 Drawer Tool Cabinet? This new cabinet has two drawers measuring 584x380x73mm and another measuring 584x380x152mm. All three drawers lock simultaneously while there is a separate lock for the up-and-over cabinet front. This cabinet has controlled movement thanks to an elliptical chromed side handle and four castor wheels, two of which are fixed and two which are swivel with brakes.



12 DRAWER TOOL CHEST

Another fresh addition is the Clarke CBB312C 12 Drawer Tool Chest. The CBB312C also comes with a tote tray. It features nine smaller drawers measuring 170x361x49mm, two drawers at 575x361x49mm and then finally one larger drawer which measures 575x361x64mm. All nine drawers have a capacity of 35kg. Both tool chests have a full-width piano hinge which is welded and riveted onto the top lid. The drawers on both units lock simultaneously when the lid is closed, and that is secured by a single tumbler style lock. Two keys are provided with both units. Ball-bearing drawers offer super smooth sliding action whilst each drawer has a full-width aluminium pull handle and protective anti-slip liners.

SIDE LOCKERS

If you are looking for a comprehensive storage solution, then a Clarke Side Locker can be added to your tool cabinet for even more storage space. Two new models have been added: the SL41C 8 Drawer Side Locker and the SL26C Cabinet and 2 Drawer Side Locker. The SL41C has one drawer at 260x380x75mm, six drawers at 260x380x57mm and two drawers measuring 260x380x133mm. Each drawer has a 20kg capacity. The SL26C offers two drawers measuring 230x380x60mm that both have a capacity of 20kg. It also offers a spacious cabinet space for any bigger tools. The drawers on both side lockers, like the chests and cabinets, feature ball-bearing runners for smooth gliding action and full-width aluminium pull handles. Protective internal drawer liners are also included.

For more information, visit www.machinemart.co.uk



COUNTRYSIDE COLLECTION

Waterproof with a blend of durability and fashion, Ariat's new Moresby boot features unique detailing such as antique brass hardware styling and a flecked sole. This extraordinarily sturdy boot is ideal for countryside strollers and sports an all-day cushioning insole. The boots also have a recycled rubber sole and contain 50% or more material by weight that is sustainably sourced. Men's Moresby Waterproof Boot, RRP £175. Ariat also offers the Moresby in a tall boot style, using the same high-quality finish and materials which guarantees the boot to be an instant wardrobe staple. Contoured with an all-day cushioning insole, the Moresby Tall Boot uses waterproof PRO construction with full grain leather and a suede upper for a practical tall walking boot with country flair.

An earth-friendly outsole also uses a minimum of 50% recycled rubber design for a sustainable approach. The boots are an easy pull-on style, and convenient for last-minute countryside strolls. Men's Moresby Tall Waterproof Boot, RRP £250.

For more information, visit www.ariat.com/gb/en



JUMP START POWER PACK

This Multi-function Jump Starter from Laser Tools (ref 7405) is an efficient and extremely compact emergency engine starting power pack. Surprisingly small, but packs a powerful punch. It also features a bright LED to illuminate the work area, (flashing mode can be used as an emergency beacon), two USB outputs (for charging mobile phones, etc), a Type-C input/output port and a digital voltage display on the cable clamp adaptor. The unit and accessories are supplied in a convenient and protective case. The unit is charged from a suitable USB port on a PC, taking approximately three hours to fully charge.

The jump starter is equipped with two USB ports that are suitable for charging and powering mobile phones, tablets, etc. Output 1 is a USB QC 3.0 rated port (3.6V-12V; 1.5A-3A). Output 2 is a standard USB port (5V 2.1A). These are used with the multi-function lead, which includes the following device connectors: USB, 2 x Type C and a micro-USB. Port 7 is a Type C input/output port which is used when charging the device but can also output (5V / 3A). The Multi-function Jump Starter will start diesel engines up to 3.5 litres and petrol engines up to 4.5 litres. It is a remarkably versatile and very powerful little jump starter.

More details from www.lasertools.co.uk

next month

DON'T MISS OUR GREAT NEXT ISSUE

DAGENHAM DEBUT

The production line and tooling facilities for the Fordson N were moved from Ireland to the new, massive Ford Motor Company factory in Dagenham, Essex in 1932, with full production of the model starting in 1933.

DAVID BROWN 25D

David Brown machinery has a special place in tractor folklore. We celebrate 75 years of one of the company's highly rated models, the 25D.

GENERAL FORD

The reason that the Rushton and its predecessor were so close to Fordson specification has long been a puzzle. Nick Baldwin thinks we may be a step closer to solving it, with information that has come his way.

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Forthcoming Auction

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On behalf of W M Sampson & Sons (Benhall) Ltd.

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Nr Benhall, Saxmundham, Suffolk

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Opens Wednesday 8th March 2023 & closes Wednesday 15th March 2023

Viewing 9am-4pm on Friday, 10th & Saturday, 11th March 2023

Catalogues & further details available from the website in due course



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TRACTORS

AGT AGRIC 4WD 2-CYLINDER DIESEL



POA. Agric 4wd 2 cylinder diesel tractor, good runner. Please call 01747 828272, South West.

117379

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

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

CASE S



CASE S very nice restored tractor starts and runs extremely well has v5 paperwork tel jason daytime 07855399487. Please call 07855 399487, South West.

116278

CASE LA



1937, £42,500. New tires, excellent running order, barn stored, paint work excellent. Please call 07984 911454, North West.

117892

CASE C



£3,000. Case C, one of the last built starts runs drives £3000 tel jason daytime 07855399487. Please call 07855 399487, South West.

116841

CASE C



CSAE C a nice restored tractor on new tyres starts runs drives tel jason daytime 07855399487. Please call 07855 399487, South West.

116842

CASE 5130



1994, £12,950. This is a 30kph gearbox with powershift and left hand shuttle. Fitted with 3 double spools, pick up hitch and on 480/70R24 front tyres and 460/85R38 rears (with 80% tread). Recording 10,400 hours, but has had different engine fitted, and drives well! Serial Number: JJF1027232 £12,950 + VAT. Please call 01763 780440, East of England. (T)

117057

CASE S



CASE S very nice restored tractor starts and runs extremely well has v5 paperwork tel jason daytime 07855399487. Please call 07855 399487, South West.

116278

CASE D



£2,800. Has logbook and Current V5C. Pneumatic and steel wheels. Starts and runs well. Please call 07961 948279, South West.

117165

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@pietverschelde.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

CATERPILLAR BULLDOZER D4D



1950, £7,000. Selling a bulldozer D4D 1950 and onion scrapper. Both in good working order, spare wheels for scrapper, and new wire ropes fitted. Offers over £7000 no vat. Please call 07836575788, North West.

117504

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. Please call 01763 780440, East of England. (T)

115333

DAVID BROWN 780 NARROW



1970, £2,750. Mechanically spot on, engine instant start with no smoke, oils and filters changed. Hydraulics operational, valve block rebuilt, just needs cosmetic work. Please call 07714573053, South East.

116255

DAVID BROWN CROPMASTER DIESEL



£4,750. The David Brown Diesel Cropmaster was built in West Yorkshire between 1950 and 1956. This is a lovely example, featuring the iconic bench seat with room for two! The unique design of this model sees the clutch and brake pedals sit to the right-hand side of the transmission. Please call 07966881985, South West. (T)

117052

DAVID BROWN 990



£3,500. David Brown 990 with VQ cab been barn stored, runs and drives well, hydraulics need checking, an unusual example £3,500. Please call 07821184799, South West. (T)

117064

DAVID BROWN 1200



POA. David Brown 1200, ex barn find, starts, drives well, hydraulics don't work, a great project. Please call 07821184799, South West. (T)

117065

DAVID BROWN 950



£2,000. Including loader and buck rake. History known in same family for 60 years. Very original. Barn stored. Please call 07798517149, South East.

117158

SALE *Highlight*

RARE 1947 NEW HOLLAND 76 BALER



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

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

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

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

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

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

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



DAVID BROWN TRACTORS

1954, £4,500. Good runner. New tyres, lighting and belt pulley. David brown 1970 12 speed, needs new wings, good runner £2,500. 11 x 36 tyres. Ransome Ts 82 reversible plough £300. Ferguson Cultivator £250. New compressor + air line + Gauge £450. Please call 07836752097, East of England.

117853

DAVID BROWN 850 IMPELMATIC



£3,500. Mechanically sound, starts first time, on the button. Reg: 33 DYB. (Lost V5C). Please call 07872 378181, South East.

117956

DAVID BROWN CROPMASTER VAK 1C



£3,500. Petrol/TVO. Restored in late 90's and looked after ever since, all in working order but will need some TLC to get it into show condition. V5, new clutch. Please call 07768 314759, North West.

117968

DAVID BROWN VAC 1A



1946, £3,675. 1946 Drives and runs well. Very original. Needs a new double seat. V5. New front Tyres including cast rims. Please call 07724 989 884, North West.

117528

DAVID BROWN 770



1967, £3,650. David Brown Tractor. Good condition. 1967. Please call 01292 520430, Scotland.

117394

DAVID BROWN VAC 1A



1946, £3,675. 1946 Drives and runs well. Very original. Needs a new double seat. V5. New front Tyres including cast rims. Please call 07724 989 884, North West.

117528

DAVID BROWN 850 IMPELMATIC



£5,000. Beautiful tractor had lots of time and money spent on it. Has been used for shows and tractor runs recently. One of DB factory display and demonstration tractors when new. Please call 07983915823, East of England.

116909

DEUTZ F1M414



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

115958

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

FARMALL CUB



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

115968

FERGUSON TE 20 P3 CONVERSION

£3,270. Reliable work or road run tractor with good tyres. New breaks. Please call 07570883659, Scotland.

117915

FERGUSON TE-P 20



£4,200. Ferguson 1953 Industrial TEP20 4 cylinder straight petrol all been refurbished very original except for the rear wheel arches have been refabricated along with the foot plates. Please call 07872378181, South East.

117955

FERGUSON FE-35



£1,000. Tractor for restoration or spares. Please call 07548 106703, South East.

117965

FERGUSON TE-F



£2,950. Good runner, hydraulics all work, good tin work and got a V5. Please call 07808171000, South East.

117970

FERGUSON FE-35



£4,750. Fully restored 1957 FE35 Deluxe New timing chain and tensioner New Pistons and liners Good starter with high torque starter Four new tyres. V5 and age related plates. Please call 07748936500, South West.

117973

FERGUSON TE-D 20



£1,800. Petrol TVO, Good Runner, as new tyres. Please call 07778 525037, Greater London. (T)

117592

FERGUSON TE20 DIESEL



1954, £1,500. Part restored and needs finishing with oiling through and electrical wiring. Please call 01695 722219, East of England.

117128

FERGUSON TE-A 20



1947, £2,200. TE-A 20 petrol, nice tidy tractor, not run since covid, so will need a little TLC, V5 in my name, illness forces sale. Please call 07485114197, East of England.

117692

FERGUSON TED20



£1,800. Petrol TVO, Good Runner, as new tyres. Please call 07778 525037, Greater London. (T)

117592

FERGUSON TE20 PETROL



1950, £2,500. Great tractor, starts and runs perfectly. Please call 07766572477, Scotland.

116887

FIELD MARSHALL MK1 S 2

FIELD MARSHALL mk1 s 2 runs well good strong engine good clutch no frost damage £9500 tel jason daytime 07855399487. Please call 07855 399487, South West.

116275

FIELD MARSHALL SERIES 3

£12,500. Field Marshall series3, a good original example, to leave as oil rag barn find, good starter runs and drives well. Please call 07821184799, South West. (T)

117604

FIELD MARSHALL SERIES 3A

£20,500. Refurbished for saving, including twin seats, lights and V5. Starts easy with a cartridge, always kept in dry storage. In full working order. Please call 01295690254, South East.

116925

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/TV0, 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

FORD 7610 SERIES 3 SUPER Q

£14,500. Ford 7610 series 3 Super Q, 1992 'J' reg 1 owner. 4wd, Everything works inc radio, 2 spools, new seat, new battery. Front tyres as new, rear sound but treadles. Please call 07407084017, Yorkshire and the Humber.

117137

FORD 7610 FORCE TWO

£12,800. Good condition for year for wheel drive tyres. Good starter everything works. Please call 07882912889, South East.

117630

FORD 2000

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

115959

FORD 8630 4WD

1994, POA. Only 4635 hours and in very original condition! We haven't seen one as good as this before, it really is tidy. A genuine UK tractor, this is a 40kph Powershift gearbox and has 4 spool valves and pick up hitch! A collectors tractor really, but they all need working days! Please call 01763 780440, East of England. (T)

117061

FORD 4610 SERIES II

1987, £7,500. Done a genuine 2718 hours! This is a really original tractor with good tinwork. Fitted with column change gearbox, pick up hitch and 1 double spool valve. Starts, runs and drives well. Was originally on Grass Tyres but has been fitted on good rear Ag tyres. Please call 01763 780440, East of England. (T)

117062

FORD 3000

POA. Ford 3000 pre force good early restoration. Please call 01747 828272, North East.

117386

FORD 4000



POA. Ford 4000 with loader a good ex farm example. Please call 01747 828272, North East.

117389

FORD TW20



POA. Ford TW20 good working tidy example. Please call 01747 828272, North East.

117390

FORD 9N



£6,000. This is not a 9N like you see 1000s of them around Come by for a visit and a 9N talk, this tractor is truly one of a kind and only a hand full are still alive and in this good of a shape. For collectors or museum with knowledge only. Please call 001-(519)-955-0010 located in Goderich Ontario, Canada. Please call 519 955 0010, Rest of the world.

117478

FORD FERGUSON



£2,750. Ford Ferguson Petrol, V.G.C. Running perfect firestone Tyres as new, new battery. Please call 0035386259208, Ireland.

117483

FORD 3000



1986, POA. Ford 3000 in mint condition, good tyres and tin work. All works as it should. Please call 07932317710, West Midlands.

117578

FORD 4100



1976, £5,650. Some new parts, in good working order. Please call 07379309887, Wales.

117583

FORD 4000



£3,500. Ford 4000 pre force, good starter, drives well, good tyres, cab tatty good project or would go back to work as is. Please call 07821184799, South West. (T)

117598

FORD 3000



£4,000. A tidy example with new mudguards, on turf tyres could be changed, has a pick up hitch, ready for work or restoration No VAT. Please call 07821184799, South West. (T)

117607

FORD 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

FORDSON ideal for farm entrance or playground engine is stuck so not running £1500 tel jason daytime. Please call 07855 399487, South West.

116274

FORDSON SUPER MAJOR



1961, £8,000. Imported from South Africa 2014. South African wheels, original tin work and paint in good condition. New seat, rear lights, wiring loom, tyres fitted, UK registered. Believed unique. Please call 07507795022, South East.

116286

FORD 200



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

112644

FORD 4600

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

115395

FORDSON POWER MAJOR

1960, 1960 Power Major, some of original parts starts. Runs well good brakes, steering and tin work, good tyres, engine slightly smokey. Please call 07515939801, South East.

116368

FORDSON DEXTA

1960, £4,495. I have for sale a. Fordson Dexta 1960. This tractor is in very original condition as it has been in the south of France all it's life. Please call 07787882204, North East.

116391

FORDSON N

POA. Running, good block. Please call 07855399487, South West.

117987

FORDSON MAJOR DIESEL

1956, £3,000. Built Christmas Eve 1956 Serial No 1412056. Sold January 1957 from Bristol Street Motors, Portway Redditch to a local farmer. Used by one farmhand who bought it when he retired. Purchased by me 20 years ago. New tyres 2 years ago. Second auxiliary valve fitted, proof meter, 3 universal front weights. Please call 07513331763, West Midlands.

116399

FORDSON MAJOR

1952, £1. 1952 Model Rare Petrol/TVO model for restoration. Recent runner and some recent work undertaken. Good tinwork for age. Fitted with Hydraulics and PTO. Please call 07808 366095, South West.

116879

FORDSON POWER MAJOR

1957, £4,000. Fordson Power Major an earlier restoration. Starts and drives well, everything works. Linkage box not included. Please call 07899 987070, East of England.

116905

FORDSON MAJOR E27N

£3,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

116919

FORDSON SUPER DEXTA.

£3,300. This is a good example of a 1963 Fordson Super Dexta. Runs well, body work been done. Hydraulics overhauled. Dynamo mot alternator change, price includes link box with seat for events. Please call 07446304032, South West.

116993

FORDSON TRACTORS

1946, £3,500. Two Fordsons for sale. Standard 1944 Narrow wing, barn stored 12 years £1850. E27W P/P with Laingbury Kingham Winch 10 Ton good rope RE/ Con engin, unfinished due to health reasons £3500. Both being sold due to health reasons. Please call 07861925024, Yorkshire and the Humber.

117560

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 POWER MAJOR



£3,850. Jan 1960 V5 original number plate. Same owner last 35 years, only used for ploughing matches/road runs in that time. Many new parts, runs well. Please call 07419 777752, East of England.

117993

FORDSON MAJOR

£2,600. Fordson major 6cyl ford cargo engine, air tank ,power steering, new front tyres, starterandalt. 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



1961, £8,000. Imported from South Africa 2014. South African wheels, original tin work and paint in good condition. New seat, rear lights, wiring loom, tyres fitted, UK registered. Believed unique. Please call 07507795022, South East.

116286

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

114421

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 510



POA. International 510 loading shovel. 1976, spares or repair, engine blown. Needs a 268 block. Every thing else works as it should. Please call 07710515536, East of England.

117969

INTERNATIONAL W4



POA. international W4 ELECTRIC START WITH WORKING LIGHTS VERY STRAIGHT AND ORIGINAL RUNS VERY WELL. Please call 07855 399487, South West.

117490

INTERNATIONAL HARVESTER B275



£4,800. Very good restoration with V5C, all systems working well, good starter with superb engine and excellent tyres. Please call 01485 512521, East of England.

117520

INTERNATIONAL FARMALL H



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

117591

INTERNATIONAL 574



£3,750. INTERNATIONAL 574, n reg, somerset tractor, with v5c, goes well £3750. Please call 07831 347400, South West. (T)

115703

INTERNATIONAL B275



£4,200. This is a nice example of the very popular B275, featuring a Lambourne weather cab – it would make it an ideal candidate for road runs this winter! Please call 07966881985, South West. (T)

117047

INTERNATIONAL 414



£2,850. This is a useful International, presented for sale in its working clothes! Mechanically, it is in very good working order, it starts well and runs and drives as it should with good working hydraulics and brakes. The tin work is clearly a little tired, the rear wings have suffered the usual rust around the stays but are still intact and the bonnet would benefit from a new grille. Please call 07966881985, South West. (T)

117051

INTERNATIONAL HYDRO 84 2WD



£5,950. Very original tractor c/w pick up hitch and single spool! Well ahead of its time when it was new, this is a great example of the Hydro Internationals. The panel work is very straight and original, and mechanically it is good. A bit of rust starting around the cab pillars and bottom of door, but this even has its original International toolbox! Showing 3577 hours. £5950 + VAT. Please call 01763 780440, East of England. (T)

117058

INTERNATIONAL 684 2WD



1979, £2,250. No cab but runs and drives! Serial Number: 3467 £2250 + VAT. Please call 01763 780440, East of England. (T)

117059

INTERNATIONAL B250 C/W



£3,650. International b250 c/w Massey Harris trailed plough tractor and plough. Has only been used for ploughing matches for many years. Very straight and original. Please call 07970 158840, South East.

117139

INTERNATIONAL FARMALL A



1940, £2,500. 1940 International Farmall A. Stored under cover very original example in good working order. Early restoration with V5C. Please call 01377 256146 / 07407 537657. Please call 07833338417, Yorkshire and the Humber.

116769

INTERNATIONAL W4



POA. international w4 electric start with working lights very straight and original runs very well. Please call 07855 399487, South West.

117490

INTERNATIONAL B - 275

£3,500. International B-275, all new tyres, stored inside. Price is negotiable. Call anytime up to 10pm. Please call 07925134447, West Midlands.

116864

INTERNATIONAL HARVESTER B275



£4,800. Very good restoration with V5C, all systems working well, good starter with superb engine and excellent tyres. Please call 01485 512521, East of England.

117520

INTERNATIONAL FARMALL H



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

117591

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

KUBOTA B1410X4WD



£4,250. Recently serviced and new battery starts on the button has rear linkage. Please call 07711508200, Yorkshire and the Humber.

116902

JOHN DEERE D



1938, £4,750. A rare chance to own an original tractor. Un-styled, excellent running order, barn stored, genuine reason for sale. Please call 07984 911454, North West.

117893

JOHN DEERE 175



£160. Runs/drives with mower deck and seat skirt. Electric problem, spares or repairs. Please call 07768055990, West Midlands.

117959

JOHN DEERE BR



POA. Electric start, runs very well. Please call 07855399487, South West.

117983

JOHN DEERE AR



POA. Electric Start, running. Please call 07855399487, South West.

117984

JOHN DEERE 2850



1993, £11,000. Good condition for age. 4 new tyres, PUH, new seat, good starter. Fully glazed, V5 present. Please call 07811123284, Yorkshire and the Humber.

117378

JOHN DEERE 830



POA. Electric start. Very nice original running tractor. Please call 07855 399487, South West.

117497

JOHN DEERE 6520



2006, £26,950. Done just 4831 hours! This is a good sized 120hp tractor with very little to go wrong. Fitted with the standard front axle, front fenders, 3 spools, hydraulic push out hitch. Please call 01763 780440, East of England. (T)

117056

JOHN DEERE 3050 4WD



1989, £17,500. c/w front linkage, very tidy example! This is a tidy tractor that drives very well, fitted with the 30kph gearbox and High lift, as well as pick up hitch, 2 spool valves and hydraulic trailer brakes. All lights work and this has recently had a new cab roof and interior fitted, making it a lovely cab to sit in! - just needs the lower cab lining fitting to compete it. Typical rust on rear fenders, with the nearside being worse. This is fitted on very good tyres, 360/70R28 fronts and 480/70R8 rears. Please call 01763 780440, East of England. (T)

117060

JOHN DEERE 2850



1993, £11,000. Good condition for age. 4 new tyres, PUH, new seat, good starter. Fully glazed V5 present. Please call 07811123284, Yorkshire and the Humber.

117378

JOHN DEERE JOHN DEERE 6150



2013, £45,990. john deere 6150 m only 3200 hours ,stunning condition / finance arranged and part exchange welcome .call our sales office on 01322 226766 / lots more plant and commercials available .www.kccarsales.co.uk. Please call 01322226766, Greater London.

116817

JOHN DEERE 830



POA. Electric start. Very nice original running tractor. Please call 07855 399487, South West.

117497

JOHN DEERE B ROWCROP



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

114721

JOHN DEERE D



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

115970

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 2850



1993, £11,000. Good condition for age. 4 new tyres, PUH, new seat, good starter. Fully glazed V5 present. Please call 07811123284, Yorkshire and the Humber.

117378

JOHN DEERE JOHN DEERE 6150



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116817

JOHN DEERE AR 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 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 15,27 D



JOHN DEERE 15,27 D 1931, a very hard d to find only a hand full built in 1931 with cast air cleaner and oil filter by side of gear box tel jason daytime. Please call 07855 399487, South West.

116272

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.

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117798

LEYLAND 384



POA. Leyland 384, very original condition, all glass in cab, good starter. Please call 07779 921934, Wales.

117980

LEYLAND 154



POA. LEYLAND 154 petrol example, little used example. Please call 01747 828272, North East.

117391

TRACTORS LEYLAND 262



1976, £3,600. Leyland 262. Good condition, been in barn for last 8 years. Runs and drives good brakes, in need of tlc. Never fails to start new front wheels and tyres, all complete needs light re wiring as new but not connected, back window broken but in place. Can send more pics. Please call 07770982457, West Midlands.

117561

NUFFIELD 4DM



1960, £3,000. 1960, £3,000, very nice original condition, starts and runs well. Brakes done, very good Tyres. Please call 01694781640, West Midlands.

117529

NUFFIELD 4/60



£3,500. Nuffield 4/60 good original working example with hi-low gearbox, recent cylinder head overhaul, has a log book. Please call 07821184799, South West. (T)

117606

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117503

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116916

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

115971

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

115961

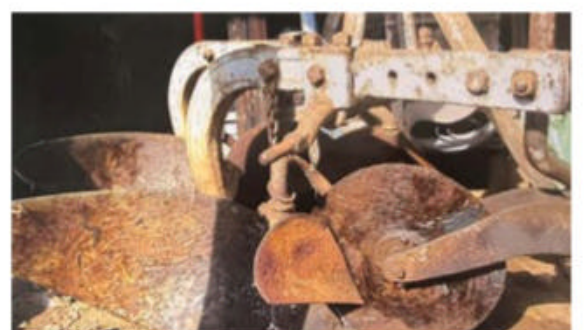
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117746

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