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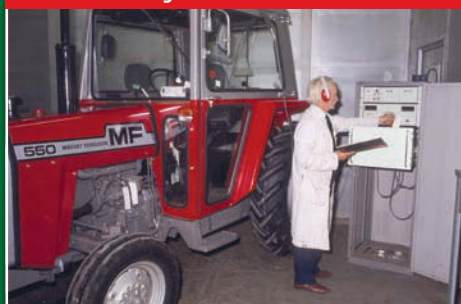


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I appreciate the work that goes into the concours restorations that you see at static events, but is there anything better than seeing a machine at work? Photo: James Connolly.

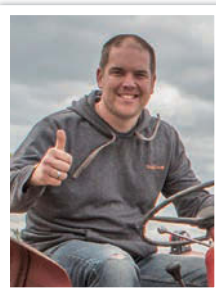
Hello and welcome to the January 2021 issue of *Tractor & Machinery*. As I write we've just come out of a second lockdown in the UK and I sincerely hope that's the last one we experience! Time will tell.

It's clear that such action has a positive effect on the rate of infection related to Covid-19, but lockdown puts the brakes on everything and it's nice to have slightly more freedom.

The announcement that several vaccines look set to bring an end to the horrendous suffering the world has experienced is music to the ears and I sincerely hope that the 'normal' we all remember so fondly returns before the summer months are upon us.

We've already seen the cancellation of Tractor World Spring and I hope the trend does not continue. Bring on the shows and give everyone a chance to see what their fellow enthusiasts have been up to during this turbulent year!

Stephen Crawford's Taarup S 1500 forage harvester is a prime example of the determination and ingenuity shown by enthusiasts in 2020 to do something constructive. There are few that go to such lengths to restore agricultural machinery



Farming Photography Ltd.

to this standard, particularly implements, and the fact that Stephen has no qualms in putting it to work is even more impressive. I doff my cap!

Elsewhere in this issue we have the second part of Mike Gormley's nod to the phenomenal County 1884 – a tractor that continues to inspire 40 years on. Mike has left no stone unturned in a bid to find information and period photographs and I would personally like to thank him and his former County colleagues for bringing the feature to fruition.

Further thanks go to Chris Clack – a former Massey Ferguson employee that has helped with our brief look at the 550. It may not have been the best seller in the range and was perhaps let down by its lack of disc brakes, but I know that many of you have a fondness for it that you cannot necessarily explain. I understand your enthusiasm, as I think it's a great little tractor.

All that's left for me to do is to wish you a 'Merry Christmas and a Happy New Year!' – let's make 2021 a year to remember for all of the right reasons!

Until next time, all the best. Stay safe.

Scott Lambert

Editor

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Main cover image:
 A Ford 5000 and offset forage harvester in full flow –
 what a sight!
 Photo: James Connolly.

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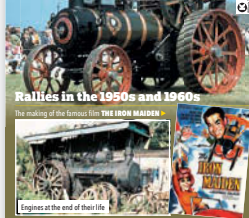
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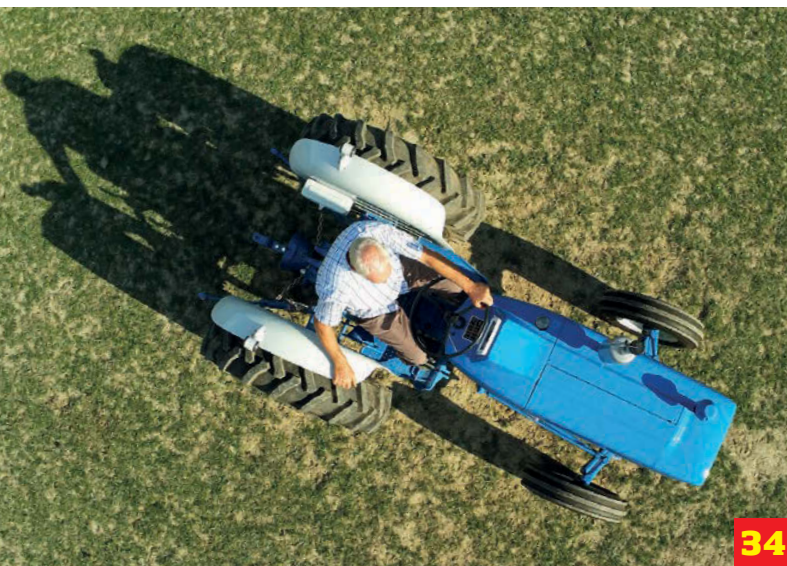
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Going green

Many would shy away from a daunting project, but Stephen Crawford from Co. Down evidently likes a challenge. James Connolly admires his recent restoration of a Taarup single-chop forage harvester.

Back in the 1950s and early '60s, hay was the main crop used by European farmers to feed their cattle during the winter months. The art of making good-quality hay was very dependent on the weather. Large-scale silage making was still in its infancy and the process was a relatively new way to make winter fodder for many farmers.

Hay provided reasonable feeding value for cattle. Agricultural research studies indicated that good-quality silage had a higher feed value than hay. Beef cattle fed with silage had improved growth and weight gains. In the dairy sector the improvement was even more significant. Cows fed silage during the winter months, when housed inside, showed a marked improvement in milk production.

Ministry of Agriculture grants in the UK became available to farmers to build silos/clamps and invest in agricultural machinery. More efficient food production was the order of the day in post-war Britain and this encouraged farmers that silage making was the way forward in progressive agriculture.

Silage making in the early years involved grass being cut with finger-bar mowers. Tractors with large-tine buckrakes, attached to a front-mounted loader or the three-point linkage, were driven or reversed up the sward of grass until a full load was achieved. This grass was then taken to the clamp or silo on the buckrake.

Another way to lift silage was with a green crop loader. This was ground

driven and picked up the sward of grass using an elevator system of chains and tines to deposit the grass on the trailer.

Farmers were looking for a more efficient method to harvest grass to make silage. This technology became available following development in the United States. Farmers in the US were using PTO-driven harvesters to make their silage.

One progressive Danish company, Maskinfabriken Taarup, from Kerteminde, went to the States to see these machines in action. It was so impressed with what it saw that in 1957 it bought the production rights to a forage harvester, held by John Deere. It then tweaked the design to ensure that it was suitable for the European market. ►

Stephen Crawford's Ford 6X 5000 makes some smoke as the Taarup S 1500 single-chop harvester takes the full sward of grass.





This picture shows a green Taarup S 1500 being demonstrated at Loughry College in 1958. It is powered by a Nuffield Universal Four. Photo: Courtesy of Billy Armstrong.

The first harvesters produced by Taarup were single-chop models. These used a set of rotor flails to cut the grass, which in turn was blown up the spout and into a silage trailer. This was an improvement on using buckrakes and crop loaders, as the cutting of the grass and transporting the crop back to the clamp was much quicker.

Taarup was not the only company to offer single-chop harvesters at this time. Companies such as David Brown, with its Hurricane harvester, Lundell, Wilder and JF (another Danish firm), were pioneers in forage harvester development at the time. The UK distributor for Taarup forage harvesters was Western Machinery & Equipment Ltd., Devon. Cyril Johnston & Co. Ltd. was appointed sole distributor for Northern Ireland with Irish Agricultural Machinery Ltd. appointed the distributor in the Republic of Ireland.

In 1958, Cyril Johnston demonstrated the Taarup 60 off-set harvester at a silage demo at Loughry College, Cookstown. The machine proved to be a hit and demonstrations like this helped convince farmers that these machines were the way forward in silage making. As seen from the

photo above, the harvester was powered by a Nuffield Universal Four.

Taarup made three models in the range, the S 1500 (a 60in off-set machine), the S 1100 (a 43in off-set harvester) and a B 1100 (a 43in inline model).

The success of these machines led Taarup to produce a new version of the side-mounted harvester. These machines went on to become one of the company's best sellers. A range of flail and disc mowers was also produced at this time.

By the late '60s, another development of the silage harvester was introduced, known as the DC 1500 double-chop harvester. This machine proved to be a great success

for Taarup. A range of precision-chop harvesters was also developed and produced at the Kerteminde factory.

In 1993, Taarup was acquired by the Kverneland Group and the deal also included the Kidd factory based in the UK. The company was renamed Kverneland Group Kerteminde AS and made forage equipment, including harvesters, well into the 21st century, during which time the Taarup name was phased out. Today Kverneland continues to make a range of mowers, rakes, tedders and silage wagons.

Project

This brings us to the harvester in this article – a 1960 Taarup S 1500 five-foot off-set machine belonging to Stephen



The harvester in the process of being loaded, before it was transported to Spratt & Co.'s premises, where it was to be restored to working order.



This photograph provides an insight into the construction of the top spout and adjustable flap. This element was one of the most time-consuming and intricate parts of the build.



The completed rotor with new pins, bushes and flails.

Crawford of Donaghadee in Co. Down. Stephen is a regular attendee at the popular Border Counties Vintage Grassmen event and had toyed with the idea of restoring a silage harvester, tractor and trailer to take part at this popular silage-based working day.

Red Taarup single-chop machines, especially side-mounted models, were a popular choice for enthusiasts at such events, but Stephen wanted an early production silage harvester that would stand out from the crowd. The dilemma was, which machine would this be? He considered the David Brown Hurricane harvester and other machines made by Lundell, JF and Wilder as possibilities.

Stephen is an agricultural animal feed merchant travelling throughout Northern Ireland and making contact with farmers regularly. After carrying out his business, it is not unusual for Stephen to have a chat with the farmers about his main passion, classic tractors and machinery. It was during one of these chats on the Ward family's farm at Hillsborough, Co. Down, that a green Taarup single-chop harvester was mentioned as a potential restoration project.

Green Taarup harvesters are unusual, and only those of us of a certain age can remember the early colour scheme. Many are surprised that Taarup made machines in colour other than red. It was approximately 1962 when Taarup ceased using the green livery and adopted the familiar red. Stephen decided that this was the harvester he had been looking for to restore, as it fitted the brief of an early machine with something a little different, but from a familiar manufacturer.

David Ward's father, James, had purchased the harvester new in 1960 from Cyril Johnston & Co. Ltd., Belfast. It cost approximately £425. It was first powered by a David Brown 900 tractor and then by a DB 990. Taarup brochures for the harvester stated that the machine required a tractor of 40hp to drive it.

By the mid part of the decade, the Wards had moved on to using a new Ford 6X 5000 to power the harvester. Who was to know that many years later that same combination would be seen in action once again? The Wards used the green harvester for nine years until it was replaced with a new Taarup double-chop model.

In later years the single-chop harvester was used for topping grass, with the chute and spout removed. It was fitted with a rounded top to deflect the grass onto the ground. David advised that somehow the spout and chute had been lost or scrapped and so Stephen purchased the remaining lower half of the harvester.

As can be seen from the photograph opposite, the harvester needed a lot of work to bring it back to working condition. It was taken to Spratt & Co., an engineering and fabrication company in Moneyreagh, Co. Down. Here, a full-scale restoration programme was undertaken, beginning in April 2019. ►



The harvester starts to take shape after many hours of work at Spratt & Co.'s workshop. Photo: Stephen Crawford.

Note the new rear 'A' frame that gives support to the heavy chute and top spout. It also shows the auto hitch that was deemed a safer, stronger and easier hitch to use at silage working days.



Stephen purchased a second Taarup harvester as a parts donor from Tom Kirk, a nephew of Cyril Johnston, and he also obtained another top chute and spout from Francis Dickson, whose father and uncle operated a green S 1500 harvester in the late 1950s. Measurements were taken from this machine, along with the salvaged parts, to make a new chute and spout.

When the harvester arrived at Spratt's premises, the first job undertaken was to thoroughly wash the machine and assess what was needed. Jonathan Chambers and Gary Lyttle were the two men appointed by John Spratt with the task of rebuilding the Taarup harvester. They were assisted with any mechanical and hydraulic work during the rebuild by John Stewart.

First, a new chute was made from 2mm plate. At the base it is 60in wide and this then narrows to the point where it meets the top spout. The chute also required a new support 'A' frame, which gives extra strength to

the harvester whilst in operation. It also has a detachable rear inspection plate, that enables the harvester to be cleared of grass if the machine blocks during operation.

Time-consuming

This section was reasonably straightforward to reproduce in comparison to the top spout, which proved to be the most time-consuming and intricate part of the rebuild. At the joint where these parts meet, two 10mm plates were welded to both sections to create a moveable collar. This allows the top spout to swivel on the lower chute section, enabling the operator of the harvester to blow the grass into the trailer where required.

A new linkage control rod and top spring-loaded discharge flap were also built. The flap is operated with a chain within the control rod. The rod sits in a finger-style housing in front of the harvester, which sets the spout position in a fixed setting determined by the operator. Early Taarup S 1500

harvesters were also available with a wire cable linkage to move the chute and top spout, but these were prone to seizing up when the harvester was in winter storage.

The next item to be overhauled was the lower section of the harvester, which houses the rotor and flail assembly. First, the harvester was dismantled into its individual components. This included the main frame, drawbar, parking stand, axle legs, ratchet height adjuster, hubs and wheels.

Every serviceable item was sent away for shot blasting and it is a testament to the way this early Taarup harvester was built and the quality of the steel produced at the time, that after shot blasting very little structural repairs were needed to return these components to working order.

One item that was replaced was the adjustable front stone guard, which after a lifetime of work was too badly bent and worn to repair. This guard

is a very important safety device on the harvester, as it stops stones and debris being catapulted forward from the rotating flails. A new hinge was also fitted, that allows the guard to be adjusted so that the harvester can lift swards of mowed grass or different fodder crops, such as kale.

After being shot blasted and sprayed, the rotor received new securing pins that hold the flails in place. These were made in the Spratt workshop in Moneyreagh. New bushes and flails, from D A Forgie, were also fitted to the rotor, consisting of two rows of eight flails and a further two rows of seven, giving a total of 30.

Two new outer rotor bearings were also fitted, attached to the lower housing. Two adjustable Hardox cutting edges were fitted to the lower flail housing, which determines the chop length and the blow of the harvester.

The gearbox of the harvester was checked and new seals were fitted and new gearbox oil added. Bearing in mind that the gearbox is 60 years old and has done many hours hard work, it was in first-class order. Four new drive belts and a duplex chain and sprockets, along with a new power take-off shaft with over-run facility,

completed the drive train on the harvester.

New drive belt and PTO guards (which had been missing) were also fitted. The freed-up ratchet adjuster, which alters the height at which the harvester cuts, was also re-attached to the main frame. Also refitted was the parking stand that the harvester sits on when not in use.

New bolts for the axle legs, complete with new hub bearings, studs and nuts were fitted and the positioning of the wheel track on the harvester was also set. Both adjustable axle legs were set to a point on the main frame that would give the best possible weight distribution when towing a silage trailer.

A single-acting spool-operated automatic trailer hitch was also fitted to the main frame. This type of arrangement was deemed to be a stronger, safer and easier-to-use unit than the original skid and slide hitch that was fitted to the harvester.

A new set of tubes and tyres from JB Tyres of Tobermore were fitted to the refurbished wheel rims and a wheel scraper bracket was fitted to the outside wheel of the harvester. Two new lower skid plates were attached to the bottom of the harvester too.

Problematic

The two most problematic areas in the restoration were the green colour scheme and the cow's head logo. Both proved difficult to replicate, especially trying to get the exact shade of green produced in the late '50s and early '60s, and the cow's head logo, nicely reproduced by Sign Lines, is different to that used on the red harvesters.

Both were replicated as closely as possible to the originals, with the paint supplied by Coach Finish and the Taarup lettering and other decals reasonably straightforward to replicate for Machinery Decals. A number of brass plates were also reproduced by Vintage Brass Plates and fitted to the harvester. This completed the rebuild of the harvester in late August 2020.

Of significant help during the rebuild was a parts and workshop manual for the harvester, which Stephen obtained via the internet. A further point to note is that Taarup harvesters were very well painted and this rebuilt machine is no different. Three primer and four finishing coats were applied.

The plan was to finish the project in time for this year's Border Counties Vintage Grassmen event. ➤



Stephen's Ford 6X5000 and 1960 Taarup S1500 single-chop harvester, complete with an early Kane silage trailer.

Left to right: Mervyn Porter, John Stewart, John Spratt and Stephen Crawford (seated).



Unfortunately, this was cancelled due to Covid-19 and it also resulted in a longer time taken to complete the restoration project. As it is the 60th anniversary of this particular harvester, Stephen was keen to get it operational this year.

He organised a shakedown test for the harvester to take place close to Spratt & Co.'s premises on the McDowell's farm, near Castlereagh. The newly-restored Ford 6X 5000 and Taarup forage harvester were taken to the farm to cut grass that is zero grazed for dairy cows. For the first time in more than 50 years, the refurbished harvester cut a load of silage and it performed perfectly.

To test the harvester further, Stephen organised a silage-cutting day in early September on the Bailey's farm in Greyabbey, Co. Down. This was the final cut of silage on their farm for the year and they kindly provided Stephen with the opportunity to really test the harvester out in a full sward of grass.

Two period silage trailers were used on the day to draw away from the harvester, complete with Stephen's 1963 Fordson New Performance Super Major. The harvester performed extremely well and I have no doubt that it operated every bit as good as the day it was built at the Taarup

factory in Denmark. The team at Spratt & Co. had done a first-class job.

I was given the opportunity to cut a load of silage on the day. Back in 1960, this top-of-the-range Taarup harvester was one of the ultimate and most up-to-date machines available at the time. Both the tractor and harvester were a joy to operate and you feel really connected to the whole process when operating it.

The Ford 5000 provided ample power for the machine and the S 1500 shaved the grass off cleanly, with the chop length short for a single-chop machine and great blowing power to fill the silage trailer. At the end of the day, the harvester even lifted a 10ft sward of mowed grass.

I was delighted for Stephen Crawford as he has put a lot of time, money and effort into restoring both the harvester and the Ford 6X 5000 and they performed perfectly. As previously noted, the Ward family (original owners of the harvester) had used a Ford 6X 5000 tractor to power the harvester in the 1960s and it was fitting that history was repeating itself more than 50 years later.

Stephen would like to thank the team at Spratt & Co. for their hard work, especially John Spratt who took a great interest in the restoration project and was invaluable with

advice and supply of parts for the Taarup S 1500.

A big thank you must also go to Stephen's partner Val, who helped select the final colour for the harvester and also helped with the design of the cow's head logo and decals for the harvester. Many people helped Stephen throughout the restoration project and he is grateful to them all.

To complete this silage outfit, Stephen needs a trailer! An auto-drop trailer is currently being constructed at Spratt & Co. and, all being well, Stephen hopes to take the Ford 5000, Taarup harvester and auto-drop silage trailer to the Border Counties Vintage Grassmen event in 2021 ■

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MF 135 AUCTION

An Internet auction is always intriguing, because nobody knows who else is bidding, but during the seven days of the charity MF 135 sale that we reported in the last issue, there was one person who was watching it with keen interest.

Brian Mitchell, from Brechin in Angus, helps out at Pentland Livestock and took a real fancy to the restored 135 when he saw it. When the tractor reached £10,000, he thought that was dear enough, but auctioneer Graham Burke encouraged him to add some more bids! Brian carried on undaunted until he secured the top bid of £11,800!

The MF 135 was donated to the RSABI by farmer Harold McKeever to be restored and sold in aid of the charity. It was restored by the members of the Ayrshire Vintage Tractor & Machinery Club, led by John McNae and Russell McNab, and was sold online by Pentland Livestock, which generously waived the sale commission.



Brian Mitchell, the proud new owner.

Ted Everett's brand-new podcasts on YouTube

Building on the success of his book, *My Life as a Photographer with Massey Ferguson*, Ted Everett is releasing a series of podcasts giving voice to his memories and experiences working for the famous company.

The podcasts, available on YouTube, feature Ted in conversation with another former Massey Ferguson employee, Campbell Scott, previously Director Marketing Services.

Based in and around Coventry, Ted was employed as a photographer for the Massey Ferguson agricultural equipment brand from 1952 to 2018. He captured the products, the people and the events of the firm on camera throughout his 66-year career. Late last year, he published a book charting his career, illustrated with more than 300 of his photographs spanning seven decades. The book is a unique new perspective on an important chapter in MF's history, as well as a fascinating collection of anecdotes from the company's longest-serving employee.

Recorded at the Massey Ferguson Club in Coventry, the new podcasts elaborate on the stories in the book, as well as exploring new material that never made it to publication.

"Many people who read the book contacted me with further questions



Ted Everett (front) records his podcasts at the MF Club with Campbell Scott.

and also added their own insights to the events I described," says Ted. "We thought a series of podcasts would make a great companion to the book and give us the chance to dig deeper into some of the stories.

"For example, one of the biggest talking points with readers – and something we discuss in the podcasts – was the Ferguson LTX 10 tractor, the machine that made it all the way to prototype during the 1950s but was never launched," he explains.

Ted's podcasts are available on the Tractormaster channel on YouTube, or you can search on YouTube or Google using the hashtag #tedeverett.

My Life as a Photographer with Massey Ferguson is available from Amazon, priced at £29.95 plus delivery.

BKT's treatment centre

A contactless Covid-19 treatment centre and E-ICU unit, built by BKT at its plant in Bhuj, India, is already operational. The centre, which joins the secondary medical assistance services that already exist on the site, employs a doctor and eight healthcare operators and will be responsible for treating workers and their families affected by Covid-19.

Built in just three weeks, the unit has the most advanced medical technology, equipped with remote patient monitoring, data analytics on diagnostics and medicine

management, high-flow oxygen machines, remote consultations using augmented reality, data availability across the globe for e-consults through Cloud monitoring systems and an AI-enabled X-ray imaging system, providing best-in-class care at the BKT facility.

It is one of the first contactless E-ICU, Covid-19 treatment structures to be built outside of a hospital environment in India, designed by a team of doctors, engineers and IT experts with the specific aim of preventing and minimising the risk of virus spread.

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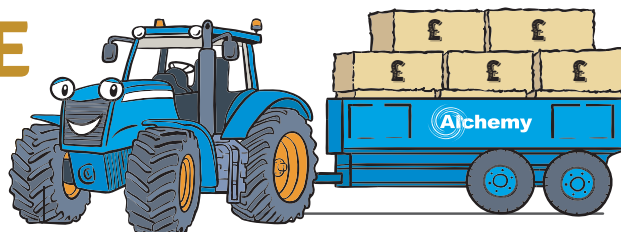


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£500 RAISED

The Gathering of the Greens raised £500 in support of the Wales Air Ambulance, through the sale of hand-crafted, farming-themed face masks.

The Gathering of the Greens is a group of John Deere tractor enthusiasts that holds an annual tractor gathering each year at Parc Grace Dieu Farm, The Hendre, near Monmouth, courtesy of local John Deere dealer Frank Sutton. The Gathering celebrates everything John Deere in true Western style and has been meeting for more than 10 years.

With the postponement of this year's event, due to Covid-19 restrictions, members of the tractor club decided to raise money to support a much-respected service, Wales Air Ambulance. High-quality, farming-themed cotton fabric was sourced by Anna Sutton and seamstress Lynne McLoughlin, of Newport, created the masks.

Thank you to all that supported the charity by purchasing the masks that were on sale throughout the summer season. Deere friends and followers of The Gathering of the Greens, from all over the UK and the USA, continue to meet virtually online and share their passion for tractors and farming news.

If you would like to join in, please contact The Gathering of the Greens via e-mail: gatheringofthegreens@gmail.com or telephone 07748 960463. Or, you can visit the website: www.parcgracedieufarm.co.uk



The usual Gathering of the Greens was postponed due to Covid-19.

Improving the safety of tractor-trailer braking

The Agricultural Engineers Association (AEA) published an updated edition of the *Look Behind You* guide to tractor-trailer braking on Friday 13 November. The guide is aimed at farmers, tractor drivers, mechanics and technicians – indeed anyone using, purchasing or maintaining tractors and trailers.

It seeks to raise user awareness of what is needed from tractor-trailer braking systems, in order to obtain good performance and also to comply with legal requirements. It will also help users to make informed purchasing decisions and to recognise shortfalls in the braking systems of their current vehicles.

Safety is a perennial issue for farming. That applies as much to the use of farm vehicles on the road as it does on farm. A key concern which comes up time and again is the safety of tractor-trailer or tractor-trailed implement combinations. 10 years ago, prompted by a spate of premature tractor brake failures linked to inadequate trailer brakes, the AEA published the first edition of the *Look Behind You* guide.

Since then, much has changed. Tractors, trailers and trailed implements are bigger, more tractors can now reach 50kph (30mph) and pneumatic (air) trailer braking systems are more common. Certain UK Legislation has changed and new EU Braking Regulations for agricultural vehicles have arrived.

As well as bringing the content up to date, the advance of media technology has allowed new features to be built into the new *Look Behind You*. The online version of the guide includes a number of videos introducing the key topics and animations to help users to get an advanced understanding of some of the most important concepts.

To download a copy, please visit: <https://aea.uk.com/look-behind-you/>



The new *Look Behind You* is available now.

NUT Parts website launch

New & Used Tractor Parts, or NUT Parts as it is more commonly known on social media, has launched a new website that, it claims, has the potential to improve the way people buy and sell tractor parts in the UK, Ireland and mainland Europe.

Users have the option to either list simple ads or create their own online shop where they can sell their products directly to customers. The website also has a special feature that allows users to select multiple tractor marques, series and models when they are uploading an ad/product. This feature was created to enhance the usability of the website by making it much easier and faster for users to sell their tractor parts.

Founder Luke Gardiner, a beef farmer turned tractor parts salesman, identified a problem online when he was trying to buy and sell tractor parts and made the decision to

establish NUT Parts in a bid to improve the process. Initially establishing the concept on social media channels, Luke built the brand's awareness and had exceeded 7,000 followers by month 10.

NUT Parts' tagline, 'Helping the right parts find the right people', describes what the company is about and hopes to achieve. "We secured more than 1,500 different parts in the last six months from businesses around Ireland and Europe to go live with, which clearly indicates a huge interest in the website," explained Luke. "We have many more in the mainstream, ready to be uploaded in the coming weeks."

Tractor dealerships, breakers, online e-commerce sites or individuals with a few tractor parts at home are catered for on the website. For more information, visit the website: www.newusedtractorparts.ie

Tractor run raises money and morale

Leominster Vintage Club decided to beat the post-lockdown blues by organising a road run on 13 September, aimed at allowing tractor enthusiasts at least one trip out with their vehicles this year.

Knowing a full-scale working day wasn't going to be feasible, due to a ban on large gatherings, the club's newly-elected club chairman telephoned the committee members suggesting that the working event be replaced by a road run. It was agreed that this would be possible, where contact between participants could be reduced to just people within the same household, as per the then current government guidelines.

The outcome was a staggering 92 tractors and four-wheel drive vehicles attending, raising £1,000 – which was presented to Macmillan Cancer Support a few weeks later. The event was praised for allowing people to get out and about, and to travel through different land and roads where most



More than 90 participants gathered for Leominster Vintage Club's road run.

would have never driven before. For some, it was quite possibly the first time they had ever driven in the area, with one participant travelling from Bedford – roughly 130 miles away.

Several villages were visited along the route, with many people stopping their day to watch the vehicles pass, as well as handing over donations for the worthy cause.

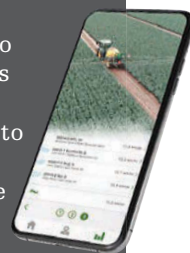
Leominster Vintage Club wishes all of its supporters the very best of health during this difficult period, and looks forward to seeing enthusiasts at its next event – when the current pandemic has blown over.

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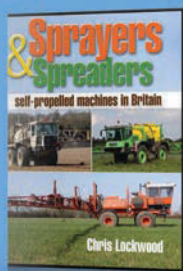


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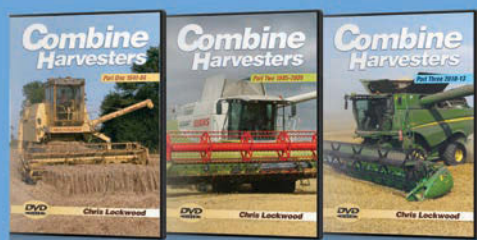
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Convention defied

Although ploughing is not as fashionable as it once was, good reversible ploughs are still popular with enthusiasts and those that believe they still have a place in today's farming landscape. We take a brief look at the history of the concept and what you should consider if purchasing one.



The Massey Ferguson 797, introduced in the 1950s, was one of the first reversible ploughs to use a hydraulic turnover mechanism. Photo: AGCO.

It is easy to believe that conventional ploughs paved the way for the reversible counterparts, but a look back through the history books will reveal that it isn't necessarily that straightforward.

Well-known implement maker Ransomes Sims & Jefferies Ltd. (RSJ), for example, was making single-furrow, balance-type ploughs for horses and cable-drawn balance ploughs for steam engines in the 1800s – well before tractors were even thought of.

With the introduction of internal combustion power to mainstream farming, it's fair to say that conventional ploughs still ruled the roost in the early days, but reversible ploughs never went away – adaptations of horse-drawn reversibles were suited to drawbar coupling and the time saved in marking out lands, finishing off and

eliminating ridges and open furrows was an obvious benefit.

The other advantages of reversible ploughs became ever more apparent with the introduction of the three-point linkage. With the tractor doing the bulk of the work, less muscle was required to turn the plough and less time was taken doing it.

Obvious early examples of mounted reversible are the Ferguson 'butterfly' single-furrow model and David Brown's slightly more elaborate design. The DB model mounted left- and right-handed bodies on the same cross shaft and the mouldboards were

RIGHT: The David Brown single-furrow reversible was essentially two ploughs, with either a left-hand or a right-hand body, mounted on one cross-shaft. All photos taken from promotional literature (unless stated).

put into work alternately by means of a wire rope running round a pulley mounted on the tractor.

The Ferguson, which made its debut in the early '50s, had a chain-operated reversing mechanism connected to a bracket on the back of the tractor. The mechanism was automatically loaded and operated when the lower links were raised and lowered at the headland.

Neither was perfect and although the Ferguson plough was ahead of the competition, there was an obvious drawback. If it became necessary to raise the implement to clear a blockage, the opposite-handed body was automatically put into its working position as the reversing mechanism was loaded by lifting the plough on the linkage!

RSJ was also prolific with its reversible models at the time – the single-furrow TS 51 with UDM digger bodies being an example. Both this and the two-furrow TS 50 were reversed by a hand lever attached to the tractor's rear axle and, according to sales literature, required little or no effort to operate because the plough was so well balanced that it almost turned under its own weight. Some would beg to differ! ➤



IMPLEMENTS: REVERSIBLE PLOUGHS

Others included the Bonnel single- and two-furrow reversibles, designed in France and built under licence in Norfolk, and the Melotte models – built in Belgium and sold by Melotte Sales Co. Ltd. of Grantham, Lincolnshire.

Assisted turns

Until this point, mechanical trip mechanisms were the bread and butter of reversible plough design, but by the latter half of the 1950s hydraulic turnover was emerging as the best method of reversing such a plough. Depending on the weight of the plough and the mechanism used to turn it, operation could prove 'violent' and affect the tractor, so a smooth transition from right-handed to left-handed ploughing was a welcome addition.

RSJ introduced the single-furrow TS 1015 and two-furrow TS 1016 for the Dexta in 1957, with both incorporating a double-acting ram for turning the plough. Massey Ferguson wasn't far behind with its two-furrow 797 model, once again using double-acting hydraulics to reverse the bodies.

MF's system was slightly more complex, with the ram operating a toothed rack inside the headstock that meshed with a gear to rotate the plough through 180 degrees. Operation was smooth, but perhaps unnecessarily complicated given that other manufacturers were achieving similar success simply by using an external cylinder.

The TS 50 (two-furrow) and TS 51 (single-furrow) ploughs were produced by Ransomes Sims & Jefferies.



Come the '60s and an influx of other manufacturers joined the fray, with the likes of French manufacturer Huard, in particular, enjoying success in Britain through a licencing agreement with Salopian-Kenneth Hudson (SKH) and 'badge engineering' arrangements with International Harvester and Massey Ferguson to name but two.

Other European implement builders to gain a foothold on the British market included Lemken, imported by Colchester Tillage, Viaud (marketed

by Bamfords) and the Bonnel models sold by Bomford.

By the 1960s it was clear that reversible ploughs were here to stay, but conventional ploughs would not fall completely out of favour for some time. Those that ran crawlers, which in the main were solely equipped with a drawbar, continued to run trailed, conventional ploughs – but tool carriers were an option for those with larger tracklayers.

There was also an argument that the reversible ploughs on the market did not turn enough furrows to be an economic load for the more powerful wheeled tractors that were being sold in increasing numbers.

With one or two exceptions, reversible ploughs were two- or three-furrow models, but conventional ploughs were being sold by with five furrows in mounted form and with six or more furrows in semi-mounted form. Only the largest, most expensive tractors could lift a reversible plough with more than three-furrows, so why spend so much money when your 66hp IH 634 could pull a five-furrow conventional plough with relative ease?

The conventional right-handed plough was still very much a part of the farming scene, but it was evident



Before it marketed Kverneland ploughs, Bamfords Ltd. of Utttoxeter sold the P61, P65 and P75R two-furrow reversible and the P92 three-furrow model.



Rumptstad's standard two-, three- and four-furrow models were imported from Holland, by Parkin Engineering of Rotherham, and required 55-65hp, 65-100hp and 80-100hp respectively.

that mounted and semi-mounted reversible ploughs were here to stay by the late 1960s.

Still tripping

Ransomes Sims & Jefferies' conventional ploughs had set the benchmark and not to be outdone in the reversible class, the company continued to introduce new models – complementing the Ford 6X range of tractors nicely. These included the single-furrow TS 80, two-furrow TS 82, lightweight three-furrow TS 83 and the heavier three-furrow TS 84. This last plough, designed with the Ford 5000 in mind, was introduced in 1964 and had large under-beam and point-to-point clearances, and could turn furrows up to 14in wide and 12in deep.

A hand-operated trip mechanism was still prevalent on all of the RSJ models, but the company was not alone in shying away from making hydraulic turnover a standard feature for the '60s. Massey Ferguson's two- and three-furrow 85 model had a chain and coil spring mechanism in the headstock to reverse it at the headland, while the British Demblon reversible ploughs had a mechanical turnover mechanism in the headstock and spring-loaded break-back units attached to the frame.

Another prominent company, a name synonymous with ploughs today, that gained ground in the British reversible market during the 1960s was Kverneland. The

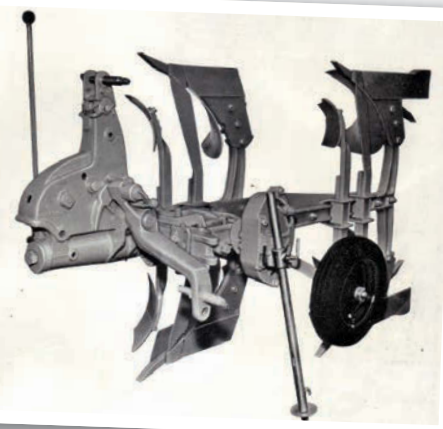
Norwegian manufacturer had a marketing agreement with Bamfords of Uttoxeter from the middle of the decade and the models soon became popular for their design, build quality and options.

Throughout the 1970s the Kverneland name appeared on more and more farms across the UK, but it did not have it all its own way. Other European manufacturers were keen to have a slice of the pie, with the likes of Krone, Rumptstad, Skjold (imported by Falcon Agricultural Machinery Ltd. of Staffordshire) all selling reversibles in Britain throughout the 1970s.

Not to be outdone, Warwickshire farmer Roger Dowdeswell had been hard at work designing a suitable three-point linkage for reversible ploughing with a crawler. The



At the time this photograph was taken, the British Demblon models were manufactured by The Steel Ploughshare Co. Ltd. and were available in two-, three- and four-furrow guises.



The SKH HB.1 was a Huard model sold under licence by Salopian-Kenneth Hudson of Prees, Shropshire.

result, a swinging design for his Track-Marshall, was sold to Turner Engineering and subsequently appeared on other tracklayers, such as the IH BTD-8.

Not content with his efforts, Dowdeswell built a reversible plough for his patented crawler linkage, called the DP1, that took the top prize in the new machinery awards at the 1970 Royal Show. It was fully mounted and offset so that the crawler could run on the land and the swinging linkage kept the implement in line with the crawler without any adverse effects from the slewing action of the steering mechanism.

The depth wheel also served as a transport wheel and remained upright while the double-acting ram reversed the plough. The plough was available as a three-furrow or a four-furrow model that could be converted to five furrows easily and one of the main appeals was the use of Ransomes bodies, discs and skimmers.

Subsequent models were produced, giving the British manufacturer a substantial portion of the reversible market and a fighting chance against the established names from the Continent.

Today's market

As those on the front line of agriculture will appreciate, fashions change and with the adoption of minimum tillage (min-till) and no-till farming methods by many, in a bid to reduce fuel usage, compaction, and improve soil health, ploughing was no longer in vogue – unless absolutely necessary for crop establishment. ➤



The Mustang was marketed by Bernard KRONE (UK) Ltd. and could be purchased in 13 different variations.

A reluctance by farmers to buy new ploughs in the volumes that the 1970s and '80s had enjoyed means that there is an abundance of models for enthusiasts to choose from today – ideally suited to the classic and modern classic tractors that are currently prized by enthusiasts.

The early, single- and two-furrow ploughs sold by David Brown, Ferguson and Ransomes Sims & Jefferies make the perfect accompaniment for the first tractors equipped with a three-point linkage, while the two- and smaller three-furrow reversibles marketed in the 1960s and '70s by the likes of British Demblon, Huard (including IH and MF) and Ransomes Sims & Jefferies make a good pairing for the DB Selectamatic range, Ford 6X and 6Y ranges, MF 100 and 500 Series and IH World Wide Series, to name but a few.

Those with a penchant for the modern classics of the 1980s, such as the Case IH 85 and 94 Series, John

Deere 40 Series, MF 600 Series and even Ford's Series TW tractors have plenty to choose from. This was, perhaps, the golden era of reversible ploughs and there really is something to suit all tractors and budgets.

As well as the private advertisements and *Tractor Mart's* classifieds, the companies selling classic reversible ploughs include S R Haylock of Cambridgeshire, Oakfields of Hertfordshire and specialist Westlake Plough Parts of Cambridgeshire. Those looking for larger reversibles for high-horsepower classic tractors are catered for by J Brock & Sons of Essex.

When looking for a plough to suit your tractor, do your research. It's nice to have an implement that's from the same era as the tractor that's pulling it. Look at literature from the time to see what the common pairings were and don't be tempted to buy a plough that's too big for the tractor –

as it might not pull it and it might not lift it!

As time went on it was common for reversible ploughs to be offered in configurations that could be easily adapted to suit different tractors and different conditions. For example, it is common to see four-furrow reversibles advertised – as this was a popular size, but is it just a four-furrow? Is it a 3+1 or even a 2+1+1? Or can another furrow be added to make it a five-furrow model?

This 'modular' approach was popular and can make one plough suitable for more than one tractor. For example, the Krone Mustang 2+1+1 would suit a 30-50hp tractor in two-furrow form, a 50-70hp model in three-furrow guise and a 70-80hp tractor in full, four-furrow mode.

Purchasing literature can make choosing the make and model of plough a straightforward decision, but also do your homework on spares availability. If the wearing parts are thin, can you buy replacements? If there is a lack of wearing metal available, some ploughs can accept other manufacturers' parts, or be adapted to do so, but it's advisable to check this with a specialist like Westlake Plough Parts.

Common sense will tell you if the plough has been looked after, but be sure to check for bent and/or cracked beams and legs, in addition to poor wearing parts, as well as the integrity of the headstock and any hydraulic components present.

If in doubt, take someone with you when viewing a prospective purchase as this can save a lot of time and money further down the line! ■



The Kverneland Automatic Reset System was available for mounted and semi-mounted conventional ploughs, as well as reversible models.



Roger Dowdeswell's DP1 plough, the first mounted reversible plough for crawler tractors, was awarded a silver medal at the 1970 Royal Show. The depth/transport wheel remained on the ground while the plough was reversed.



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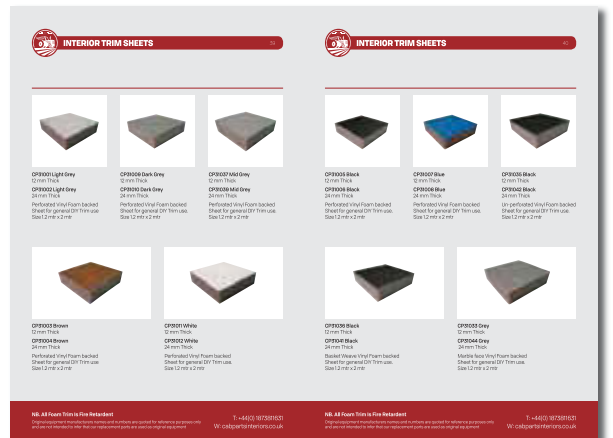
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Super Synchro

Leyland tractors do not enjoy the best of reputations, but it's not all bad. The Synchro range, introduced in 1978, was just the boost the company needed and proved a popular choice with farmers.

The four-wheel drive Synchro models used a Carraro centre-drive front axle.
Photo: Jonathan Whitlam.



Leyland tractors may have been simple in terms of their specification and design, but this reflected in their reliability and, in turn, helped them to enjoy a loyal following. The 1970s, however, saw tractor manufacturers up their game and with increasing competition from cheaper, imported models, Leyland knew it had to pull something out of the bag to stay in contention.

Its designs were dated, but the introduction of the 98 Series engine early in the decade had a positive effect on Leyland's reputation and if it could update the transmission that

was a hangover from the Nuffield days then it would have a range that could take the fight to the opposition.

International Harvester had introduced a synchromesh gearbox at the beginning of the 1970s, to great acclaim, and Leyland realised that it would need to follow suit in order to make its tractor range fit for the market. The major problem was an obvious lack of investment and the company's engineers had to work hard to make a synchromesh system work with the parts and tooling available.

The result, given the minimal budget, was nothing short of

astounding and after extensive field trials and further development, the Synchro range was launched at an event in Torquay in March 1978. The 'red stripe Synchro' decals were the most obvious visual difference, but more was to come – with the four-wheel drive 462 and 472 launched a few months later at the Royal Show. Leyland had pulled it out of the bag!

Over the next few pages we'll look at the range in general, with a particular focus on the popular model, and tell you what you can expect if you think one of these tractors will represent a sound investment. ➤



The side grille panels are retained by springs and allow access to the battery and radiator. Photo: Jonathan Whitlam.

Engine

The Leyland Synchro range boasted impressive engines with great low-down pulling power. The Perkins unit fitted to the 245 needs no introduction as it is the same unit as fitted to the Massey Ferguson 135. With a maximum torque of 128lb/ft generated at 1,300rpm, it's a gutsy three-cylinder motor that won the 245 many fans – for its performance and reliability.

The other models featured here – the 262/462 and 272/472 – both used the Leyland 4/98 engine, with four cylinders and a bore dimension of 98mm. The smaller tractor used a derated version of the 4/98, known as the 'DT', while larger model used the normal 'NT' engine. The later 282/482 models, not featured here, used the turbocharged 'TT' engine.

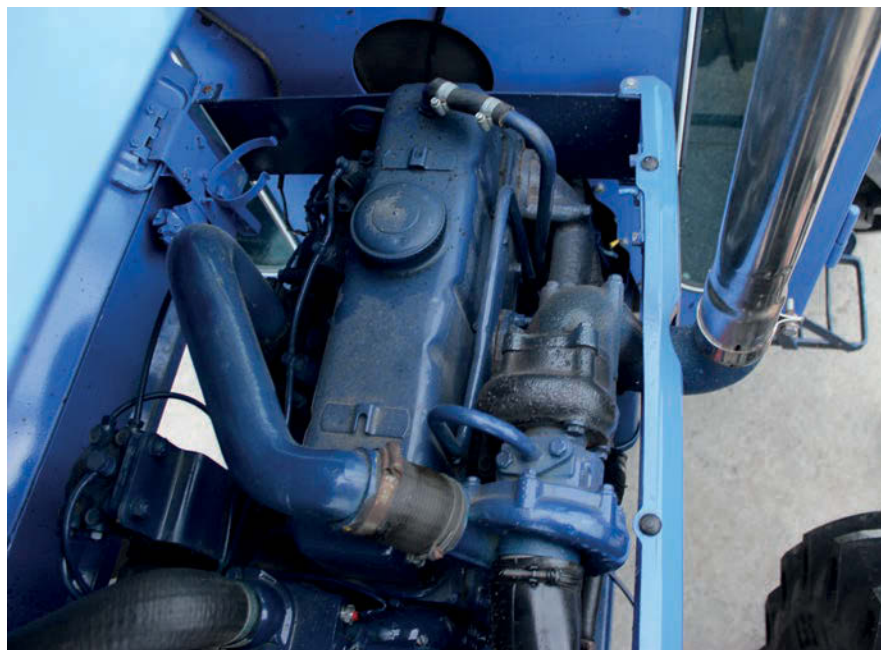
Rated at 62bhp, the 262/462 produces 165lb/ft of torque, while the 72bhp 272/472 produces 190lb/ft of torque. Both of these Leyland engines push maximum torque out at a lowly 1,200rpm.

Access to the engine is good, with the top of the bonnet hinged and the side grille panels retained by springs, making them easy to remove.

As a general rule, don't expect any major problems from either the Perkins or Leyland engines. In terms of the 4/98, don't be put off by an oily appearance, as this can usually be attributed to the rocker cover gasket. The oil feed pipe to the rocker

cover can also split, so it's worth checking this too.

In addition, pay attention to the water pump and radiator. Rectifying leaking components, although not particularly costly, can be time consuming.



With the bonnet hinged sideways, access to the top of the engine is good. The tractor featured is a turbocharged 482. Photo: James Connolly.



This shot shows the two gear levers to advantage. Gears on the driver's right and ranges on the left. Photo: Joseph Lewis.

Transmission

Drive from the engine is transmitted through an independent, dual-plate clutch of 11-inch diameter and you should take particular notice of its operation, as overhauling it is done through the top of the bell housing – not a particularly straightforward process.

The synchromesh gearbox provides nine forward and three reverse gears, which are selected using two side-mounted levers. The range lever, on the left, permits changes between the three constant-mesh ranges, while the right-hand lever has three synchromesh forward gears and reverse. One of the major benefits of the gear layout is that first is opposite reverse, providing the operator with a useful 'shuttle'.

Synchro was a vast improvement over the outgoing 10-speed gearbox and can handle more power than the 4/98 is able to supply, so don't expect any reliability issues. If the gear levers are loose/sloppy, selectors can be changed to improve it.

Top speed on the 245 is around 25kph, while the Leyland-engined models can reach 30kph.

Steering & brakes

The 'A' frame stabiliser-type front axle was rather antiquated in its appearance, but the system works! Be sure to check the ball joints and main pivot pin for wear.

RIGHT: Two-wheel drive models have an 'A' frame stabiliser attached to the front axle. Photo: Howard Sherren.

Parts prices: Leyland 272 Synchro

Engine oil filter	£4.95
Fuel filter	£3.21 (short) £6.72 (long)
Air filter	£12.79
Hydraulic filter	£4.95
Valve chest filter	£32.04
Fan belt	£7.72
Thermostat	£8.36
Head gasket	£18.99
Starter motor	£121.35
Alternator	£69.02
Water pump	£25.60
Engine kit	£362.50
Clutch disc*	£55.08

* Heavy duty

All prices exclude VAT and shipping and were correct at time of going to print (December 2020). Many thanks to Jo Griffin of Tractor Spare Parts Ltd. for providing parts prices. Please see the website for further details: www.tractorspareparts.co.uk

If you're looking for a four-wheel drive tractor, the 462 and 472 won't disappoint. These tractors use a central propeller shaft from a drop box to transmit drive to the spiral bevel crown wheel and pinion differential housed in the Carraro axle. From there, universally-jointed shafts send the power to the hubs, incorporating epicyclic final drive.

The turning radius of both the two- and four-wheel drive models is decent at 12ft (3.66m) and 15ft 2in (4.62m) respectively and the hydrostatic power steering is a far cry from the manual steering of the Nuffields of old!

Effective brakes were not one of Leyland's strong points and this ➤



BUYERS' GUIDE: LEYLAND SYNCHRO

is definitely one of the weakest points of the Synchro range. The hydraulically-actuated dry discs provide just enough stopping power and will require adjustment to get them operating at their best. As this area is often neglected by owners, it is advisable to budget for an overhaul. You can expect to pay around £25 for a lining kit and around £75 for an actuator.

One of the quirks of the braking system is a three-pedal arrangement that will probably irritate those of you that are used to a traditional, two-pedal layout. There are two pedals (one for each side) and a third (above) that joins the other two together. It can be flipped up out of the way, but it can be considered a nuisance.

You may view a tractor and find that this third pedal has been shortened or, in some cases, removed altogether.



The tractors in the range are fitted with a three-pedal braking system. Photo: Howard Sherren.

Specification: Leyland Synchro range*

Model	245	262	462	272	472
Engine	Perkins D3.152	Leyland 4/98 DT		Leyland 4/98 NT	
Cylinders	3	4			
Power	46.8bhp	62bhp		72bhp	
Torque	128lb/ft (173Nm) @1,300rpm	165lb/ft (223.8Nm) @1,200rpm		190lb/ft (257.7Nm) @1,200rpm	
Bore	3.6in (91.4mm)	3.858in (98mm)			
Stroke	5in (127mm)	4.921in (125mm)			
Capacity	152cu in (2.5 litres)	230cu in (3.77 litres)			
Clutch	11in (279mm)				
Transmission	9 fwd, 3 reverse				
Lift capacity	3,750lb (1,700kg)	4,000lb (1,814kg)			
Turning radius	144in (3,660mm)		182in (4,623mm)	144in (3,660mm)	182in (4,623mm)
Length	126in (3,200mm)	133in (3,378mm)	134.85in (3,425mm)	133in (3,378mm)	136.9in (3,477mm)
Wheelbase	74.5in (1,890mm)	80.25in (2,032mm)	83.28in (2,115mm)	80.25in (2,032mm)	83.28in (2,115mm)
Width	69.5in (1,765mm)	68.5in (1,740mm)		69in (1,752mm)	72in (1,829mm)
Height	92in (2,337mm)**	97.5in (2,476mm)		98.5in (2,502mm)	
Weight	5,950lb (2,700kg)	6,725lb (3,050kg)	7,350lb (3,340kg)	6,775lb (3,075kg)	7,395lb (3,360kg)
Front tyres	5.50-16	7.50-16	11-24	7.50-16	10-28
Rear tyres	11-28	11-36		12-36	

* Popular models ** To top of cab

Hydraulics & PTO

Powered by a gear-type pump located in the transmission, the hydraulic system has a capacity of 6.65gpm (30.2 litres per minute) at 2,250rpm.

The system enables a lift capacity of 3,750lb (1,700kg) on the 245 and 4,000lb (1,814kg) on the Leyland-engined models. By way of comparison, the 63hp Massey Ferguson 565 has a lift capacity of 3,400lb (1,542kg), measured at the end of the lower links.

The category I/II linkage on the 245 and category II heavy-duty linkage on the larger models is controlled by a quadrant with facility for position and draft control and an auxiliary valve. The top link-sensed system works well.

An independent, 540rpm power take-off is standard across the range and is operated by a hand/foot clutch lever, which was dated at the time and feels more so today. The 245 produces 36hp at the PTO at 1,813rpm, the 262/462 emits 48 PTO horsepower and the 272/472 produces 56hp at the PTO.

Operator area

The introduction of Leyland's Victor-built, rubber-mounted 'Q' cab was a vast improvement over its predecessor. With the use of cladding and rubber floor mats, as well as the improvements brought about by the use of the synchromesh gearbox, noise levels were reduced to 86dB(A).

Creature comforts include tinted glass, a heater, two-speed wipers, interior light, rear-view mirror and a rear opening window. The ravages of time will mean that you should expect to find signs of corrosion around the doors and glass, as well as possible damage to door latches, hinges and the steps. A slam latch will set you back around £20, while a handle costs around £30.

If it's still fitted, you should expect to find a well-padded KAB suspension seat – but the vinyl is susceptible to cracking and once this has succumbed to the wear and tear of day-to-day life you will find that the foam innards will rapidly disappear.

Although the Synchro range's ergonomics are an improvement over the tractors that came before, you ➤



The three-point linkage, PTO and pick-up hitch arrangement. Photo: Joseph Lewis.



The dash panel is simple and easy to read. Photo: James Connolly.

BUYERS' GUIDE: LEYLAND SYNCHRO

will still have to straddle the transmission – there's no flat floor here! The side-mounted gear levers do help, and for a tractor of this age it's an acceptable driving position.

The dash panel provides an array of analogue gauges and these shouldn't cause too many problems.

Aesthetics

A tractor's appearance is always a cause for serious debate, but there is little doubt that the two-tone blue and silver of the Leyland is striking and there's an argument that suggests the dark blue skid unit is also more forgiving when it comes to dirt and grease, too.

The bonnet makes access to the engine easy and there's something 'friendly' and 'reassuring' about the look of it. It may not be as modern as some of its rivals, but the bonnet suits the colour scheme and works well with the cab.

Summary

The Synchro range was one of the best groups of tractors Leyland produced, with the 272 as the best seller. Although the design was further improved with the introduction of the Explorer cab and under the Marshall banner, the original Synchro range represents a reassuring and good value purchase, with few known problems.

USEFUL CONTACTS

Tractor Spare Parts Ltd.
Alstonefield, Derbyshire
01335 310538
tractorspareparts.co.uk

Goodwin Farm Services
Blythe Bridge Bank, Staffordshire
01889 500303
goodwintractorparts.co.uk

John Charnley & Sons
Brindle, Lancashire
01254 854103
charnleys.com

The Nuffield and Leyland Tractor Club
01453 828737
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The 245 represents a good alternative to the popular MF 135. Photo: Alan Barnes.



None of the models appear to be particularly high on the desirability list, but you should use this to your advantage as prices are low in comparison to models of equivalent power from rival manufacturers of the time. Parts availability is good,

with specialists like Tractor Spare Parts Ltd., of Derbyshire, on hand to provide useful advice should it be needed.

* Thanks to Jo and Andrew Griffin of Tractor Spare Parts Ltd. for their help in producing this guide. ■



The 272 was the best seller in the range. Good original examples, like this, command a premium. Photo: Jonathan Whitlam.



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Model corner

The latest from the scale model world



The detail of the JCB 3C MkIII is good, but the 'weathered' appearance is disappointing.



A must for all modern carpet farms - the John Deere 6120M! It looks realistic, but the 'three-point' linkage could be better.

Something old, something new

We've managed to get our hands on some of the latest releases from our good friends at Britains, in the popular 1:32 scale, and we're sure you'll like them!

Firstly, it's the John Deere 6120M – in the tried-and-tested formula of construction that we've come to know and love. The finish is good and, at around £25, it's cheaper than some of Britains' other tractors. We're still not keen on the 'three-point' linkage, as

although it's robust it also prevents tight turns with a trailed implement.

Up next it's a 'rusty' JCB 3C MkIII from Britains' 'At Work' series. Like the midi excavator from the same range, that we reviewed a few issues back, we were disappointed with this one as the 'weathered' finish is poor – not very realistic. The build quality is better than the midi excavator, but overall we thought the model could have been finished better. You can expect to pay around £29 for this one.

Finally, a variation on another model that we've reviewed – the Kane tri-axle trailer, but this time in yellow low-loader form, rather than the blue bale trailer. With ramps that are retained by a small pin, it's a little fiddly – but small fingers will find it much easier to operate! Priced at around £25, it's a significant investment for any hobby farm – but a must for realism!

For more on the Britains range, please visit: britainsfarmtoys.co.uk

We really like the Kane low-loader. Getting it on and off the tractor can be tricky, but it's still a nice model. Plus, loading your kit is easy (inset)!



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Force field

Gary Hawkins finds out about Ian Lynch's latest project.



Supplied by Haynes, a company that had branches at Appledore and Maidstone, Ian Lynch's 1973 Ford 3000 was originally fitted with a cab.

Ian Lynch has a great track record as an excellent ploughman, enjoying tremendous success along the way, but besides his passion for turning a furrow he has always managed to find restoration projects to occupy his spare time when it's not match ploughing season.

These are not just show tractors though, as Ian is not afraid to get them dirty – they are part of his match-winning formula. Over the years, Ford models have been his main focus, but there have been other notable examples – including an IH B-414 (see *T&M* September 2015).

Ian's love affair with tractors began in the 1970s, when he worked on farms using Massey Ferguson 35s and 165s, before moving on to a Ford 7600 – now one of his favourite models. He never had the

opportunity to drive a Ford 3000, but after several years owning examples of the company's smaller models he had a particular urge to add this one to his collection.

"I came across the tractor on a farm in Chart Sutton, near Maidstone, where I used to do some occasional lorry-driving work," Ian explained. "It usually stood in the corner of the yard, and I would often watch it come and go, but it always looked abandoned and sorry for itself. That's when I suddenly felt the need to do something!

"Tractors like this seem to call out to me, like an abandoned dog! Suddenly I was hooked on this tractor and each time I saw it, it seemed to be calling out to me for help! The tractor was brought new by the farm, so it was still with its original owner before I bought it. It was a mixed farm of fruit, hops and



With the cab removed, the project proper could begin. Photo: Ian Lynch.

arable, and the tractor was used for all sorts of jobs. In its latter years the tractor stood in a hop field with a pallet on the roof of its cab, to help workers reach to string the hop gardens!"

A calling

As many of you will appreciate, setting your heart on something can be a risky business and Ian found this to be the case with this 1973 Ford 3000. "Like all the tractors I have restored, I got a sensitive feeling for it," he said. "Plus, I was thinking ahead about what my next project would be.

"I already had a couple of jobs waiting in the pipeline, but every time I saw this tractor it kept calling out to me! Call me mad, or what, but I knew I had to buy it, so I put in an offer to the farmer. Sadly, the farmer declined it, but I never gave up hope!

"Then, one day, the tractor had gone! I was devastated. Little did I know that it wasn't needed any more and it had been abandoned once again in a field somewhere. Then, after about 18 months, it re-appeared! I put in my offer to buy it again and this time it was accepted!"

Ian had hinted that the tractor was in a poor state, but was it one of those projects that he wished he had never started and did he encounter any problems along the way?

"I had a fair bit of knowledge of the Ford 3000, in particular the porous block problem, but I wasn't put off," he said. "I was aware that this tractor had a new short engine installed at some point in its life – as the block was still in its original red oxide paint with the cast 'criss-cross' pattern on the side. The rest

Specification: Ford Force 3000	
Engine	Ford
Power	47bhp
Cylinders	3
Bore	4.2in (106.7mm)
Stroke	4.2in (106.7mm)
Capacity	175cu in (2,868cc)
Clutch	Traction: 11in (279.4mm) PTO: 8½ in (215.9mm)
Transmission	8 fwd, 2 rev
Turning radius	10ft 9in (3,277mm)
Length	127in (3,226mm)
Wheelbase	75¾in (1,924mm)
Width	64in (1,627mm)*
Height	58in (1,473mm)**
Weight	3,700lb (1,678kg)
Front tyres	5.50x16
Rear tyres	11x28

Note: standard specification shown.

* At minimum track

** To steering wheel

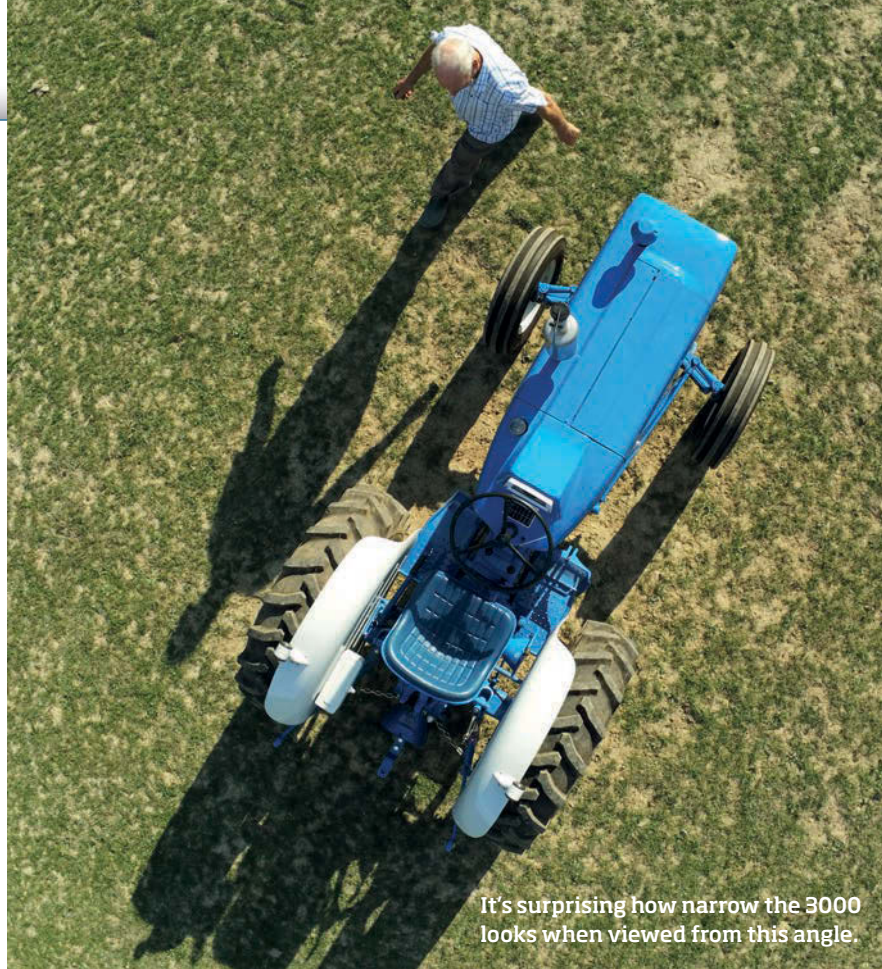
of the tractor is much the same as the Super Dexta, which I'm more familiar with. Apart from a few overall improvements, different tin work and a more modern dashboard, it is very similar to the Super Dexta.

"The strip down and rebuild was quite straightforward. The cylinder head had to be completely overhauled by Modus Engine Services, because new ones are not available. Like most rebuilds, a lot of the time was taken up with the tin work.

"The nose cone, as always, was very badly damaged and needed a lot of time spent on it. I try and keep most of the original tin work if I can.



Photo: Ian Linch.



It's surprising how narrow the 3000 looks when viewed from this angle.

The only parts that badly needed replacing were the fenders and the seat."

A point to note is that any imperfections in the tinwork will be emphasised once the paint goes on, so it pays to get it right. Many parts can be filled and sanded before being painted, but areas of excessive rust will need replacing – either by cutting and welding or replacing the item entirely. Ian chose to use Jawel two-pack paint for this project.

"The front axle was overhauled, and all bearings and seals were replaced where needed with items from Simply Bearings and Haynes respectively. Having stripped the engine down, new big end shells and main bearing shells were fitted, along with the thrust washers.



"One thing that stood out to me more than anything was there was that there was very little wear and tear on the engine liners – all they needed was a simple de-glaze and hone. The pistons and rings measured up okay to the specifications and all other tolerances were within the guidelines. The hydraulics were all okay too."

Sound advice

Anyone thinking of buying a tractor for the first time should be cautious in their approach, as it can prove to be a costly affair. If you're considering a purchase with a view to completing a full 'nut and bolt' rebuild, then it's evidently going to be an expensive project, but if ►





USEFUL CONTACTS

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Bearings

Southern Counties Tractor Spares Ltd.
Earnley, West Sussex
Tel: 01243 512109
southerntractorspares.co.uk
Tractor parts

As a match winner, Ian knows a thing or two about what makes a good ploughing tractor. He says that the Ford Force 3000 has all of the right credentials.

your budget is fixed then there's more to consider. I asked Ian for his advice.

"In the grand scheme of things, I was lucky, and although I had known of the tractor for many years, I let my heart rule my head when deciding to purchase the tractor. My advice would be, when buying one, is to try and find out as much background history on it as possible. Find out what work has already been done to it.

"If this information is not available, then you will need to be careful, because you could end up spending a lot more money on a project than you think! You will need plenty of time on your hands and a decent workspace too!"

Ian is an old hand at projects like this and armed with the parts he required from Agriline Products Ltd. and Southern Counties Tractor Spares, the Ford Force 3000 proved to be a relatively straightforward project.

"What I like about the 3000 is the simplicity of its construction, and having removed its cab it gives you all-round visibility, which is perfect for when I'm competing in ploughing competitions," he told me. "It also

has a minimal amount of nuts, bolts and other connections, which allows for easy and faster splitting. This makes jobs such as replacing the clutch, if need be, a lot easier and quicker.

"The only thing I don't like about the 3000 is the seat that's on this specific model. You just can't seem to get it in the right position to be comfortable. Also, it can be harder work without power steering!"

From his comments I assumed that his New Performance Super Dexta will be retired to make way for the 3000, but I considered it wise to check – on the proviso that if I was lucky one or the other might be for sale!

"Personally, I believe that the 3000 is going to be a good tractor for ploughing competitions because it has great all-round visibility," he explained. "I would definitely recommend the 3000 for ploughing matches with a Ransomes TS 59 or TS 86 two-furrow plough. Ransomes originally designed the two- and three-furrow ploughs to go with the early Fordson and Ford tractors, so they make a good pairing. Another plus for ploughing matches is that the 3000 is also not too big to tow on a trailer.

"Having said that, should the right buyer come along, I would be happy to look at selling her, just as I have done with my other tractor projects. It would be sad to just keep it in storage. It looks as good as it did when it came off the production line, so I would like to see the tractor working again in the field, rather than stuck in storage and not being used. It would be ideal for ploughing, but it would make a great model for road runs too."

Ian has, as always, done a first-class job with the tractor, with considerable time and budget required to get it looking as good as it would have done when it left the production line at Basildon. Personally, I have always loved the Ford Force models' style, which I believe looks every bit as modern now as it did when it was launched.

Whatever the future holds for this tractor, it's reassuring to know that it will be good to go for another 40 or 50 years! ■

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Baby of the bunch

Former MF employee Chris Clack talks to the editor about the launch of the 550.

A scene from the week-long launch of the Massey Ferguson 500 Series, for UK dealer sales personnel, at Stoneleigh Abbey, Warwickshire. All photos: AGCO.

The Massey Ferguson 500 Series, launched in the mid 1970s, was born largely out of necessity – with forthcoming legislation dictating that a new range of tractors was required to meet the stringent cab noise level at the driver's ear, together with enhanced rollover protection.

Introduced earlier, the French-built MF 595 provided clues as to what the rest of the range would look like – with two-tone colour scheme and single-door cab. It was the cab that was the most unfamiliar aspect of these new models, as most other elements could be classed as evolutionary rather than revolutionary.

The 595, powered by the Perkins A4.318, was rated at 88hp (DIN), but with tractors producing as little as

45hp still commonplace on farms across the globe, Massey Ferguson knew that its new range had to be all encompassing. Below the 595 were the 75hp (DIN) A4.248-powered 590, 66hp (DIN) A4.236-powered 575 and 60hp (DIN) 565, and the subject of this feature – the 47hp (DIN) AD3.152S-powered 550 – the sole three-cylinder model in the range.

"The new regulations required a cab that was insulated from engine and transmission noise, such that the operator could no longer be in a 'sit astride' position," Chris Clack explained. "This necessitated a near flat floor cab design. The range also included the now corporate MF 'hard nose' front grille, which would soon be standard across worldwide tractor production and feature as the marketing image on much of the launch and publicity material."

The evolutionary nature of the 500 Series becomes clear when you consider the MF lineage. The company had already enhanced the top-selling 100 Series with the 'Super-Spec' or '8' line tractors as they were known internally.

The MF 148 was the forerunner to the MF 550 and was, in crude terms, a 135 with a six-inch spacer in the transmission to lengthen the wheelbase and give better stability with heavy implements, as well as increased oil capacity.

"The spacer also provided the facility for a centre-drive front axle," Chris continued. "But the 550 model was specified as two-wheel drive only. Improvements also included power steering, longer lower and top links to suit 32-inch rear wheels, together with independent PTO operation. ➤"



This tractor appeared in much of the early company literature for the model and is purported to be a 'hand-built tractor produced in 1975.

"Engineering design changes had enhanced this tractor range in its reliability stature. For the MF 500 Series, and in particular the MF 550 model, these changes were carried through to the new range. The 550 had just a slight hump in the floor, but with the fuel tank now below the cab, this enabled a lower cab height for an enhanced centre of gravity as well as the ability to be used in traditional, low farm buildings."

The new cab, produced for MF in the UK by GKN Sankey, allowed the incorporation of hydrostatic power steering, with no mechanical linkage from the steering box, integrated hydraulic spool valve options and a fully glazed cab with soft, sound-deadening internal cladding, a heater and filtered air provision from built-in fan motors.

Another boon afforded by the longer wheelbase allowed the operator's seat to be positioned ahead of the rear axle, thus affording a more comfortable ride, and the pendant pedals offered better access and an improved operator environment.

Launch

Chris was heavily involved with preparing the 550 for launch and told *T&M*: "As with the three-cylinder MF 135 tractor, at factory launch in the 1960s, the MF 550 was to be the

last model put into production – a few months after its sister models. To meet all photography, marketing, homologation, service manual and parts book publication deadlines, pre-production tractors are



A Massey Ferguson 550 undergoing testing at Banner Lane.



Many 550s were fitted with 6.00-16 front tyres and 12.4/11-28 rears. List price for the standard tractor in June '76 was £4,100.

required many months prior to full manufacture.

"At the same time it is necessary to have a dedicated 'Launch Committee' to oversee all these aspects and monitor critical timing. I was part of that committee and the one key issue was the provision of an MF 550 tractor to enable all of the above criteria. It was decided, at one early meeting, that the factory would have to build a tractor for us, even though it would be the only MF 550 model for the next six months!

"Fortunately, Harry Hebden, the then Managing Director, was an

ex-tank commander in WW2 and a real motivator of a workforce! In his often unannounced forays into the factory, the shop floor production workers worshipped him, as his easy, but frank, demeanour did not convey any animosity towards them.

"Harry and I took it upon ourselves to seek out the factory foreman responsible for assembly of pre-production tractors. It was explained that we needed a 550 built pretty quickly and we asked if he could he do this for us.

"Fortunately, sufficient engineering data existed for the factory to

make a 'hand built', off-line tractor. Forthcoming factory changes required a production line with a newly-excavated, below ground facility to assist cab build etc., and this major, costly construction work was due at the next factory holiday."

The result of Chris and Harry's friendly discussion with the foreman was the Massey Ferguson 550 that was seen in many publicity photographs and company marketing material, as well as the operator's instruction book etc. It was the only one available to meet all of these demands, but was not confined to ►



The second incarnation of the 550 (and the three other Coventry-built models) featured a two-door cab with sliding side window.

The list price for the tractor shown, complete with Multi-Power transmission, was £8,724 (August 1980).



Banner Lane, Coventry, as Chris revealed.

"The first 550 was also used, having travelled overland with other models, at the Massey Ferguson UK dealer launch event near Marbella, Spain, in late 1975," said Chris. "When being loaded for its return journey, the driver misjudged the loading ramps and it fell between them. Fortunately, without incurring any real damage, it was manhandled back into a safe position by the MF staff on hand, otherwise much of the next phase of launch material would have been impossible!"

"Needless to say, I only found out about this as they all departed for the airport to travel home – my journey back being the long drive north to the ferry at Bilbao in the company Land Rover!"

Following its launch, the 550 appeared in two further guises – with a two-tone, two-door cab and red (with silver roof), two-door cab. Production lasted from 1976 until 1982, by which point less than 6,400 examples had been built at Banner Lane in all forms. This was the smallest amount of the five 500

Series models built in Coventry, with approximately 9,100 MF 565s built, less than 6,700 MF 575s and around 7,300 MF 590s.

Banner Lane also built the MF 560 – a Perkins AD4.203-powered model, rated at 56PS (DIN), with 7.50-16 fronts and either 14.9/13-28 or 16.9/14-28 rears. This was produced for some mainland European markets and it's worth noting that not all 500 Series tractors sold in Britain were produced in Coventry.

The Beauvais plant produced two- and four-wheel drive models and amongst the tractors with a driven front axle that were ordered by UK farmers, some two-wheel drive models also made it across the Channel – largely due to strike action at Banner Lane in 1976 and '77.

Today, the Massey Ferguson 550 does not get the recognition that it perhaps deserves. The drum brakes may have let it down in comparison to the oil-cooled, five-plate discs that its larger siblings were equipped with, but there was a definite need for a sub-50hp tractor at the time and the MF 550 filled that gap admirably. ■

Specification: MF 550

Engine	Perkins AD3.152S
Power	47hp (DIN)
Cylinders	3
Bore	3.6in (91.44mm)
Stroke	5in (127mm)
Capacity	152.7cu in (2,502cc)
Clutch	Traction: 12in (305mm) PTO: 10in (254mm)*
Transmission	8 fwd, 2 rev or 12 fwd, 4 rev (Multi-Power)
Turning circle	19ft 5in (5.91m)**
Length	11ft 8in (3.56m)***
Wheelbase	6ft 10in (2.08m)
Width	5ft 5in (1.65m)
Height	7ft 7in (2.26m)****
Weight	4,592lb (2,083kg)
Front tyres	6.00-16 or 6.00-19
Rear tyres	12.4/11-28 or 12.4/11-32

Note: standard spec. shown.

* Live PTO only, ** With brakes, *** With links horizontal, **** Overall height.

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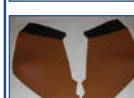
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Stalwarts collide

In this series we compare two popular tractors in a bid to see how they measure up. The models featured in this issue are arguably two of the most well-liked models of their generation – the International 885XL and John Deere 2140.



The IH 885XL in four-wheel drive form. All photos taken from promotional literature.

Looking back, it's not difficult to imagine how the tractors that set the standard in the 1980s have become the models that enthusiasts treasure today. They may have been common, but they were common because they were good – they would not have been bought in vast quantities had they not offered an impressive list of features and work rate at an attractive price.

The first half of the 1980s was, in many ways, a transition period from two- to four-wheel drive and the models that we are comparing here were available in both configurations to suit the needs of buyers throughout

Europe. Both should be considered as evolutionary, rather than revolutionary, but that's no bad thing – much of their technology was tried and tested and this was considered a plus point for many of those that purchased one.

IH's first 885XLs were built in 1981 and could trace their lineage back to the World Wide Series models of 1970. The skid unit and panels were finished in red, with off-white for the wheels and cab roof and a point to note is that it is the XL version of the 885 that we will be comparing here.

Deere introduced the SG2 cab at the same time, so it is fitting that we look at this version of the 2140, which had

been on sale since 1980. The familiar green and yellow livery transitioned nicely from the Sekura-cabbed predecessor to the 'new' tractor and set the tone for what would follow until the early part of the 1990s.

Power

As always, we'll start with the engine. Both use four-cylinder motors, but the IH is naturally aspirated and the Deere is turbocharged.

Built in France, the 4239TL02 is a John Deere-built unit that relies on turbocharging to produce its power output of 82hp (DIN). It is essentially a turbocharged version of the four-pot unit used in the 1640, 2040 and 2040S – with a 106.5mm bore, 110mm stroke and displacement of 3,920cc.

The maximum torque of 270Nm is generated at 1,600rpm, which is the same engine speed that the 885XL generates its torque output of 285Nm at.

The 885XL uses a German-built IH D-268 engine – a naturally-aspirated unit with a 100mm bore and 140mm stroke – 472cc larger than the 2140's engine. Despite some owners retrofitting turbochargers to the D-268 and later models using a turbocharged version of the engine, like the 985 Turbo Special, 995 and 4240, the D-268 seems to suit natural aspiration.

Both engines are reliable and a pleasure to operate, but we feel that the 885XL has the edge. Although the power output is identical, the D-268 has a better maximum torque and a greater ability to 'hang on' when the revs are pulled down.

T&M VERDICT: IH 885XL

Transmission & axles

As previously stated, both tractors could be purchased in two- and four-wheel drive configuration, but



The four-wheel drive model was famed for its 'Caster angle' steering.

it's more common to see the 2140 in the latter guise these days. The IH and JD two-wheel drive variants have a turning radius of 3,810mm and 3,800mm respectively (without brakes), while the four-wheel drive tractors require a radius of 4,400mm and 4,200mm respectively (without brakes), so the 2140 is marginally more agile.

The turning radius is an interesting point, as although the four-wheel drive Deere can turn in a slightly smaller space, we were expecting a more noticeable difference – due to the 2140's centre-drive front axle and the 12-degree caster angle, making the wheels lean and achieve a 50-degree steering angle. Evidently the 885XL's side-drive ZF unit is not as restrictive as we first thought!

The gearbox is perhaps the most noticeable difference of the two tractors. Synchromesh was standard

on both, but the 2140's console-mounted levers make for a more enjoyable operating experience. Despite the 885XL's logical 'H' pattern shift, we're not huge fans of the left-hand mounted levers.

Both tractors have an eight forward, four reverse transmission as standard, with a 16 forward, eight reverse option (Torque Amplifier on the IH and Power Synchron Hi-Lo on the Deere), but the International system has gained a reputation for being weak, leading to failure. Some tractors may have even been fitted with a TA eliminator kit.

A clutch-less change is a handy option and not to be overlooked, but if transport speed is important to you, it's worth bearing in mind that the two-wheel drive 885XL with TA is the quickest at 20.58mph. The standard two-wheel drive and both four-wheel drive 885XLs top out at 16mph. The

Deere can hit 18.2mph on 16.9-34 rears.

For its ergonomic properties, in terms of both clutched and clutch-less change, we like the 2140.

T&M VERDICT: JD 2140

Power take-off

Both tractors feature a two-speed power take-off as standard, but the 885XL uses a dual-shaft system that you can find on the '74 Series' tractors that were launched in the early '70s, rather than an interchangeable stub shaft – as used on the 2140. Power output at the shaft, at rated engine speed, is similar at 74hp for the Deere and 72hp for the IH.

Independent operation of the PTO is standard on the two tractors, with a hydraulic, multi-plate clutch allowing 'feathering' and preventing 'shock loading' of the system.

With little to choose between them in terms of performance, the subject of practicality comes into play. Not having to change the power take-off shaft to switch between 540rpm and 1,000rpm operation is an obvious plus point, so we're awarding the win in this section to the International. ►

T&M VERDICT: IH 885XL



The dual-shaft PTO meant switching from 540rpm to 1,000rpm was simple.

The 2140 is noted for its closed-centre hydraulic system.



Hydraulics

It's top link sensing versus lower link sensing in this category and fans of each marque will argue the point for both systems. Lower link-sensed draft control, John Deere claimed at the time, gains more uniform results from mounted tillage implements, but IH counteracted the claim by suggesting that its torsion bar system was highly sensitive and could send draft changes at rate of up to three per second!

It also claimed that alongside more control was better weight transference and greater reliability in comparison to spring-type sensing devices.

The Deere is famous for its closed-centre hydraulic system with a variable-displacement, multi-piston pump good for 10.3gpm and a working pressure of 2,466psi, while the IH uses a transmission-mounted pump, driven by the iPTO gear, with an output of 11 gallons per minute and working pressure of 2,500psi.

Maximum lift capacity is similar for both the IH and JD at 5,250lb and 5,620lb respectively, but the 885XL uses an assistor ram to achieve this.

Up to three spools could be fitted to both tractors and with output similar, it really is personal preference. Little things like the 885XL's colour-coded

spools and telescoping lower links (an option on TA tractors) make a difference, but we like the closed-centre, lower link-sensed system on the Deere.

T&M VERDICT: JD 2140

Cab

This is where things get really interesting, as there are few cabs that divide opinion as much as the SG2. Designed and built by John Deere, the SG2 was a revolutionary design with a curved windscreen to deflect dust and noise away from the operator,



With its curved windscreen and compact feel, you either love or loathe the SG2.



The XL set the standard and remained in production for almost 20 years.

whilst the panoramic view aided visibility.

With the curve comes a rather unorthodox method of entry and exit and although this isn't to everyone's taste, the SG2 is a nice place to spend the working day once you're seated. It may not be the largest cab on the market, but it's quiet and the controls are well laid out.

The XL, a joint venture between IH and Porsche, is let down by its visibility to the side, thanks to chunky 'B' pillars and the lack of glazing in the lower portion of the doors, but it's still a great cab. It's not as quiet as the SG2, but it's roomier and easier to get in and out of.

Controls are logical on the XL, but the left-hand gear shift is disappointing after using the SG2's console-mounted levers. Pedals, switchgear and levers are all typical of the era in both tractors and reassuring to use, but the Deere's adjustable steering column is a definite bonus.

In terms of ventilation, the XL scores highly for its natural ventilation, but the option of air conditioning on the SG2 is a plus point. Tinted glass is standard on both cabs.

Those that have grown up with John Deere tractors will not see what the fuss is about, but those operating an SG2 after a tractor with a 'conventional' cab will need time to adjust to the Deere.

Despite the fact that many XLs are suffering from serious corrosion, we like the 'Control Centre' – perhaps the only structure of its kind to be designed around the strongest natural shape known to man – the egg!

T&M VERDICT: IH 885XL

Styling

As has become customary, let's use our catchphrase to open this section – beauty is in the eye of the beholder! This element of a comparison tends to divide opinion more than any other and as it's square-cut versus curves in this case, the choice is even harder.

Your preference may well depend on your age, but imagine them both in the same livery and it may be easier

Specification: IH 885XL & JD 2140		
Model	IH 885XL	JD 2140
Engine	IH D-268	JD 4239TL02
Power	82.1hp (DIN)	82hp
Cylinders	4	4T
Bore	100mm	106.5mm
Stroke	140mm	110mm
Capacity	4,392cc	3,920cc
Rated speed	2,400rpm	2,500rpm
Transmission	8 fwd, 4 rev (Standard) or 16 fwd, 8 rev (Torque Amplifier)	8 fwd, 4 rev (Standard) or 16 fwd, 8 rev (Hi-Lo)
PTO speed	540/1,000rpm	
PTO power	72hp*	74hp*
Lift capacity	2,380kg	2,549kg
Height	2,617mm**	2,645mm**
Wheelbase	2WD: 2,235mm 4WD: 2,164mm	2WD: 2,280mm 4WD: 2,285mm
Weight	2WD: 2,920kg 4WD: 3,226kg	2WD: 3,455kg 4WD: 3,780kg
Front tyres	2WD: 10.00-16 4WD: 12.4-24	2WD: 10.00-16 4WD: 11.2-28
Rear tyres	13.6 R38	

* Maximum ** To top of cab

to make a decision! The curvaceous looks of the Deere have certainly stood the test of time well and although the IH is still a good-looking machine, it does look rather dated in comparison.

T&M VERDICT: JD 2140

Final thoughts

These models proved to be extremely popular for their respective manufacturers and would pave the way for other, equally as successful models – if not more so. The 885XL metamorphosed into the Case IH era and the 95 Series and 4200 Series, while the 2140 essentially found a new life badged as the 2650 – the turbocharged understudy to the magnificent 2850.

The IH World Wide Design was considered by some to be a little long in the tooth by the time it ended up with a right-hand gear change in the 4200 Series, but it was a proven design and one that still has immense popularity today. Parts are plentiful and prices are reasonable – although

you will have to pay a premium for a smart, original example.

Unfortunately, these are getting harder to find – particularly as corrosion has been the XL's biggest enemy. Find a good one though and it will have the 'kerb appeal' of a prized classic car when you take it to a show!

Equally, good examples of the 2140 are becoming harder to find – although time has been kinder to ➤



The XL's intricate pressings have been its downfall in recent years.



The 2140 still looks modern today, largely thanks to the SG2 cab.

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it in terms of corrosion. It too is well respected and reliable, and finding parts is not a chore. Buying one won't break the bank either – but it still makes sense to buy the best one you can afford.

With three categories apiece it's come to a stalemate. Choosing one is very difficult and there really is very little in it as far as the T&M team is concerned – but rather than sit on the fence, we're going to plump for the Deere.

OVERALL WINNER: JD 2140

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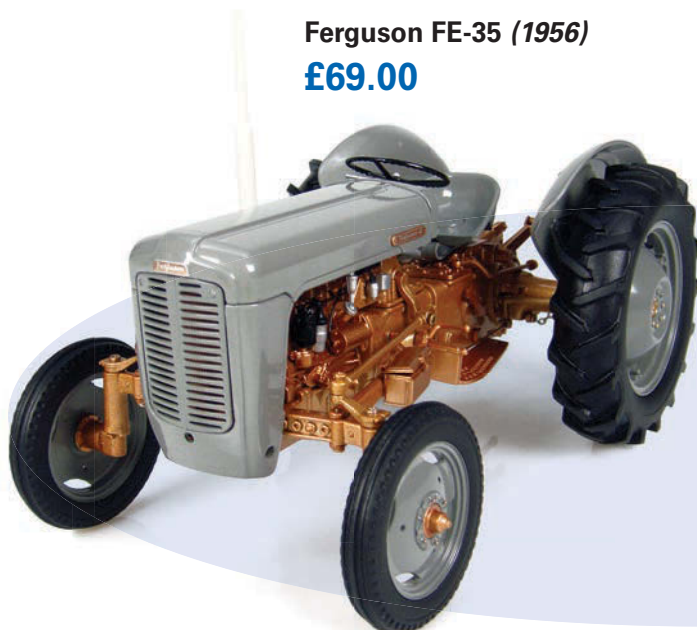
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A scene from the Royal Counties Show, Guildford, in June 1952. A J Ward & Sons Ltd.'s stand was a nice mix of equipment, including milking parlours, Petter engines and Nuffield tractors and approved equipment.



PART TWO

Ward's of Egham

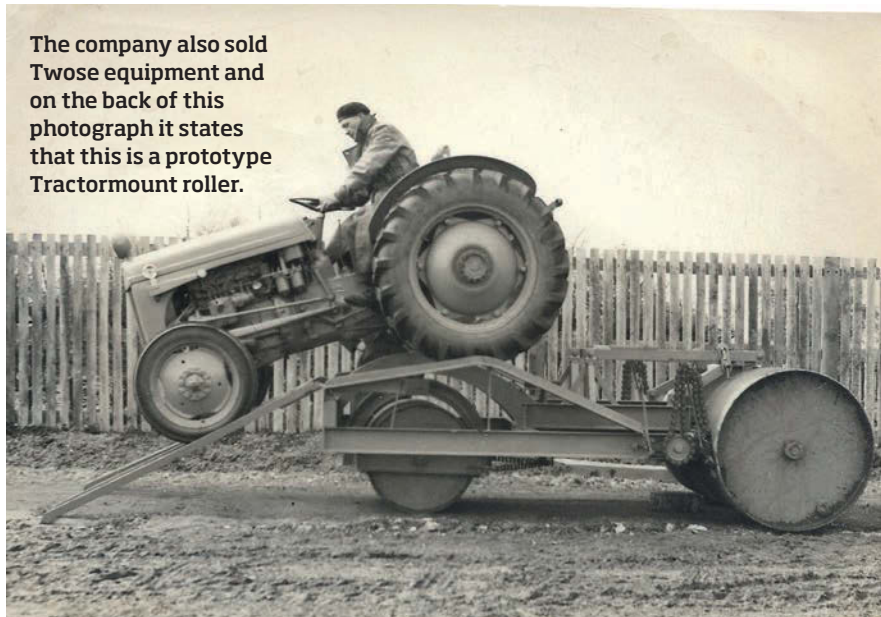
Peter Love, with the assistance of Steve McIntosh, concludes the pictorial history of A J Ward & Sons Ltd. of Egham, Surrey.

Commonly referred to in the trade as Ward's of Egham, A J Ward & Sons Ltd. was a famous steam roller and agricultural contractor, but it also gained notoriety for selling agricultural equipment – most notably Nuffield and Leyland tractors.

In part one of this feature we looked back at the company's early days of selling Nuffield tractors and we conclude with more images of them, as well other equipment retailed by the company.

* Not much has been written about A J Ward & Sons Ltd. over the years, and little seems to be known, so I would be delighted to talk with any former employees. Please e-mail: tm.ed@kelsey.co.uk ■

The company also sold Twose equipment and on the back of this photograph it states that this is a prototype Tractormount roller.





LEFT: As a separate entity from A J Ward & Sons Ltd., Ward & Gower sold John Deere equipment. This photograph dates from 1966.

BELOW LEFT: A J Ward & Sons Ltd. always showcased a diverse range of equipment alongside the tractors that it sold. At this event a New Holland baler was displayed alongside potato harvesting machinery supplied by Johnson's (Engineering) Ltd.

BELOW: Amongst the equipment on display in this photograph is an Aktiv trailed combine.



Track-Marshalls were sold by A J Ward & Sons Ltd., with several going to work equipped with dozer blades.



J S H Ward, the company's Managing Director, is seen in the centre of this photograph - with Claas, Lely and Nuffield machinery clearly visible.

NOSTALGIA: A J WARD & SONS LTD.

LEFT: A long-wheelbase Land Rover equipped with sheep transportation equipment, supplied by Ward's.

BELOW LEFT: A sectional Leyland 154 on the company's stand.

BELOW RIGHT: The last of the Nuffield tractors on Ward's stand, before the name and colour scheme became Leyland.

BOTTOM: Five Leyland tractors supplied by Ward's to work at Heathrow Airport, just a few miles away.



JUNIORS Letter Gallery

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Dear Junior,
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Sean O'Hagan (aged 6),
Co. Down



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Dear Junior,

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William Wilson

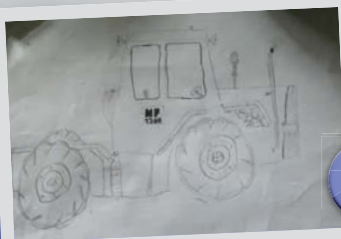
DAD'S DREAM TRACTOR

*Bendy in the middle?
I wish I was!*

Dear Junior,

This is my dad's dream tractor. I enjoyed drawing it because it has lots of small details to add on.

Joseph Brace (aged 8),
Lincolnshire



TO THE MAXXUM!

If I had a name other than Junior, what would it be?

Dear Junior,

Here's my dad's Case IH 5150 with his McConnell 650T hedge cutter.

Richard Sproston (aged 10)

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B-23 MOWER

Dear T&M,

I read with great interest the letter from Geoff Hackett regarding the IH B-23 mower and its great abilities. I used this mower extensively during the mid-to-late 1960s and can testify to its strong build qualities and safety features.

Even so, there were occasions when the crop was just too much to cope with and I well remember a totally wind-flattened 11-acre late crop of Italian rye grass that I could only cut by driving into the grass as laid towards the mower and running back blind. The swath board did a good job of throwing the cut grass away from the uncut side, but in doing so created a heavy, deep swath and I used the time running back to flatten it down with the tractor wheels.

Very heavy and high swathes had a tendency to get into the PTO shaft and round the drive pulley. Later models had a steel plate fitted at the mower front that would eliminate this problem. Even so, I was pleased when this work was replaced and undertaken by the newly-purchased Taarup flail machine. It didn't matter which way grass was laid, or thick in the bottom, you could just go!

I am lucky enough to have a fully restored B-23 mower, which I like to rally and play with by cutting along the fen dyke tops by my home.

The November 2020 issue is again a good read. I particularly like the feature on IH cultivator equipment. Well done!

Andrew Carpenter, Norfolk

SL: Thank you for your kind words, Andrew. I have limited experience with the B-23 and so it is nice to hear from someone that has used one many times.

INTERNATIONAL RARITY?

Dear T&M,

I noticed on your 'Readers stay busy' page, in the November 2020 issue, that the Rowberry family is carrying out a complete rebuild on an International Harvester B-414 Narrow, which is quoted as a rare model. I am very interested to know why it is rare, as I also have a narrow model, serial no. 8410, with a French registration.

Simon Burbage, via e-mail

SL: The most obvious point to note is your tractor's serial number, as it dictates that it cannot be a factory-built model. Narrow B-414s run from serial number 501 to 696 and were built in 1965 and '66. I suspect that yours was converted by a dealer or specialist, possibly in France. Production of standard B-414s started in 1961 at serial number 501 and concluded at serial number 53258 in 1966. Yours is a 1962 model.

SEAT CUSHIONS

Dear T&M,

I have just read the article in the November 2020 issue on the Nuffield V8s. I noticed the deluxe seat fitted to the 4/65 appears to have had new cushions fitted. I have the same seat on a 4/65 that I am restoring, but I am struggling to find any new cushions.

Would it be possible for you to find out who supplied the new cushions, please? I really enjoyed the article and the tractor looks superb.

Richard Allen, via e-mail



SL: Having corresponded with Osbert Whyte, I can confirm that the seat was produced by auto upholstery specialist Arek Car Design in Ballymena, Co. Antrim.



TOP: Jim Fisher used Andy Taylor's County 1884, built on 27 November 1980, to good effect when he marked the model's 40th birthday with a message in the stubble. The feat was captured by 15-year old Jamie Waite.

Photos: Jamie Waite.



The first colour brochure featured a County 1884 on pressed steel wheels.

Range-topping Titan

In part one of this feature, Mike Gormley, a former area sales manager with County Commercial Cars Ltd., marked the 40th anniversary of the 1884 with a look at the inception of the iconic model. With the help of owners and former colleagues he concludes with recollections of how the tractor fared overseas.

**PART
TWO**

Forty years ago, in December 1980, County Commercial Cars Ltd. introduced the 1884 at the Royal Smithfield Show at Earls Court in London. So short were the timescales to get this 1884 to launch at the show, there was only a simple black and white leaflet using a picture of the 'Texas tractor' (see part one in the December 2020 issue) and there was no mention in the annual

County News publication that was distributed every year at the show.

It took time in those days to have such publications produced. The first colour brochure followed with a picture of the 1884 during early field trials and still on the pressed steel wheels. The 1884 was the largest and most powerful tractor that County had ever produced and, as such, it had pride of place at the apex of the County stand.

The 1884 sat proudly at the pinnacle of a very well-established range of Countys. The top of a very distinguished and incredibly varied family tree that stretched far below it with more different branches than one could imagine. Dating back to 1929, County Commercial Cars Ltd. had developed an extraordinary array of products, from trucks to tanks and then on to tracked and wheeled tractors. ➤

An 1884, imported by Ford dealer/importer Duly, at work in Zimbabwe. Photo: Mike Gormley collection.



This sounds relatively simple, but the innovation and variations in the designs of all of these was impressive to say the least. This relatively small British company had designed, developed, and then produced a remarkable line-up of products that was finding its way right across the globe.

So, in December 1980, the first 1884 was launched to take its part in this County heritage. Little did anyone realise that this tractor was to remain the pinnacle of the County marque. It would never be surpassed. This was the end of 1980 and by early 1983 County Commercial Cars Ltd. was to be put into receivership by its bank.

So, the County 1884 had just 27 months under true County ownership. The 1884 was to become an icon of not only the heritage of County tractors but, to a great extent, of tractors in general. It was later to be used as the 'signature' tractor in a book of tractors heading the 'New Technology' section. This was Richard Mason's immaculate example, seemingly the 17th 1884 built by County.

The 1884 looked right, looked powerful and had a stance that made it look like it was leaning into the work it was doing. It did not disappoint. When the 1884 moved out of the lights and glamour of the

1980 Smithfield Show and into the real world and that shiny paintwork became covered in mud and dust, the 1884 showed what it could do. Now, 40 years on, it is still doing it.

Expensive

However, it was not all a bed of roses for the 1884. At its introduction it was deemed to be too expensive. Notes from the pre-Smithfield sales meeting show that the sales team had reservations about its cost,

which they thought would make it difficult to sell. At launch it was a pricey £29,850.

As it transpired, the 1884's performance justified its significant price tag and those end users that had the need for such an impressive machine started to place orders. This process really gained its momentum at the Doe Show in Essex during February 1981, where the 1884 was put to work in classic County territory.



South Africa's sugar estates were the ideal environment for big Countys. The tractor in the background is the first 1184 P. Photo: Mike Gormley collection.



Jean and Jimmy Moors' County 1884, in Belgium, is fitted with 30.5x32 tyres. Photo: Jimmy Moors.



What are believed to be some of the last tractors to leave Fleet, including an 1884, with Roger Thomas, Dave Gittins, Ken Ree and, possibly, Don More present. Photo: Roger Thomas collection.

At this point nobody could imagine that at this very show just two years later, the County employees got the news that the company had been put into administration and were to pack up and go home! The team was, in the end, told to stay to the end of the show, but that was really it for County Commercial Cars Ltd. Records from 1981 show that just two 1884s were built. Probably mostly due to the fact that the cab was only signed off towards the end of September that year.

As all of this was going on in the UK, I was looking after County's interest in Southern Africa, so missed all of the initial excitement of that first Smithfield Show. I had been living in South Africa since the beginning of 1980 and communications were very different then – phone calls, telex and post.

We were also very busy trying to cope with the rapidly escalating demand for County products in Southern Africa, in contrast to most of the rest of the world at that time. So much of the excitement around the 1884 really passed us by.

There was, however, a real interest in the big Countys. We were already busy with the 1464 and eventually we got our first 1884s – one for South Africa and one for Zimbabwe in kit form.

The records I have from the time show a study I made of this power class and sales in 1982 for South Africa were 90 over all marques, so in a growing market County should

have looked to a reasonable portion of this market.

With the rebirth of Zimbabwe gaining momentum, and the groundwork done with the introduction of the 1464, end users both in agriculture and industry were looking for more power. So, the 1884 was causing significant interest.

Strong interest

I still have some of the reports I wrote up following various notable visits during the '80s, both after the launch of the 1884 and during my time based in South Africa. These make for both interesting and somewhat frustrating reading. I was very busy in Zimbabwe in those days and after the launch of the 1464 there was strong interest in something more powerful, namely the 1884.

As far as records show, only one 1884 kit was shipped from County and that was on 16 February 1982. Serial number CFTK 47F 47871 was destined for Zimbabwe, which seems to be the fourth 1884 according to known records. It seems a further six may have been built in this year.

Among the list of County tractors that were on the various shopping lists, a number of 1884s were planned for. Both the major sugar estates, Hippo Valley and Triangle, were very quick onto the 1464 following our initial launch demo and were soon after something more powerful. They had the 1884 firmly in their sights.

There were various private estates showing serious intentions of applying for import licences and funding and Duly, the Ford dealer/importer, had a demo 1884 on its list. Somehow, I think it would have struggled to keep it for long had it ever got it, such was the need and enthusiasm for this tractor!

From South Africa I went out to visit Ford Australia in October 1982 to discuss the 'relaunch' of County in the country following a lull in their overall market. Top of the list were the 1884 and 1474 with a special plan to reduce costs by shipping component parts in more cost-efficient ways and leaving off items such as tyres and other items that could be sourced locally, also reducing shipping weight and 'cube'. Quite a common way of doing things really, but it required thought.

There were some very clever folk about in those days involved in packing tractor Semi (SK) and Complete Knocked Down (CKD) kits. They were very good at getting a quart into a pint pot! By this time the Ford TW range was coming complete from Antwerp, so already saved a fair amount of the logistic trail.

It was planned for an appropriate skid unit to be sent from Ford Antwerp direct to Fleet and then an SKD 1884 across the world to Australia for final assembly at Ford in Melbourne. Sadly, we never got to implement this. A lot of work wasted, as well as disappointed customers! ➤



Richard Mason's immaculate County 1884 at work.

If only those Receivers would have taken the trouble to ask and look at what potential was out there for County, it might/should have been a very different story I would be composing here. For sure a lot more County 1884s (and of course other models) would have been built and would have been used in their many ways to help produce food and work in industry around the globe.

Elite club

Available records, in 2020, tell us that just 26 County 1884s were built and just one kit supplied to Zimbabwe and assembled onto a TW-30 by Duly. This was in 1982, which seems to be the year most were built, with a good number in 1984. Fortunately, a large proportion of these few are still in existence and some in extremely good health – looking great in very good hands and well set to keep the 1884 alive and well for many years to come.

In recent years the '1884 Club' has become quite a select one. Perhaps likened to one of those found in the West End of London! Perhaps a little bit secretive and definitely exclusive. Even the total number built is not a known fact.

Production was, of course, initially by County Commercial Cars Ltd. and then moved on to David Gittins when he bought the company, along with three that were in stock, and then finally to the Benson Heating group of companies, where the final ones were built with Super-Q cabs.

Since then it is believed a number have been made up from kits of

parts and donor TW-30s and this route to the 1884 is still, apparently, open. The majority are still scattered around the UK and Ireland but move around a bit as they occasionally change hands. Some are 'like new' and some still wear their working clothes, but mostly these days are well cared for.

It is believed that a few lurk behind the closed doors of barns, hopefully one day to re-emerge to join the club. A number of course were exported in the true County tradition, typically around 75 per cent of production.

One at least has made it to the other side of the planet and now resides in New Zealand. This is a very hard-worked 1884, but is now on course to a more easy-going life and one where it will be looked after

and given the TLC it deserves by the owner, David Howey.

Some are known to have made it across the English Channel, and some back! One now resides in Belgium with Jimmy Moors and his dad, Jean Moors, and is fitted with some very significant 30.5x32 tyres – which makes it look pretty good!

Quite a few have made their way across the Irish Sea and are now residing in the Emerald Isle. No less than seven were in a proud line-up, along with a bunch of 1474s and a lot of other Countys spanning the ages, at The Irish County Tractor Club's commemorative exhibition in January 2020. So even in these days of restricted travel, some of the 1884s are quietly moving about.

From those June days in Texas in 1980, through the later quite turbulent times of the County marque, the 1884 has emerged an icon and now 40 years later is revered by both County enthusiasts as well as those with a more general interest in tractors. ■

Thanks to Jim Fisher (1884 Register), Richard Mason, Andy Taylor, Jean and Jimmy Moors and David Howey (County owners), Bruce 'Gubbs' Giddings (ex-Ford Tractors) and former County employees Chris Burrell, Bruce Keech, Paul Osbourne and Nigel Taylor for their valued help in sorting out some of the finer details.



David Howey's 1884, in New Zealand.

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SIGNING OFF

Possibly the last County 1884 built, complete with Super-Q cab, outside the Benson Heating group of companies' facility in Knighton, Powys. The machine in the background appears to be a Minishift, the smaller sibling of the Teleshift, built by RWC (Holdings) Ltd. - a member of the Benson group. The Minishift MS430 was powered by a 45hp Perkins diesel.

Photo: Roger Thomas collection.

READERS' GALLERY



Phil Beale, from Gloucestershire, writes: "Here is my daughter, Kirsty, taking the bridesmaids for a drive on our Allis-Chalmers B, with a purpose-made trailer, on her wedding day."



John Turnbull writes: "A photo you may like of my granddaughter, Autumn, who is only two years old but loves tractors and her boiler suit! I always look forward to the magazine, as it's great reading. Keep up the good work!"



John Lightfoot, from Cumbria, writes: "This is Tracy on my Massey Ferguson 178."



Jessica Forde writes: "Hi! This is my sister, Emily, and brother, Thomas, sitting on a Massey Ferguson 35X. I thought this photo would be nice, as it shows the younger generation is getting involved."

Send your pictures for this feature to Readers' gallery, T&M, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL or e-mail them to tm.ed@kelsey.co.uk

Workshop

Projects, expert advice & product news



66 Pin replacement

When the lower link mounting pins on your MF 35 are worn, replacement is best. Andrew Hall shows you how.

70 780 rescue

It's repair rather than replace as the little DB's bonnet gets new metal.

74 Help

You've sent in your technical questions and now it's over to us!

76 Mower overhaul

Winter project! In the first part of a new short series, a Massey Ferguson 732 mower is brought back to life.

79 New products

Items for your tractor and the workshop.



DIFFICULTY RATINGS

ONE SPANNER

Easy

TWO SPANNERS

Straightforward

THREE SPANNERS

Moderate

FOUR SPANNERS

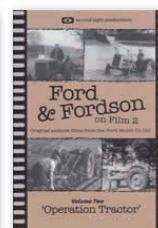
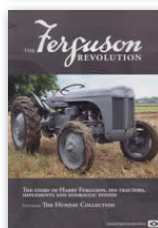
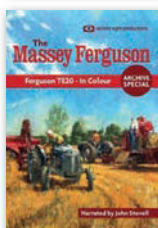
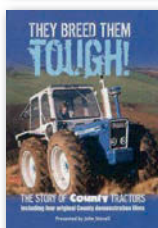
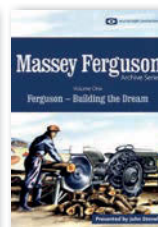
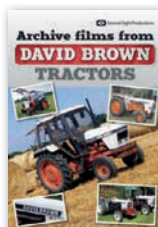
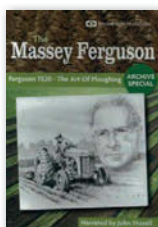
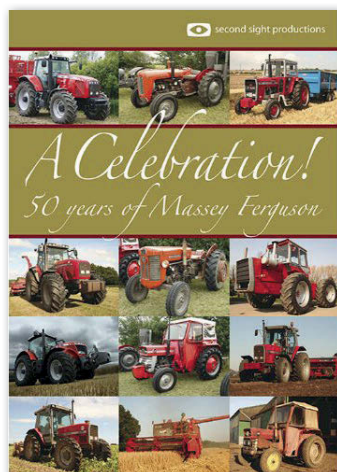
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Pin replacement

PART ONE

In the first part of a short series, Andrew Hall begins stripping his Massey Ferguson 35 to replace the worn linkage mounting pins.

YOU CAN DO IT



DIFFICULTY RATING



Although much work has been done to my 1960 Massey Ferguson 35, wear on the link arm support pins means the axle housings have to come off to undertake the task.

My 1960 Massey Ferguson 35 is no stranger to *T&M*, and regular readers may recall me replacing the damaged engine block a few years ago. Since that time the tractor has been used for ploughing matches, road runs and plenty of paddock topping and haymaking duties. More recently it featured when we checked the cylinder head torque settings to prevent any head gasket failures.

Worn linkage pins

Despite going through the tractor well when first purchased, including the engine, clutch, hydraulic system and rebuilding the front axle, some jobs have been left alone, one of these being the replacement of the linkage support pins. Two years ago my son was driving to a ploughing match when the right-hand link arm snapped,

leaving him stranded on the road with a plough attached.

At the time we replaced the broken link arm with a good, little-used replacement, but this highlighted the need to change the worn pins either side of the differential housing. This requires the axle housing trumpets to be removed to access the nuts on the inner ends of each pin, so now I have taken the bull by the horns and made a start.

Draining the oil

One of the first tasks was to drain the transmission oil. This had been changed when we first worked on the tractor. One method I use to deal with the large quantity of oil is to attach an open pipe to the external services coupling and feed the pipe into a suitable container, then operate the hydraulics to discharge the oil. This

doesn't fully purge the rear end, but eliminates the need to have a larger, unmanageable container under the tractor.

Wheel removal

With the oil drained, wheel removal was the next target, but for safety I decided to work on one side at a time, starting with the right-hand side. The tractor needed to be supported centrally, as the axle housings were to come off. In addition to an axle stand to secure the outer end of the axle, I employed some stout wooden blocks under the differential housing, as they could be left in place once the axle housing came away, chocks under the front wheels to prevent any unwanted forward movement, and axle wedges to prevent rotational movement.

Access to the rear mudguard fixings was made easier with the wheel



Replacement link arm

A replacement link arm, with very little wear, highlighted the need to replace the well-worn support pins.

New parts

Previously-fitted new parts include the check chains and a replacement top link. The PTO guard is an original Massey Ferguson one.



Out with the oil

An open-ended hydraulic hose was attached to the external services coupling and the tractor run up to remove the old oil.



Further purging

Not all the oil can be pumped out, so the final purging was achieved by draining in the usual manner. Note the watery emulsion, due to condensation!



Mudguard bolts

The mudguard-to-footplate bolts were soaked in WD-40 before attempting to slacken them, as the mudguards have to come off.

off. Some WD-40 was used on the mudguard-to-footplate bolts to ease them free, and the main $\frac{1}{2}$ -inch-diameter mudguard bolts slackened with no trouble, as they were replaced when we initially worked on the tractor.

Whilst the mudguards are off the tractor I'll do some local welding repairs to them, as the long-term intention is to repaint the whole tractor.

Brake drum

Next was the brake drum. The brake adjuster was backed off by inserting a screwdriver through the back plate and pulling backwards. The drum offered no resistance, the reason becoming obvious when it came free.

The inner oil seal of the axle had failed and allowed oil to contaminate the brake linings, leaving a greasy mess in the brake drum.

This accounted for my son complaining about the low brake efficiency when he drove it on a road run and nearly collided with me when I stopped suddenly! We purchased a new set of brake linings and will take the opportunity to fit them whilst the brake drums are removed from the tractor.

As for the failed seals, I have ordered a pair from Agriline Products (tel: 01527 579111, agrilineproducts.com) and at the time of writing await their arrival. The inner seals are easier to fit than the outer bearing seals, as the

outer ones need the bearing and collar to be removed to allow them to be fitted.

Half shafts

Before the axle trumpet housings could be removed, the half shafts needed to come out. It isn't absolutely necessary, but makes life easier by lightening the load when lifting the housing. Early 35s only had six nuts and studs securing the half shafts to the axle housings, but this was increased to twelve on later machines, which is what mine has.

The $\frac{1}{16}$ -inch AF nuts were removed with four of the twelve studs coming out with them, which is quite common, but on reassembly I will remove ➤



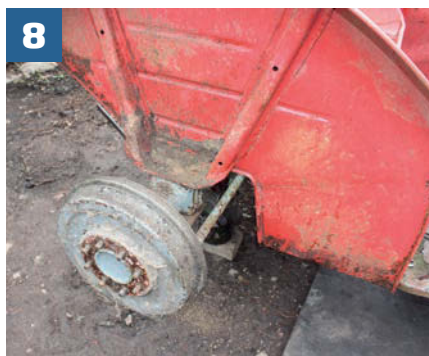
Main bolts

These are 5/8in-diameter and were replaced when the tractor was worked on a few years ago.



Link arms to remove

Life will be much easier with the link arms and drop arms removed from the tractor and the cross-shaft tied up clear of the rear axle housings.



Wheel removed

Access to the rear mudguard bolts is easier with the rear wheel removed, which has to come off for the task anyway.



Mudguard off

The mudguard is now removed from the tractor and will receive some local welding repairs before being refitted.



Brake drum

After removing the two countersunk-headed screws and backing off the adjustment, the brake drum slid off very easily – due to the presence of oil!

the nuts from the studs and refit the studs before fitting the half shafts. There were five shims fitted between the brake back plate and the axle housing, all of which will be reused.

Trumpet housing

After ensuring all the old oil was drained from the transmission housing, the nuts securing the trumpet housing to the centre housing were removed – making sure that the housing was supported adequately as the last of the nuts came away, to prevent it falling and getting damaged.

With the half shaft removed the housing was light enough to support manually, but if there had been any doubt I would have used my engine

crane to support it. As it came away and was lowered down, the paper gasket inevitably tore, but when I ordered the new pins from Agriline I ordered new gaskets too, as these are quite large and would require a very large sheet of gasket paper from which to make them.

Trumpet housing removal enabled me to inspect the crown wheel and pinion, which is something one cannot do very often. The tractor was very tidy for its age and had been on one farm from new, having led a sedate life amongst sheep. It had carried a loader, which had put some strain on the front axle, which was addressed with our initial work a few years ago.

Apart from a short innings on a

dairy yard scraper until we acquired it, the tractor had always been regularly serviced. It has, however, done more than 8,000 hours, so I was pleasantly surprised to find the components of the rear axle in good order, so no worries here!

Transmission oil

As previously stated, the transmission oil had been changed when we rebuilt the tractor, but when it was drained it was very emulsified, resembling cream. The rear-end oil should be changed annually to reduce the chances of emulsification, but it isn't a cheap option to do this, which results in many tractors having transmission oil of a creamy consistency.

11



Half shaft

Next was the half shaft, which is released by removing the twelve $\frac{11}{16}$ AF nuts, allowing the shaft to be withdrawn.

12



Loose studs

Quite often loose studs will come out with the nuts, as in this case. The nuts will be removed separately and the studs refitted before the nuts go back on.

13



All good

The condition of the half shaft and bearing is good, so can be refitted without any particular attention.

14



Shim pack

There are five shims of varying thickness, which are located between the brake back plate and the axle casing. They are also good and will be refitted too!

15



Failed seal

This is the failed seal, which allowed oil to leak onto the brakes. This will be replaced, along with the opposite side.

16



Differential unit

Removal of the axle housing revealed the crown wheel and pinion, which on first inspection looks to be good, with no broken teeth.

17



Wet brakes

Wet brakes, but not for the right reason! The oily linings will have to be replaced with new ones.

18



Ready to fit

The contaminated shoes and linings will be de-greased and the rivets drilled out to remove the linings, before riveting these new ones in place.

I use a good quality oil of 10W-30 grade in the transmission of my 35s, as this allows the hydraulics to respond well and offers adequate lubrication to the gearbox and rear axle.

Tools used

Despite having to remove the rear axle housing to replace the pins, I didn't

need any special tools to complete the task, and the following tools were more than adequate:

Hydraulic bottle jack

Support blocks

Axle stands

AF socket set

AF spanner set

Larger flat-bladed screwdriver

Combination pliers

Copper/Hyde mallet

Open-ended hydraulic hose

Waste oil container

Part two of this series will cover the linkage pin change, oil seals change and the re-riveting of new brake linings onto the existing shoes. ■

780 rescue



Progress is made with the most challenging part of this restoration, as Andrew Hall completes most of the work on the bonnet.



Work on the bonnet began in the previous issue, with a repair made to the left-hand side above the area of the side panel, which had rusted completely off. A coat of red oxide was applied to the repair to prevent any fresh rust until the rest of the bonnet could be repaired.

Side panel

The next step was to attack the rust in the side panel, which ran along the top and bottom edges. Availability of bonnet parts seems a little sketchy currently, but as with most of my restorations I like to retain originality as much as possible, so the left-hand panel was marked out to enable it to be cut back to clean metal and let in repair sections.

The rear and lower edges of the panel are folded back on themselves, which I believe is known as a Dutch fold. Fortunately, the rear edge wasn't rusty so I was able to retain the fold all the way down, but the repair section required a fold to be formed along the lower edge. The fold is just over ¼in, so is very close to the edge of the metal. I was able to partly fold in my metal folder and finish off using a suitable sheet metal hammer to obtain a flat finish.

The top edge has a 90-degree fold with a ½in return to match the lower edge of the main bonnet pressing,



The extent of the rust in the bonnet can clearly be seen in this photograph. It has been the most challenging task on the project so far!

which once complete will be spot-welded to the main bonnet. As stated previously, I am using MIG welding throughout the bonnet repairs, as there is minimal distortion of the surface panels, when compared with oxy-acetylene welding!

Using the special clamps between the main panel and the repair sections, each completed section was located ready for tacking in place. The clamps firmly hold the metal together and provide a suitable gap to produce a good butt weld. You can buy them from a number of outlets, including Frost Auto Restoration Techniques Ltd. (01925 648555 or www.frost.co.uk).

The steel being used is 1.6mm (16 SWG) and a setting of number three on the welder was chosen with 0.6mm-diameter welding wire. Once tacked, the welding was completed

and sanded back to provide a smooth surface.

Detail

Each side panel features a support bracket with a rubber plug that rests on the front casting of the tractor. I retained this detail by removing the bracket from the rusty piece removed and transferring it to the repaired panel. A new square support was spot welded in place before reattaching the bracket.

Some further local repairs were carried out to the upper leading edges of the side panel before offering it up to fit to the main bonnet.

Nose cone

Rust had also attacked the leading edges where the side panels meet, and this had to be addressed.

Fortunately, the nose cone isn't dented and repair sections were welded in to replace the lost metal. However, I did note that the nose cone is pressed from a lighter gauge of steel than the rest of the bonnet, and found that the metal required a lower setting on the welder to prevent the metal overheating and retreating when welded! Some care was required, but the result was satisfactory and the repairs were smoothed back to the original contour.

Chin panel

The chin panel was cleaned and prepared to accept the side panel where it joins, and the repaired side panel was lined up and clamped before spot welding it in place. I say 'spot welded', but the ½in fold was drilled at 1½in intervals and 'plug welded', which has provided a strong joint.

Further welding was done at the join between the side panel and chin panel. Some further work is required on the chin panel to finish it, but this only amounts to cutting out the centre, where it is rusty, and replacing the metal where required.

Air filter & exhaust

The tractor features an 'under-bonnet' air filter intake and downswept exhaust pipe, both of which will be retained. There are two plastic plugs that seal each hole and moisture has got between the plugs and the steel, causing it to rust.

I marked out the centre lines of each hole for reference before cutting the rust out and replacing the metal. At this point I'm not sure whether I'm going to re-drill the holes and reinstate the plugs, but originality says 'yes', so I may do it before the bonnet is repainted. ■

PARTS SUPPLIER

Parts for the David Brown 780 project are being supplied by David Brown Parts Ltd., which supplies a range of quality parts for all eras of David Brown tractors – from the VAK1 to the 1694. Tel: 01989 562743 or visit: www.davidbrownparts.com



Marked out

Both the top and lower edges of the rusty side panel were marked out with a pencil, ready to cut out all the rusted metal.



Repair sections

Fresh metal sections were fabricated in 1.6mm (16 SWG) steel and offered into position. Note the folds on each piece!



Clamps

Six clamps were used to secure the repair sections and obtain the correct gap for butt welding with the MIG welder.



Tacks

Each piece was tacked in place before removing the clamps. Note that I didn't tack too close to the clamps, so as not to damage them.



Welding complete

After welding the panel was offered into place to ensure a good fit, after which it was ground smooth along each weld.



Support bracket

A support bracket is attached to the removed rusty section, so it will be transferred to the repair section.



Base plate

A fresh base plate was made and welded into place to carry the transferred support bracket.



Nose cone

The metal of the nose cone is thinner gauge than the rest of the bonnet and has rusted on its leading edge where it meets the side panels.

9



Local repair

Both the repaired side panel and the nose cone were repaired where necessary and the original contours reinstated.

10



Preparing to fit

The completed side panel is being prepared to fit into place and has been lined up to match the right-hand side, before being...

11



Clamped

... clamped into place whilst the welding was carried out. Note the presence of the grill to ensure a consistent gap around its edge.

12



Nearly there

The repaired side panel has brought back the original strength to the bonnet assembly, and now there's just a couple of areas to focus upon.

13



Air filter and exhaust holes

Both these were plugged with plastic plugs, as the tractor has an under bonnet air intake and downswept exhaust. Rust around the edges means more repairs.

14



New metal

Each hole was cut out and new metal welded into place. Fresh holes need to be drilled to retain originality.



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*Wishing you a
Merry Christmas*

These pages are here to help readers solve their technical problems. Our pictures are only for illustration, unless indicated otherwise, and are not the tractors being written about.

WRITE TO THE EDITOR:

Tractor & Machinery, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL
E-mail: tm.ed@kelsey.co.uk

Fordson Major Diesel



Q I have an issue with the hydraulic lift on my Diesel Major. The lift is very slow to operate when lifting heavy implements and

when the control lever is in the neutral position the link arms drop, and if transporting an implement I have to repeatedly use the lever to

bring the lift arms back up again.

I thought the system was self-compensating and if the arms drop they should return to their required position automatically. Can you give me some indication of what the problem may be please? It has become a nuisance.

Brian Wilson, Norfolk

A Link arms dropping with the lever in neutral sounds like a leaking seal on the lift piston, or a worn control valve not sealing sufficiently. It sounds like a strip and overhaul of the system, and some fresh oil is necessary.

The hydraulic system on the pre-Super Major models isn't self-compensating, as it only has a 'hold' position whilst the control lever is in the neutral position, and there is always a tendency for a heavy implement to drop whilst being transported and require the linkage to be raised, even on good systems!

If your system is slow, as you say, it may be due to a worn hydraulic pump. Whilst the top cover is removed to replace the piston seal, access to the pump will be easy, so it could well be worth investigating at the same time!

Ferguson TE-F 20

Q I recently bought a diesel-powered Ferguson TE-F 20 tractor as a restoration project. I didn't pay much for it, as the engine is in dire need of reconditioning. I am aware that most of the parts required for a rebuild are readily available, but one problem I have is that the cylinder block is cracked due to frost damage. It is damaged on the right-hand side beneath the manifolds, in the vicinity of the core plugs, which I thought were there to allow for expansion and blow out if frozen hard.

My dilemma is whether to have the block repaired and rebuild it, or whether to seek an undamaged replacement. I do want to restore

the tractor to a high standard, and show it once the project has been completed!

Arthur Jones, via e-mail

A Firstly I'd like to clear a myth about the presence of core plugs, which you mentioned. Although they often blow out, as you say, when frozen hard, the real purpose of their presence is part of the sand casting process when manufactured.

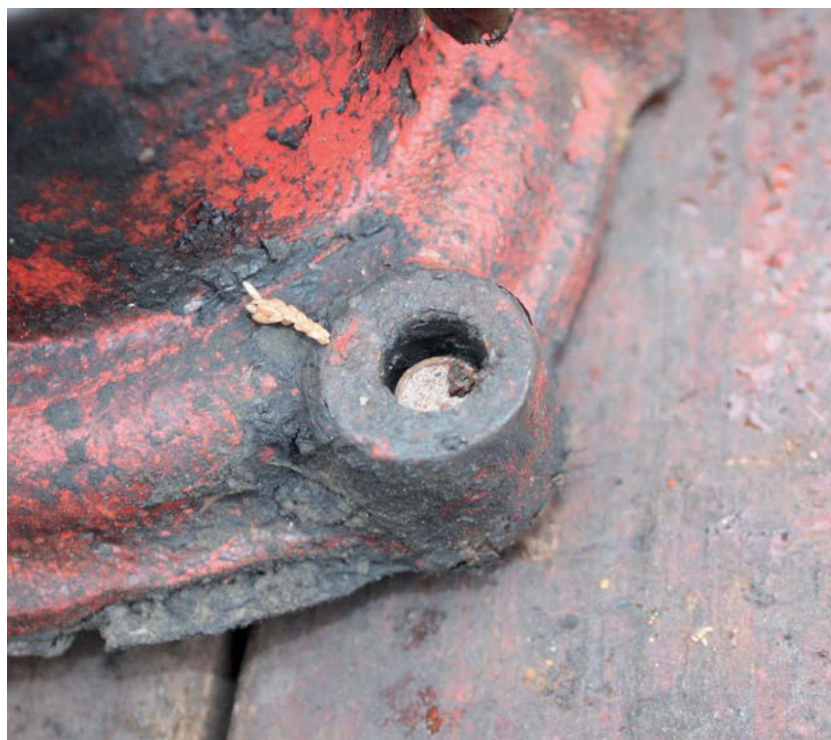
The hollow water jackets that form part of a cylinder block need a core to be made when constructing the mould to form the hollow casting. Cores have to be supported during the casting process, and the rods that do this are secured to the outer part of the mould.

After the casting has been poured and cooled, the core is washed out and the blocks machined and core



plugs are fitted to blank off the block!

As far as your block goes, it depends how badly damaged it is. It may be able to be welded or metal stitched if not too bad, but if you want to restore to a high show standard, a good used block would probably be better.



Broken stud removal

Q Whilst I was working on my tractor I had the misfortune to shear a couple of studs when removing some parts. The diameter of the studs is $\frac{7}{16}$ in and they have broken off just below the surface.

Can you provide any tips for the successful removal of the broken pieces, please? I'd like to get them out without causing any damage to the surrounding area.

Jonathan Smythe

A Breakage of studs or bolts is always a nuisance and can add much time to a task in an attempt to remove them. Although one's heart sinks when it occurs, all is not lost and with a bit of patience, in most cases they can be extracted.

There are several ways to attack the situation! Firstly, if the stud isn't broken too far below the surface you can place an old nut on the surface. Then, carefully, using a MIG welder aimed on the end of the stud through the centre of the nut, it can be built up and fuse the stud to the nut. The

resulting heat will help to ease the stud out, which can be turned using a suitable spanner on the flats of the nut.

If the stud is too deeply sheared, or too small in diameter, then an alternative is to centre punch the end of the stud and drill it out. If you know the thread type and size you can use a drill that matches the tapping size of the thread, but you must be central with your centre punch, or the drill may wander into the surround area!

The other method is to drill and use easy-out extractors, which come in a set of varying sizes and have a left-hand thread on them. One danger with these is that they are hardened and are very brittle, and prone to snapping off if forced too much. This exacerbates the problem inasmuch as the broken easy-out is too hard to be drilled out.

If the stud or bolt is snapped above the surface then it can be gripped with a suitable stud extractor, but the application of heat to the stud may also assist in successful removal!

Massey Ferguson 35

Q After many hours of use I decided to treat my Massey Ferguson 35 to a long-overdue service. New fuel filter elements were used and during the fuel bleeding process I managed to snap off one of the fuel bleed nipples on the fuel injection pump, which ended with a leak through the middle of the bleeder.

Firstly, can replacement bleed nipples be obtained without buying a complete service kit for the pump and, secondly, how can I remove the broken piece of nipple from the pump cover? Do I need to remove the cover, or do you think I can achieve it with the cover in place?

M Armstrong, via e-mail

A Broken bleed nipples aren't uncommon during the bleeding procedure, particularly if they have been over-tightened previously. They are quite hard and often shear where the thread joins the main body. The good news is that they are available as a separate part, and can be replaced without removing the pump cover.

Careful use of an 'easy-out' stud extractor in the centre hole should do the trick, and when ordering new nipples it's a good idea to replace the copper washers too, as unwanted leaks from old, age-hardened or distorted washers are a nuisance. To obtain new bleed nipples and sealing washers individually you may need to consult your local Massey Ferguson dealer, or you can try any of the aftermarket parts suppliers.



Mower overhaul

Andrew Hall's winter project takes the form of a Massey Ferguson 732 finger mower. He brings us the details.



Until the late 1960s, agricultural mowers had changed little since the days of the horse-drawn type. The cutting mechanism followed the same principle of a reciprocating knife using a scissor action against rigid fingers, or guides as Massey Ferguson called them.

Early mowers were trailed machines and the advent of hydraulic lifts and the three-point linkage brought us mounted versions, which were more manoeuvrable and easier to transport. When the advantages of disc and drum mowers were realised, the conventional knife mower soon lost favour, as disc and drum mowers were faster and required less maintenance!

MF 732

One such mounted example was the MF 732, which was available with either a five-foot or six-foot cutting width. I have owned mine for more than 20 years and in that time it has seen little use. I remember using it around nine years ago, when I had my Continental-powered Ferguson TE-20, and since then it became a donor of fingers for my Massey Ferguson 779 mid-mounted mower, as the fingers are of the same design.

Sitting fingerless, it has languished under a hedge since about 2014 and had become covered in brambles.



Just ripe for restoration, my Massey Ferguson 732 mower will receive some fingers from a donor mower bed I have acquired.

PART
1

It has been my intention for some time to extract it and work on it, as I acquired another 779 mower bed, complete with usable fingers, enabling me to bring it back to life.

First task

To handle the mower easily I mounted it onto my Ferguson TE-D 20, where it could be raised and lowered as required, and one of the first tasks has been to free off and reset the break-back mechanism. This is spring-loaded and is designed to allow the mower bed to break back in the event of striking an immovable object.

It consists of a spring-loaded catch that acts against a roller, and having sat around for many years

I dismantled it and freed off the seized roller.

Heat was required to free the central nut that secures and adjusts the spring tension, and in typical Massey Ferguson fashion it has a long coach bolt through the spring. This had corroded, due to lack of paint when manufactured, so was cleaned up and sprayed with red oxide to prevent any further corrosion, along with the cap that sits over the spring. The catch was also stiff due to lack of movement, but came good with the use of WD-40. It was then cleaned and lightly lubricated.

With this task complete I turned my attention to the driveline, which is a simple design. The PTO shaft

drives a large-diameter pulley, which in turn drives the mower crank via double vee belts.

Bent connecting rod

The crank then drives the connecting rod, which unfortunately got bent when it dropped down whilst the mower was being transported without a knife in. This mower has a steel connecting rod, but many mowers have wooden ones.

All being well I can apply some heat and straighten it to bring it back into line once again. At some time in the past somebody has fitted an adaptor into the front universal joint yoke to enable the mower to be powered by the smaller 1½in-diameter PTO shaft of the old TE-20 range.

My Continental-powered TE-20 still had its small PTO shaft when I used it on the mower, so this wasn't an issue at the time, but soon after I converted the tractor to the larger more convenient 1½in-diameter shaft – and then sold the tractor on! My other TE-D 20 has also been converted, so I'm going to have to remove the adaptor, which looks as if it's going to be fun, as whoever did it didn't intend it to be removed!

Balance spring

One item that is missing, and was removed before I owned the mower, is the balance spring and its bracket. It looks as if I'll have to make a bracket and find a suitable spring to replace the missing pieces, but if any readers have a spare spring and bracket I am definitely interested.

In the meantime I have removed the pulley guard and the anti-wrap guard that locates around the PTO shaft forward of the large pulley, and intend to slacken the belt tension to enable the pulleys and crank to be removed to inspect the bearings. The drive belt is tensioned by a push rod and lock nuts. I have been able to shift the lock nut, but the main nut is offering some resistance, so I may need to heat it a bit in order to slacken it.

Once I am happy with the driveline I will remove the fingers from the spare mower bed and prepare them to fit the 732, which will involve making all necessary adjustments to provide a clean-cutting mower. ■

1



In the undergrowth

Not having been used since 2011 and stripped of its original fingers, the mower has languished under a hedge and was covered in brambles.

3



Spare bed

I acquired a spare bed from a 779 mid-mounted mower, which is similar and has the same design of fingers and will...

2



Good bed

The bed is in good order and has been painted at some time many years ago, which has helped to preserve it somewhat.

4



Donor

... donate its fingers and other parts to the 732, as they are in serviceable order.

5



Missing bracket & spring

This hole is where the balance spring and bracket should be. I'll have to make a bracket and find a suitable spring, unless anybody has some for sale.

6



PTO adaptor

The PTO shaft has a 1½in adaptor fitted, which will have to be removed to operate on my converted Ferguson TE-D 20 and 35 models!

7



Instruction book

The instruction book shows the missing parts, which will need to either be made or sought from a scrap mower to complete the restoration.

8



Break-back mechanism

The first task is to dismantle and free of the safety break-back mechanism, which hasn't operated for many years.

9



Dismantled

After some heat was applied to the centre nut, the spring was removed and the mechanism moved backwards to confirm it still operates.

10



Stiff catch

The catch was rather stiff and soon freed off with some movement and WD-40. The surface rust on the ramp was dealt with at the same time.

11



Seized roller

Heat was required on the roller to free it off before stripping, cleaning and reassembling with some copper-based grease to keep it free.

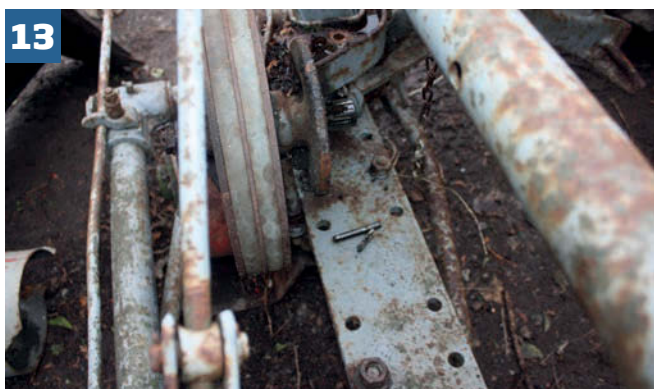
12



Reassembled

The serviced break-back mechanism was reassembled and the spring tension reset to a reasonable level, but may require further adjustment when in the field.

13



PTO shaft removed

This is secured by a roll pin through the shaft and will be freed off, as the two halves are seized together.

14



Bent connecting rod

Unfortunately the connecting rod was bent and will require some heat to help straighten it near to the bearing housing.

Our regular feature highlights new products you may find useful when working on your tractor or agricultural implement.

The Clarke JSM400 is compact and lightweight, yet powerful enough to start a four-litre diesel engine.



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Compact, yet powerful, the Clarke JSM400 is a small, lightweight and portable lithium-polymer power bank.

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Emmark's new embroidered seat cushion.

Seat cushion

Tractor parts specialist Emmark UK Ltd. has released a seat cushion to suit Ferguson tractors. The cushion is finished in grey with red piping and is embroidered with the Ferguson name in

red, in the same style as the logo that was conceived in the 1940s.

Visit: emmarkuk.com
Tel: 0113 255 2344
Price: £50 (inc. VAT & delivery)

Winter Promotion

Sealey's new, 64-page *Winter Promotion* is packed with more than 550 products and includes discounts up to 55 per cent off list price, and free items.

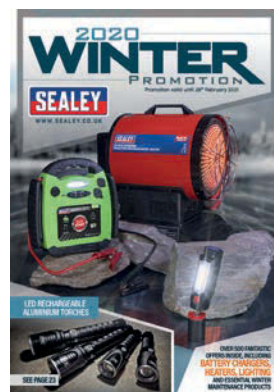
It features more than 25 new products, including a new range of Roadstart compact jump starters, hi-viz jackets in yellow/orange and the new LED186 slim folding inspection lamp.

It's really useful for confined spaces, at a thickness of only 9mm. The inspection arm can be rotated 180 degrees and folded. It features a 1COB LED that produces up to 550 lumens and a 1W SMD LED on the end for use as a directional torch. The main light has two different lighting modes (550lm/220lm) and the SMD spotlight has one setting at 80lm. It is small and compact,

suitable for keeping in your pocket, and combines hands-free operation with a magnet and hanging hook. Battery life is up to 8 hours.

Sealey's products can be viewed online and copies of the company's promotions and 2019/20 tool catalogue are available from your local stockist, or you can view or request copies online.

Visit: sealey.co.uk
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Brilliant Pain Relief for Alan's Knees.

Years of driving heavy machinery and farming had taken their toll on Alan Jones. Both his knee joints were badly worn and he had to take painkillers daily. Mobility in his joints was so poor that he often had to go backwards down the small step onto his patio.

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For information about Bioflow magnetic therapy products contact

Jenny Ryan

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Massey Ferguson 365

 £230.00 Ferguson TEF Alternator Kit 1230112
 See website for details



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



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Welcome

I write this in late November and we still have at least three significant sales to go before the end of the year, one of which features a tractor that I owned for 22 years. In Bonhams' Friday 11 December vehicle sale at Bicester, a Field-Marshall Series One Contractor Mk2, no 3661, is one of the lots.

After an accident in 2001, in which I injured my back, it transpired that I could not wind the starting handle on the tractor without discomfort – so I sold the tractor to Brian Hope, who later sold it to 'Smugger' Smith. Brian had it back again before it ended up with the late Bill Best, who loved it!

Let's hope the tractor sells well, along with a Marshall M from the same stable. I am not sure that this is the best place to sell tractors without publicity in the right places, but we will know by the time you read this.



ABOVE: The Lanz 2416 that Mathewsons sold for £6,700.



LEFT: This Field-Marshall Series One Contractor Mk2 (no. 3661) brought back many memories for *Tractor Mart* editor Peter Love.

A company that is 'on the up' is *Bangers & Cash* TV stars Mathewsons of Thornton Le Dale, near Pickering. The company's online sales have been two-day affairs since the summer and have been

going well, with many affordable vintage and classic cars sold. It has also been selling a fair number of commercials and tractors, including a 1950 Lanz 2416, no. 357397) – an original-style tractor that sold for £6,700 recently.

Most of the company's sales have a Ferguson or Massey

Ferguson in them and on the TV the other day they even sold an ex-Royal Navy Lister Autotruck for £1,000 and an unrestored Wallis & Steevens Advance internal combustion-powered roller for £600.

It is definitely worth keeping your eyes on these sales in the future!

MEET THE REGULAR TEAM



Peter Love Editor

The joint founder of *Tractor & Machinery* and many other magazines. He has been involved in vehicle preservation since 1954 and has a wealth of experience as an owner, organiser, tour operator and much more. He is dedicated to the vehicle preservation movement.



David Reed Northern correspondent

David has worked with Peter Love since 1995 when they met at the late lamented Sandringham Rally. He is an ex-York school teacher and has interests in tractors and commercial vehicles.



Joseph Lewis Southern correspondent

Joe has been part of Peter Love's set-up since 1996 and has contributed to many of his endeavours. He is a valued member of the *Tractor Mart* team.

TRACTOR GRADING SYSTEM

VETERAN, VINTAGE & CLASSIC

1: Non-runner, rough

2: Running, needs work

3: Original & perfect

4: Older restoration

5: Restored

6: Concours

MODERN

7: Rough

8: Tatty & running

9: Running, needs some work

10: Average condition

11: Very good

12: Like new

STRONG SALE IN SCOTLAND



The highest-priced lot at the sale was this Sekura-cabbed, four-wheel drive Massey Ferguson 135 at £17,800.

Pentland Livestock has been at it again, with a 994-lot collective sale concluding on Monday 23 November. Included were 28 restored tractors and a number of off-farm examples. The results were very good, but there was some last-minute bidding.

Included was a Massey Ferguson 135 that sold for a superb £11,800 (see News section for further details) and a restored, four-wheel drive 1971 Massey Ferguson 135 with Sekura cab that saw bidding finally conclude at £17,800!

At the finish of the sale, the only main item not sold was an

original-style, four-wheel drive Massey Ferguson 135 (VES 226S), without cab, that reached £8,900 – bang on its value I would have thought.

In the Ford selection the one they were all going for was a 1968 Ford 2000 (RPN 243G with V5C) – a nice tractor with a good turn of speed. It made a record £7,600.

A 1964 Fordson Dexta, with old-style grille and in grade 5 condition, was not knocked down at £3,000. A Ford 3000 (grade 5) had stopped at £5,300 by the end of the sale.

All in all Graham Burke and his team were very pleased with the results, as they should be.



The MF 135 charity tractor, with V5C and full history, sold for £11,800.



MF 31 spreader changed hands at £840.



Looking good, the 1964 MF 35C sold for £7,600.



Cheap at £2,100 – the 1971 Zetor 4712.

RESULTS:

105	1964 Nuffield 460, ADG 770B, 2, £1,500
106	1982 David Brown 1490, 2WD, so so, 1.9, £2,400
107	1969 David Brown 880 Selectamatic Livedrive, OFS 109H, 5, £6,500
108	1977 IH 674, Quicke 4060 loader, WSO 760S, 9, £4,700
109	1958 IH B-250, 415 XUN, with cab, nice, cheap, 5, £2,400
112	David Brown three-furrow match plough, 5, £300
113	1964 IH B-414, RCA 799B, 5, £5,700
114	1968 Ford 2000, RPN 243G, V5, 5, £7,600*
115	1968 Ford 3000, FMH 737F, 5, £5,300 n/s
116	1964 Fordson New Performance Super Major, YSA 222, £5,000
117	1963 Fordson Super Dexta, 5, £4,000
118	1962 Fordson Dexta, PAS 211, 5, £4,200
120	1964 Fordson Dexta, BGS 927B, 5, £3,000 n/s
121	1948 Ferguson TE-A 20, BGS 27P, 5, £3,000
122	1947 Ferguson TE-20, 4.7, £2,500
123	1955 Ferguson TE-F 20, conversion with LR Discovery TDI engine, 5, £4,300
124	1967 Massey Ferguson 175, LBT 481F, V5C, 5, £9,100
125	1971 Massey Ferguson 165, OSI 452K, V5C, 5, £9,400
126	1959 Massey Ferguson 35, V5C, 4.1, £2,150
127	1962 Massey Ferguson 35, no V5C, 4, £2,150
128	1963 Massey Ferguson 35X, BPR 971A, 4.1, £4,600
129	1959 Massey Ferguson 35, MST 976, V5C, nice, 5, £6,400
130	1964 Massey Ferguson 35X, YSR 179B, V5C, 5, £7,600
131	1966 Massey Ferguson 135, ANS 796D, V5C, 5, £6,100
132	1971 Massey Ferguson 135 4WD, Sekura cab, AES 69L, 5, £17,800
133	1976 Massey Ferguson 135 4WD, VES 226S, no cab, V5C, 2/3, £8,900 n/s
134	1976 Massey Ferguson 135, EJ 431S, V5C, 5.5, £11,800
135	1971 Zetor 4712, CNU 652L, restored, lovely, cheap, 5, £2,100
137	Massey Ferguson 31 manure spreader, original, 3, £840



The one they all wanted – the Ford 2000!



Nuffield 460 with Lambourn mudguards sold for £1,500.



The 1967 Massey Ferguson 175 made £9,100.

RECORD PRICES IN DEVON



Imbert May – a proper gentleman and a pleasure to work with.



Sutcliffe Smallholder made £4,000.



County Hi-clear sold for £13,000.



As expected, the County 1184 with just 400 hours on it went on to set a new record at £71,000.



This Massey Ferguson 3050 has just 621 hours on the clock and raised £11,600.



Fritzmeier-cabbed 1966 Doe 130 sold for £76,000 – another record!

One would have thought that it was not the right time to sell a tractor collection and make strong prices, but Imbert May made the decision to do just that and it proved to be a wise move, as his amazing collection went under the hammer on 30-31 October.

It was not until September 2020 that Imbert, known to his friends as Bert, decided to call in H J Pugh to sell his collection of 240 tractors, based at Osborne Farm, Poccombe Bridge, near Exeter.

The only feasible date was the last week in October, as the calendar was full of other sales, and so the team decided that Friday 30 and Saturday 31 October were the days to go for. With that confirmed, all Bert had to do was get the tractors out the shed and cleaned up ready to be photographed.

This was a huge effort and in the end Bert bought a huge batch of batteries, reputed to have cost more than, £10,000, to ensure things went smoothly. Many of the tractors had not run for a while, but the majority were in running order by the time of the sale.

Osborne Farm is undulating land, and so the tractors were laid out down a hill in one large field – with lots to be sold on the Friday from the Ford, Ferguson, Massey Ferguson and David Brown stables.

The following day were the Case, Nuffield, Fowler, Fiat, Leyland, Lister, Porsche, Deutz, Oliver, Minneapolis-Moline, Allis-Chalmers, IH, and John Deere tractors, plus a few others. Bidders were instructed to maintain social distancing at all times by the auctioneers.

Imbert's fascination with tractors began when he was young, when he was brought up on his parents' tenant farm. He learned to drive on a P6-powered Fordson E27N before driving a petrol-TVO Massey Ferguson 35. He left the farm to

drive lorries and ended up with his own bulk feed truck, with a route from Lifton to Plymouth docks. Later on Bert also warehoused the feed for Dalgety.

His next move was to purchase an old papermill at Stoke Canon, that he subsequently turned into industrial units. This turned out to be yet another wise move. He sold up in 2002 and went on to other things, but in 2006 he got the bug to go back to his roots and started buying tractors and exhibiting them at various shows, including The Great Dorset Steam Fair.

The first tractor he purchased was a Massey-Harris 12/20 Pacemaker, but this was followed by a Case SC3, Nuffield M4 and a Massey Ferguson 65. As time went on Bert got really stuck in and ended up with possibly the largest collection of Allis-Chalmers tractors in the UK.

I have had the pleasure of knowing Bert May for many years and he always offered his tractors for various events that I have been involved in, and would do anything he could to help. He said: "I am now 75 and I want to take it easier and not leave all my tractors around my family's heads if anything happens to me. I have met so many interesting, kind people as I have driven around the UK on my search for the various tractors I wanted to add to the collection."

On the Friday of the sale, 11 price records were achieved and by close of play on the Saturday another seven were added to that. Most of the collection was bought at auctions and prices had to be paid, but ultimately Bert didn't lose out.

He recognised a good investment and this was illustrated by the fact that he paid £50,500 for a 1968 Doe 130 (no. D669) at the Rodney Cowle sale, just down the road from him at Winkleigh, on Saturday 4 May 2019. On the Friday of his sale he went on to create a new record for this type of tractor at £76,000!



£8,000 was paid for the Blaw-Knox-equipped David Brown Trackmaster

There were other massive records, like the County 1184TW (no. 48777) with 400 hours on the clock – at £71,000. This was the ‘sister’ to the example that Malcolm Beaton sold for £54,000 just two weeks before. Bert’s was in much better condition in my opinion.

Another thumping record was £21,500 for a 1964 Roadless New Performance Major that I wrote in my programme was in grade 4 condition. It made £21,500! On top of that was the £41,000 paid for a County

Super-4 754 with Select-O-Speed transmission (no. 20392). This is a rare County!

If that wasn’t enough, when it came to Massey Fergusons, a 1976 MF 188 Multi-Power (no. 3666606), registered LJJ 287P with just 2,708 hours on the clock and with PAVT wheels and cab) sold for £39,000! That was £17,000 more than its pre-sale estimate.

On the David Brown front a Trackmaster 50 with a Blaw-Knox blade and matt paintwork made a good £8,000, but a grade 4.8 DB 50D made just £28,000, whereas the example sold in Northern Ireland the week before raised £36,000. This comes down to the fact that it was in better condition – it makes all the difference.

On the Saturday bidders saw a Fowler VFA (no. 4705463) in good running condition

with blade and paperwork create a record at £15,400. An International Super BMD with V5C, which the original owner’s family were very keen to buy, sold for a record-breaking £9,500. The following lot was an earlier example, the 94th off the line and registered TSJ 866, that reached just £2,500.

A 1967 IH 706 (no. 4111), registered BLG 786F, went to Worcestershire to be reunited with its sister (no. 4110), registered BLG 785F. The new owners found the tax disc holder under the diesel tank, which had been sprayed over in the past. They took the tax holder cover off and to their amazement two old tax discs were there, proving the registration is BLG 786F.

As expected, other IHs did well – particularly the classics which are certainly up and coming. A restored, and rare in

the UK, International Harvester 4166 sold for £30,000 and a 1983 four-wheel drive IH 956XL, registered AFK 332X made £14,200. A 1455XL, LVP 89W, in similar condition changed hands at £18,000.

As for the John Deeres, they did better than they usually do, in my opinion. An original, but not particularly exciting, ex-Canada John Deere R diesel saw the hammer fall at £6,000 and a grade 2/3 John Deere 5010 made £15,000. A John Deere 4520 reached £9,000.

The last lot of the day was a 1951 Pattison tiller-steered roller at just £400. The event was held in a cordial atmosphere and was certainly well organised, as usual, by Howard Pugh’s team.

While I was at the sale Bert asked me what the tractors were I would like to take home and it had to be the two Massey

FRIDAY RESULTS (*RECORD PRICES):

61 Fordson F, 682097, long wing, original ignition, .9, £1,900
62 1944 Aveling Barford PT4, 35326, ex-WD, 4, £2,600
63 1944 Fordson Standard N Utility, bitsa, wrong colour, 2, £1,400
64 Fordson Standard N, 940274, on steels, Harvest Gold, 2, £1,300
65 c1918 Fordson F, so so, 1.8, £5,400
66 Fordson Standard N, Perkins 270 fitted, 2/4, £4,200
68 Fordson E27N Perkins P6, with lights, no hydraulics, 2, £6,200
69 1949 Ford 8N, with lights and Perkins P3 conversion, 2/4 £3,800
70 Fordson Dexta, with new battery, 2/4, £2/4 £2,300
71 Fordson Super Dexta, with roll bar, 2, £1,900
72 Fordson E1A Diesel Major, with loader and frame, 1, £900
73 Fordson Super Major, with loader, hedgerow, .9, £1,100
74 Fordson NP Power Major, six-cylinder conversion, BAF 471B, 1.8, £5,500
75 Fordson Diesel Major, no hydraulics, new battery, 1, £1,600
76 Fordson Power Major, bull guard, new tyres and battery, 4, £3,600
77 Fordson Super Major, with loader frame 490 VDH, 1.5, £1,600
78 Fordson Diesel Major, Q51 NDV, V5C, £1,700
79 Fordson KFD 68, restored, 4.6, £7,000
80 Ford 233 industrial, Q cab, new battery, 9, £3,400
81 Ford pre-Force 3000 vineyard, 2/9, £3,000

82 Ford 3000 4WD, A184844, 6,379 hours, new battery, 9, £6,800
83 1968 Ford 4000, 3,517 hours, 4, £4,800
84 Ford 4000, 1,531 hours, assistor rams, front weights, 3/9, £4,700
851972 Ford 5000, A274276, import, 2/3, £5,900
86 1971 Ford 5000 Select-O-Speed, CVL 703L, 5,985 hours, replacement block, 2/3, £3,800
87 1965 Ford 6000 Commander, Select-O-Speed, 2,830 hours, 163 UXO, V5C, import, 1/3, £6,200
88 Ford 8000, so so, EHN170H, V5C, 2/4, £20,000
89 Fordson Dexta 4WD, Selene axle conversion not Roadless, 2, £11,400
90 1964 Roadless NP Super Major, restored, very good, 4, £21,500*
91 Roadless 115, 5865, restored, Q81 JOD, 4, £19,000
92 County NP Super Major Hi-Clear, 4.8, £13,000
93 1964 County Super-4, restored, 4.8, £23,000*
94 County Super-4 754, Select-O-Speed, 20392, 3,637 hours, no cab, nice original, 2/3, £41,000*
95 County Super-6 1004, 17125, 2/3, £14,000
96 1978 County 4600, Lambourn cab, 2, £4,000
97 1978 County 7600-Four, Q cab, 6,586 hours, BFJ 275T, nice, 3, £18,000*
98 County FC1174, D996250, LYA 194V, V5C, 2/3, £13,000

99 1980 County 1184, 48777, 400 hours, military, original, good, 3, £71,000*
100 1967 Doe-130, D669, Fritzmeier cab, 2, £76,000*
101 1978 Ford FW-60, 5,945 hours, A52 SNH, 2/4, £19,500
102 Caterpillar D5H, REO3041, LGP, 7,254 hours, blade, linkage, 9.8, £19,500
103 1938 Caterpillar RD4, 4G2052 JL3783, fire at one time?, 1.7, £2,600
104 1966 Claas Mercury KRT 417D, Fisons experimental plot combine, low hours, 3, £2,800
135 1937 Ferguson-Brown A, SXT 190, 2, £17,000
136 Ford-Ferguson 9NAN, JSJ 255, V5C, 2, £3,900*
137 Ferguson TE-A 20, JYC 462, p/TVO conversion, 1.6, £1,000
138 Ferguson TE-D 20, 103143, with lights, 2/4, £1,800
139 Ferguson TE-A 20, 35362, Bombardier half-tracks, ex-Hunday collection, V5C, new r/tyres, 2/4, £7,200
140 Ferguson TE-F 20, 270128, 35 mudguards, 2/4, £2,200
141 Ferguson TE-F 20, 368425, with cordwood saw bench, V5C, 2/3, £2,500
142 1947 Ferguson TE-20, 10982, orchard, Perkins P3, V5C, 2/4, £2,200
143 1957 Ferguson FE 35, p/TVO, early restoration, 2/4, £1,500
144 1957 Ferguson FE 35, 12762, p/TVO, industrial Fuller hitch, 2/4, £9,600*
145 MF 35, p/TVO, WBY 837, 1.8, £2,000
146 MF 35, p/TVO, replacement bonnet, so so, 1.8, £1,800

147 1959 MF 35, 80668, 23C engine, V5C, 4, £2,300
148 MF 35, XOD 402X, 23C engine, V5C, 2/4, £2,600
149 MF 35X, older restoration, 2/4, £4,100
150 1964 MF 35X, ACR 804B, French, 1.8, £2,000
151 1963 MF 30-8, 1105339 3,889 hours, French, 1.6, £3,400
152 MF 65 MkI, FSL 755, original, V5C, 2/3, £3,200
153 1961 MF 65 MkII, UJT 632, early resto, 2/4, £3,200
154 1962 MF 65 MkII, 493 NTT, local tractor, V5C, 4.4, £5,600
155 MF 90 WR Multi-Power, NW887997, 2,062 hours, lovely and original, full linkage, 3, £5,700
156 MF 90 WR, N887892, 2,116 hours, lovely, better of the two, with full linkage, 3, £5,300
157 1966 MF 13, runs well, so so, 2/4, £2,900
158 MF 135, grass tyres, early restoration, 2/4, £4,500
159 MF 135, with mid-mounted Twose hedgetrimmer, 2, £2,900
160 MF 135 Multi-Power, 2,983 hours, HBF 626H, Sekura cab, V5C, 2/3, £4,600
161 Ebro MF 135 vineyard, Spanish made, 4,401 hours, one of the last tractors Bert bought, 4, £4,900*
162 MF 135, Duncan cab, Lenfield Services supplied, WLK 721M, V5C, 4.7 £11,400
163 1975 MF 148 Multi-Power, Duncan cab, 2,546 hours, JPR 93N, restored, 4, £15,000*



There are few that thought this Massey Ferguson 188 Multi-Power would sell for more than £25,000. The winning bid was an astounding £39,000!

Ferguson 90 WR tractors – both with low hours. They are certainly rare, particularly the Multi-Power example, and very original. The panels were perfect and would clean up very well without painting anything.

They were brought to the UK by a returning Devon farmer who had used them on his farm in Canada from new. They went on to make £5,700 for the Multi-

Power example and £5,300 for the better of the pair.

Bert said: "It's been a journey I have really enjoyed, in more ways than one, and is something I will never forget". He still has a few tractors to play with, including a Muir-Hill 101 that is nearly restored.

* In the next issue we will feature the results from the Saturday of the sale, along with photographs of some of the lots.

HARVEST FALL SALE

Aumann Auctions held its annual Harvest Fall Sale at Nokomis, Illinois, with the tractors coming up on 28-29 October.

It was not as full as in other years, owing to Covid-19, and was an online sale only – but there were still approximately 350 tractors, besides pedal tractors, signs and literature the following day.

There was an excellent stock of tractors, particularly on 28 October, when a raft of stunning John Deere 30 Series models came up. The highlight was a 1958 John Deere 330 'Southern Special' – a rare, 'semi' row-crop tractor that worked on a cotton crop. It went on to sell for £23,678.

The other John Deere highlight was a 1958 JD 435 with Detroit engine. This one was perfect and sold for £13,417, but was dwarfed by a 1973 Oliver 2255 FWA, in grade 5.5 condition, that sold for £34,727.



The MF 97 is an M-M GB in MF livery. This example sold for £9,076.

As for the 29 October sale, an imported and restored 1948 DB Cropmaster only made £2,131. An amazing and rare Lamborghini 5C tractor, restored by a father and son team in Italy, sold for \$17,850. A lovely Farmall Super MTA high crop raised £19,950 and an IH 1206 Wheatland made £18,152.

The best on day two was a late 1929 Advance-Rumely Oil Pull 25-40X – a 'regurgitated' Rumely tractor from old stock that hadn't sold and had been updated a little. It was still rather old fashioned by the late '20s, but bidders liked it and it went on to sell for £22,885.



This 1973 Oliver 2255, with front-wheel assist, sold for £34,727 on the first day of the sale.



The best-selling John Deere on the first day of the sale was this 330 Southern Special, reaching £23,678.

FRIDAY RESULTS CONT. (*RECORD PRICES):

164 MF 154C crawler, 32106336, 1,681 hours, original, some bubbling on bonnet, 3, £9,500	222 David Brown 25D, 12865, MAM 377, 4, £3,500
165 1976 MF 188 Multi-Power, 270 hours, cab, LUL 287P, PAVT wheels, front weights, 2/3, £39,000*	223 David Brown 25D, 22141, 5,746 hours, 693 AYC, part resto, V5C, 2, £1,900
166 1979 MF 188-8RT Multi-Power, 247049, French, cab, 2,490 hours, clean, 2/3, £8,500	224 1958 David Brown 900, later steering, part resto, 2, £2,700
167 1987 MF 250, with MF 875 power loader, 397 hours, experimental ex-D Smith, 2/3, £8,900	225 1959 David Brown 900, 6,274 hours, part resto, 1.8, £1,400
168 1984 MF 690, D411 EVC, V5C, ex-D Smith, cab repainted, 9.2, £12,800	226 David Brown 2D, 120652, 2/4, £2,300
169 MF 699 4WD, front weights, PAVT wheels, ex-D Smith, 9., £10,000	227 David Brown 990, A449756, 2, £1,600
170 1979 MF 1080, PAVT wheels, very nice, cheap, 2/9.4, £4,000	228 1965 David Brown 880, 524721, DTA 618C, 4,832 hours, 1.8, £1,400
171 1975 MF 1200, 900440, JFE 370N, 6,062 hours, runs in paint, 2/4 £16,600	229 David Brown 950, 78103, 833 JTT 1.8 £1,600
172 1981 MF 1250, 903015, LKM 189W, 3, £18,000	230 David Brown 990 Implematic, 446477, 3,530 hours, 1.9, £1,300
174 1984 MF 3050 Autotronic 2WD, 621 hours, clean, pre-production ex-D Smith, lovely, 10, £11,600	231 David Brown 950 3,209 hours, 4, £2,100
175 Sutcliffe Smallholder 35 (styling like MF, but green), Lister/Petter engine, roll bar, 2/10, £2,500	232 David Brown Trackmaster 50, Blaw-Knox blade, matt paint, 2/4, £8,000*
217 David Brown Taskmaster, P29273, so so, 2, £3,900	233 David Brown 50D, 10576, V5C, used on NVTRR, 4.8, £28,000
218 David Brown VAK1A, Cropmaster, 8193, ESJ 412, 2/4, £1,800	234 1979 David Brown 885, 22127, 7,311 hours, 2/4, £2,300
219 David Brown VAK1 Cropmaster, 1118, KYB 952, 2, £1,600	235 David Brown 995, 932032, 4,410 hours, 2/4, £3,200
220 David Brown 30D, 5,581 hours, 1.6, £3,000	236 1980 Case 4690, four-wheel steer, 88619F2, 4,304 hours, nice, 5, £22,000*
221 David Brown Cropmaster, P15359, 2, £1,300	240 1963 David Brown 990 industrial, with loader frame and Boughton winch, 1 £1,700
	246 1958 Zetor 25, with cab, bargain, 2/3, £1,300
	247 1967 Zetor 4011, tidy, MAJ 780F, 4, £2,800
	248 1976 Zetor 6719, with cab, KPC 594C, V5C, 1.9, £900
	249 Belarus DT520, 4WD, with cab, not bad, 2/3, £1,600

RESULTS (ABRIDGED):

1960 Lamborghini C5 crawler/wheeled (rice market), 5, £13,417
Farmall Super MTA Hi-crop, lovely, 5, £14,996
Minneapolis-Moline R, with cab, 5, £8,287
Advance-Rumely Oil Pull 25-40X, 5, £22,885
1967 IH 1206, 5, £19,580
1960 Roadless Super Major, 2/4, £7,340
A-C UC, Thompson conversion, rough, 2, £2,990
1960 Massey Ferguson 97 4WD, 4.3, £9,076
1955 Minneapolis-Moline UB Special, 'V' front, £2,447
1961 Case 430, gas, utility, 2, £1,302
1953 Case VAG, gas, 5, £1,973
1970 Massey Ferguson 1080, diesel, open station, 2/3, £3,707
1957 Ford 960, 'V' front, good, 5, £2,447
1948 Ford 8N, 5, £1,499
1949 A-C G, good, 5, £2,683
1971 A-C 720 lawn tractor, 5, £3,236
1940 A-C WC, 'V' front 5, £2,229
1962 A-C DW21, industrial, 4, £12,628
1958 Massey Ferguson 98 Wheatland, £10,260
1973 Minneapolis-Moline G1355, 5, £10,260
1969 Cockshutt 2150 Wheatland, FWA, 3, £15,785

Our guide reflects the prices that have most recently been paid for veteran, vintage and classic tractors and it takes at least four issues of *Tractor Mart* for the full A-Z of tractors to appear.

PART J-M

The prices are based on tractors sold at sales, on the Internet, privately and in some overseas markets too. Naturally, prices change as time progresses and it's not always an upward trend, but you will get a good indication of what's going on with the current market by referring to our guide. Here are a few pointers on buying a tractor to help you.

If you are looking for a tractor to buy for restoration, or work, there's a vast choice. However, if you are looking for something specific, do weigh up your options first, particularly if you have a limited budget. If it's a popular model, then it's not always to your advantage to go for the first one you see. Whatever is wrong with the tractor, make sure you have a good idea of how much it will cost to repair, and so on.

Buying a restored tractor can be the best option for some people, but do your research properly and if you are buying at a sale, talk to the vendor if you can. For example, the tractor has a shiny coat of paint, but ask him what rust prevention primer he used underneath it, was

the tractor sand-blasted or wire-wheeled down? If the vendor is worth his salt he will have pictures of the restoration and be able back up the information he gives you.

Find out what you can. Take a friend or associate with you who, perhaps, has a better idea of what is what and, if there's a preview to the sale, go and try the tractor out for yourself. Make sure beforehand exactly what you will have to pay after the hammer has dropped: does the lot have VAT? What's the buyer's commission? And so on.

Buying online at a sale can save you travelling, but you really don't know what you're getting. Yes, you can see the pictures of the tractor and the live action, but you aren't properly seeing it for yourself. If you cannot attend, get a trusted friend or associate, who might be at the sale, to look at the tractor for you, then bid online.

An associate got talked into buying a Continental tractor (made in Germany) via an Internet advertisement and was told it had a transmission problem. He asked about obtaining parts and was told they were easy to get.

Well that might be true in Germany, but my associate doesn't speak German. In addition, specific items are very expensive for these tractors. He also wants to

PRICE GUIDE KEY

What our coding system means

We have laid out the guide in six bands and a more detailed explanation of these is set out below. However, please note that in our sale review pages we sometimes use a double number code, for example 2.4. This would mean, needs work (2) and is an older restoration (4).

Band 1	A tractor that normally isn't running, but can be restored.
Band 2	A tractor that is running and needs some work.
Band 3	The critical one, it's for original-type tractors – tractors that are essentially very straight and original, have good tinwork, have in most cases not been re-sprayed during their working lives, run well and normally have low hours. There can be exceptions to the rule, but original-type tractors in most cases command higher prices and in some cases it's more than a good restored tractor.
Band 4	This represents an older restored tractor that normally runs with a little recommissioning, but perhaps hasn't been looked at for a while.
Band 5	A restored tractor that does everything it should and looks good with average paintwork.
Band 6	The ultimate. These are concours tractors that have been gone right through and are finished to perfection, but not customised.

All the prices quoted are what we call hammer prices and don't include UK VAT, commission or value added tax in the USA.

If you cannot find your make or model for any reason, or need any advice, you are welcome to call our compiler, tel: 01323 833125.

use the tractor, particularly for road runs, but he has now discovered that it's not very fast on the road (18kph) – not a very happy outcome really.

Some people love the adventure of tracking down the spares and all that it entails – the challenges, the travel involved, the people you meet along the way – it all adds to life's experiences.

For the person in question, however, that wasn't on his agenda at all – so really

think hard about what you are intending to purchase.

If buying an imported tractor – especially from North America – make sure you see a rear view of the machine before purchase. On a number of occasions it has come to light that the tractor featured damaged mudguards through containerisation. If the vendor does not want to send a rear picture, then there could be a good reason. This especially applies to veteran tractors. ■

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
JOHN DEERE CONTINUED FROM LAST MONTH							
40	1953-55	£1,700	£2,400	£4,200	£4,900	£8,400	NA
50	1953-56	£1,800	£2,900	£5,200	£5,100	£5,900	NA
60	1953-56	£2,350	£3,700	£5,400	£4,900	£6,700	NA
70 petrol & diesel	1953-56	£2,900	£3,900	£7,400	£6,100	£7,600	NA
80 diesel	1953-56	£2,650	£3,900	£7,200	£6,850	£7,500	NA
320	1956-58	£1,800	£2,400	£4,200	£2,900	£3,900	NA
420	1955-58	£1,710	£2,300	£4,900	£3,600	£5,650	NA
420C crawler	1955-58	£2,400	£2,800	£5,800	£4,900	£4,200	NA
520	1956-58	£2,400	£2,500	£4,200	£3,200	£3,500	NA
620	1956-58	£2,800	£3,900	£4,900	£2,100	£4,400	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
720 petrol-diesel	1956-58	£2,600	£3,200	£5,700	£4,600	£7,900	NA
820	1956-58	£3,600	£4,000	£8,000	£8,300	£11,500	£16,000
330	1958-60	£1,900	£4,900	£4,900	£5,000	£6,200	NA
430	1959-60	£1,900	£3,800	£4,900	£3,200	£5,600	NA
435 GM 439	1959-60	£2,800	£3,600	£7,500	£6,400	£9,400	NA
530	1958-60	£2,300	£4,800	£4,200	£4,800	£6,900	NA
630	1959-60	£2,800	£3,900	£6,500	£4,900	£7,900	NA
730 petrol - diesel	1959-60	£3,000	£4,750	£6,000	£6,200	£9,400	NA
730 V front	1959-60	NA	£4,400	NA	NA	NA	NA
730 Hi-crop	1959-62	£5,500	£8,800	£8,500	£4,200	£4,900	NA
830 diesel	1959-60	£3,200	£4,800	£13,700	£8,200	£12,200	£17,000



John Deere Rs hold their money well, but are expensive to restore.



This JD 4240S sold for £16,000 at the recent Imbert May sale.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
8010-20 artic	1959-65	£37,000	£42,000	£40,000	£49,000	£58,000	NA
1010	1960-65	£1,800	£2,600	£5,500	£2,900	£6,200	NA
2010	1960-65	£1,900	£2,900	£5,900	£4,400	£5,400	NA
3010	1960-63	£2,900	£6,400	£9,800	£6,300	£9,200	NA
4010	1960-63	£3,400	£4,300	£9,000	£6,500	£8,920	NA
5010	1962-65	£3,900	£5,800	£12,200	£7,800	£10,600	NA
110 & 120	1963-74	£1,900	£2,100	£3,600	£2,900	£5,300	NA
1020	1965-73	£2,350	£2,700	£4,100	£2,900	£4,900	NA
1120	1967-74	£2,100	£2,600	£4,500	£2,900	£5,100	NA
1520	1968-73	£2,600	£3,100	£6,100	£3,500	£5,900	£7,100
2020	1965-73	£2,700	£2,900	£6,400	£4,600	£6,700	NA
3020	1963-72	£4,300	£5,200	£10,600	£6,800	£9,600	£10,900
4020 4 x 4 Hydrostatic	1968-72	£3,600	£4,400	£8,000	£5,100	£8,700	NA
4020	1963-72	£4,900	£5,200	£12,100	£7,400	£9,500	£12,800
303 (French)	1964-67	NA	£2,600	NA	NA	NA	NA
717 (Spanish)	1964-68	£2,100	N/A	NA	NA	NA	NA
710	1966-67	£1,900	£2,950	£4,600	£4,200	£6,900	NA
2120	1965-73	£2,800	£2,900	£7,000	£4,400	£6,700	NA
3120	1965-73	£2,600	£3,600	£8,500	£4,900	£9,870	NA
5020	1966-72	£3,900	£6,400	£10,700	£9,000	£4,200	NA
WA-14	1968-69	£8,900	£10,500	£14,000	£12,000	£14,000	NA
WA-17	1968-69	£14,000	£16,000	£21,000	£20,900	£18,000	NA
4000	1968-72	NA	£5,600	£8,900	£7,400	£9,200	NA
4030	1968-72	NA	NA	£9,180	NA	NA	NA
7020-7520 Artic	1970-75	£6,200	£7,860	£10,200	£7,200	£10,400	NA
930	1975-80	£2,000	£3,430	£3,700	£3,800	£4,350	£6,200
1030	1972-80	£2,000	£2,900	£4,500	£4,200	£6,300	NA
1130	1972-80	£2,800	£3,300	£6,200	£3,600	£4,900	£7,600
1130 4 x 4 Mechanical	1975-80	NA	£3,500	£7,400	NA	NA	NA
1630	1972-80	£2,900	£3,300	£3,500	£3,800	£4,300	NA
2030	1972-80	£3,100	£3,200	£5,500	£4,700	£6,400	NA
2130	1972-80	£2,800	£3,600	£5,700	£6,500	£7,100	NA
3130	1972-80	£1,900	£3,600	£8,200	£6,900	£9,200	NA
4230	1973-77	£3,400	£4,300	£8,900	£6,500	£8,900	NA
4430	1973-77	£3,800	£5,700	£9,500	£8,900	£9,400	NA
4630	1973-77	£3,700	£4,300	£9,800	£7,900	£7,800	NA
2130 4WD Mechanical (ZF axle)	1975-80	£2,350	NA	£7,800	£9,200	£10,750	NA
4440	1978-82	£3,900	£4,300	£7,400	£6,000	£7,900	NA
4840	1978-82	£4,950	£7,200	NA	£10,700	NA	NA
2040S	1979-81	£3,650	£4,100	£8,900	£6,700	NA	NA
3440	1979-81	£7,200	£9,750	NA	NA	NA	NA
8440	1979-82	£4,950	£8,700	NA	NA	NA	NA
3040	1980-87	NA	£3,600	£8,900	£6,400	£9,600	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
3040 4WD	1980-87	£3,900	£8,300	£9,400	NA	NA	NA
3140	1980-87	NA	£3,700	£8,000	£4,500	£5,700	NA
3140 4WD	1980-87	NA	£4,300	£8,700	£6,200	NA	NA
2140	1980-87	£3,850	£4,200	£8,900	£6,200	NA	NA
3340 4WD	1980-87	£3,970	£7,920	£12,900	£15,900	NA	NA
4040S 4WD	1981-84	£4,100	£5,800	£8,200	£12,700	NA	NA
4240S 4WD	1981-84	£4,250	£6,950	£10,900	£15,200	NA	NA
8450 Artic	1982-88	£9,750	£18,200	£24,500	£21,200	£19,500	NA
8650 Artic	1982-88	£10,200	£19,800	£27,200	£23,000	NA	NA
8850 Artic	1982-88	£10,700	£18,700	£25,000	£22,200	NA	NA
2150	1983-86	NA	£4,300	£6,500	£5,100	£5,900	NA
4250 4WD	1983-88	£6,200	£12,300	£18,900	£16,200	£22,100	NA
4450 4WD	1983-88	£7,200	£14,200	£18,000	£15,200	£17,200	NA
4650 4WD	1983-88	£7,700	£15,200	£17,045	£16,400	£22,400	NA
4850 4WD	1983-88	£8,000	£14,700	£22,100	£17,300	£20,300	NA
3050	1986-93	NA	£4,000	£8,950	£8,100	£11,700	£14,100
3050 4WD	1986-93	NA	£4,900	£14,400	£8,400	£12,400	£14,300
3350 4WD	1986-93	NA	£5,700	£16,400	£7,800	NA	NA
2155	1987-92	£3,700	£4,950	£7,900	£5,900	NA	NA
2250 4WD	1987-94	£5,100	£8,200	£12,300	£8,400	£12,000	NA
2650 4WD	1987-94	£4,200	£6,500	£11,200	£7,830	£8,950	£12,400
1950	1988-94	£2,900	£4,300	£9,200	£5,900	£6,900	£8,900
1950 4WD	1988-94	£3,200	£6,800	£11,200	£10,400	£9,900	NA
4255 4WD	1988-92	NA	£13,900	£17,950	£16,200	£19,400	NA
4455 4WD	1988-92	NA	£16,200	£22,400	£18,900	NA	NA
4555 4WD	988-92	NA	£12,900	£21,000	£19,200	£22,500	
4955 4WD	1988-92	NA	£19,200	£33,500	£25,000	£33,000	NA
4755 4WD	989-91	NA	£18,000	£28,000	£24,200	£29,500	NA
8560 Artic	1989-93	NA	£23,000	£26,000	£28,000	£32,500	NA
8760 Artic	1989-93	NA	£27,000	£28,000	£30,100	£36,000	NA
8960 Artic	1989-93	NA	£34,000	£31,000	£37,000	£42,000	NA
5200	1992-97	£4,100	£5,400	£7,900	£5,900	£6,400	NA
5300 4WD	1992-97	NA	£7,950	£12,700	£8,100	£10,800	NA
4560 4WD	1992-94	NA	£19,200	£34,000	£26,000	£34,000	NA
4760 4WD	1992-94	NA	£23,400	£35,000	£33,000	£37,500	NA
4960 4WD	1992-94	NA	£26,400	£39,500	£37,000	£39,500	NA
5400 4WD	1992-97	NA	£6,200	£9,300	£18,300	£15,200	NA
6100 4WD	992-97	NA	£12,300	£16,950	£13,980	£15,400	NA
6200 4WD	1992-97	NA	£12,400	£17,800	£14,650	£15,600	NA
6300 4WD	1992-97	NA	£13,200	£16,200	£15,600	£16,700	NA
6400 4WD	1992-98	NA	£13,300	£16,700	£15,100	£16,800	NA
7600 4WD	1992-96	NA	£13,400	£17,400	£16,450	£16,950	NA
7800 4WD	1992-96	NA	£16,200	£19,700	£17,100	£18,700	NA
6600 4WD	1993-97	NA	£15,400	£18,900	£16,100	£17,900	NA
6800 4WD	1993-97	NA	£15,500	£19,200	£16,900	£18,000	NA
7200 4WD	1993-96	NA	£15,900	£20,000	£16,970	£18,100	NA
7400 4WD	1993-96	NA	£16,200	£20,000	£17,000	£18,300	NA
7700 4WD	1993-96	NA	£16,500	£20,000	£17,300	£18,670	NA
8570 Artic	1993-96	NA	£28,900	£44,000	£35,200	£41,000	NA
8770 Artic	1993-96	NA	£29,100	£45,000	£36,300	£44,000	NA
6900 4WD	1994-97	NA	£16,200	£21,400	£17,150	£18,950	NA
KL BULLDOG							
Kelly & Lewis 35-44	1948-52	£4,100	£5,900	£8,500	NA	£9,900	NA
LA CROSSE							
Happy Farmer 8-16/12-24	1916-22	£9,800	£13,000	£12,000	£14,000	£16,000	NA



John Deere 8430s don't come up every day in the UK. This one sold at the Imbert May sale for £16,500.



Most Lanz tractors sold in the UK go back to the Continent.

THE PRICE GUIDE

Our guide reflects the prices that have most recently been paid for veteran, vintage and classic tractors and it takes at least four issues of *Tractor Mart* for the full A-Z of tractors to appear.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Line Drive 7-12	1914-18	NA	NA	NA	£42,780	NA	NA
12-24	1916-22	£10,800	£16,500	£19,000	£16,500	£21,700	NA
LAMBORGHINI							
R226 (early styling)	1958-64	NA	NA	NA	NA	£8,900	NA
DL20	1952-57	£3,000	NA	NA	£4,800	NA	NA
DL25C crawler	1955-58	£1,700	NA	£2,780	£5,700	NA	NA
LANDINI							
Super 40-48hp	1934-54	£4,500	£6,900	£9,200	£8,400	£16,200	NA
Velite 25-30hp	1935-55	£3,900	£6,400	£8,900	£7,800	NA	NA
L25 25-30hp	1950-61	£3,800	£4,700	£7,900	£6,700	£12,200	NA
L35 35-40hp	1953-60	£4,300	£5,900	£11,000	£7,000	£10,000	NA
L45 45-50hp	1950-60	£5,000	£8,900	£15,000	£11,400	£15,000	NA
L55 55-60hp	1954-62	NA	NA	£59,000	NA	NA	NA
LANZ							
HN1 & HN2 12-20hp	1932-35	NA	£12,000	£21,200	£20,000	NA	NA
D7500 25hp	1935-52	£6,200	£8,200	£12,200	£10,600	£14,600	NA
D7506 25hp	1935-52	NA	£9,000	£13,500	NA	NA	NA
D3500 20hp	1936-52	£5,900	£7,200	£13,800	£9,200	NA	NA
D3506 20hp	1936-52	£5,600	£9,200	£12,500	£10,900	NA	NA
D8500 35hp early type rated 30hp	1934-40	NA	£6,800	£24,200	£13,000	£12,400	NA
D8506 35hp early type rated 30hp	1934-40	£5,700	NA	NA	£10,200	NA	NA
D9500 45hp early type rated 38hp	1934-40	£7,200	£17,900	£27,000	£14,700	£25,800	£37,900
D9550 45hp rated at 38hp crawler	1934-37	NA	NA	£72,000	NA	NA	NA
D9506 45hp early type rated 38hp	1934-55	NA	£10,000	£29,000	£16,500	£17,500	£24,500
D1500 55hp	1938-40	£10,800	£17,500	£14,500	£14,000	£18,000	£29,300
D1506/16 55hp	1938-54	£10,200	£14,000	£18,600	£17,700	£24,800	NA
D1706 17hp semi-diesel	1952-55	NA	£3,300	£5,000	£5,200	£7,800	£9,200
D2206 22hp semi-diesel	1952-55	NA	£4,200	£6,600	£4,900	£6,900	£9,200
D2806 28hp	1952-56	NA	£3,800	£7,400	£5,200	£9,600	NA
D3606 36hp	1952-56	£1,000	£5,200	£8,900	£7,600	£10,300	NA
D1606 16hp some badged as JD	1955-60	£3,600	£4,300	NA	£5,700	£6,100	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
D1616 16 hp some badged as JD	1955-60	NA	£3,800	£4,600	£5,700	£6,500	NA
D2016 20hp some badged as JD	1955-60	NA	£3,900	£4,900	£5,200	£7,100	NA
D2216 20hp some badged as JD	1955-56	£2,300	£4,800	£5,100	£4,500	£7,200	NA
D2416 20hp some badged as JD	1955-60	£2,900	£4,300	£6,900	£4,300	£6,400	NA
D2816 28hp some badged as JD	1955-60	£3,100	£4,900	£5,600	£4,600	£7,500	NA
D4016 40hp some badged as JD	1955-60	£4,900	£6,100	£7,100	£9,200	£16,900	NA
D5006 60hp 6-speed badged as JD	1955-62	£10,000	£15,000	£28,000	£21,000	£31,000	£42,000
D5016 60hp 9-speed badged as JD	1955-62	£10,950	£18,000	NA	£32,000	£36,700	£45,200
D6006 65hp 6-speed badged as JD	1955-62	£10,000	£10,300	£28,000	£14,200	£22,300	£24,000
D6016 65hp 9-speed badged as JD	1955-62	NA	£26,000	NA	£40,000	£46,000	NA
JD-Lanz 300	1960-65	£1,900	£2,900	£4,400	£2,900	£5,600	NA
JD-Lanz 500	1962-65	£2,100	£2,800	£4,800	£3,200	£6,900	NA
JD-Lanz 700	1962-65	£2,400	£2,900	£5,100	£3,300	£6,200	NA
J LAUSON							
20-40	1926-30	£7,000	£7,600	£10,700	£12,000	£17,000	NA
20-40 Threshermans Special	1926-30	£8,800	£9,300	£12,800	£11,110	£14,500	NA
25-45	1928-34	NA	NA	NA	NA	NA	£19,800
LE PERCHERON							
25hp single cylinder	1939-56	£4,900	£5,900	£7,850	£6,700	£8,250	NA
LEYLAND							
154	1969-80	£1,40	£1,600	£3,500	£4,200	£5,200	NA
154 gas	1969-80	NA	£2,200	£3,500	NA	NA	NA
154 Industrial	1969-80	£900	£1,900	£3,900	NA	£3,400	NA
344	1969-79	£950	£1,800	£4,900	£2,100	£3,200	NA
384	1969-79	£900	£1,700	£5,600	£2,950	£3,700	NA
245	1973-82	£950	£1,800	£3,900	£3,100	NA	NA
255	1973-82	£1,000	£1,600	£4,200	£2,600	£3,900	NA
262	1973-82	£1,050	£1,900	£5,800	£2,900	£5,200	NA
270	1973-76	£800	£1,600	£3,900	£2,100	£5,800	NA
272	1975-82	£850	£2,100	£4,200	£2,400	£4,900	NA
282	1979-81	£1,025	£1,670	£4,200	£3,600	£4,950	NA
2100	1975-81	£2,100	£3,800	£8,100	£5,900	£9,200	NA
462	1978-83	£1,900	£2,300	£6,300	£2,900	£5,900	NA
465 4WD	1978-83	£2,600	£3,400	£8,000	£4,780	NA	NA
472	1978-83	£1,800	£2,100	£5,800	£2,800	£3,400	NA
482	1978-82	£1,850	NA	£6,400	NA	NA	NA
485	1978-82	NA	£5,100	£7,700	NA	£8,200	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
302	1981-82	£1,700	£2,400	£7,600	£6,100	£9,600	NA
502	1980-82	£1,800	£2,950	£8,900	£6,900	£8,100	£
504	1980-82	£2,800	£5,800	£9,500	£10,200	£14,200	NA
602	1980-82	£2,400	£4,400	£8,900	£5,700	£12,200	NA
604	1980-82	£3,200	£3,500	£9,500	£9,600	£12,700	NA
702	1980-82	£1,900	£4,100	£10,200	£8,100	£3,800	£14,200
704	1980-82	£2,200	£2,400	£9,700	£5,600	£8,900	£15,200
802	1980-82	£1,700	£2,800	£9,500	£6,850	£7,300	£12,300
LINDER							
L-20	1953-58	NA	NA	NA	£2,800	NA	NA
L-17	1955-59	£1,200	NA	NA	NA	NA	NA
LITTLE GIANT							
Model B	1916-22	£21,000	NA	NA	NA	NA	NA
LOVE							
Tractor Standard	1934-36	£450	NA	NA	NA	NA	NA
Standard with Ford B	1936-39	£400	£1,600	NA	£6,200	£7,100	NA
Standard conver Chev 292 6-cyl	1937/62	£1,600	£3,200	NA	NA	NA	NA
Standard with Chrysler-six	1939	NA	NA	NA	NA	£6,560	NA
C51 row crop with Chrysler-six	1949-56	£3,500	NA	NA	£6,400	£7,200	NA
LOYD							
Dragon Ford V-8 TurnerV-4 craw	1950-56	£2,700	£3,100	£6,000	£4,900	£5,800	NA
Dorman engine crawler	1952-56	£2,500	£2,900	£6,400	£6,000	NA	NA
MAILAM							
Ford Power Major crawler	1958-60	NA	£6,200	NA	NA	NA	NA
Ford Super Major crawler	1961-65	NA	NA	£8,250	NA	NA	NA
Ford Dexta crawler	1961-63	NA	NA	£4,200	NA	NA	NA
5001 (4 & 6-cyl) crawler	1965-75	NA	£7,100	£9,850	NA	NA	NA
Ford 7001 crawler	1975-76	NA	NA	£8,200	NA	NA	NA
MAN							
4R2 4x4	1953-62	£1,900	£3,200	£6,200	£4,600	£6,900	NA
MARSHALL							
224 compact	NA	£1,900	NA	£3,600	NA	NA	NA
264 compact	NA	NA	£1,650	NA	NA	NA	NA
302	1982-88	£1,200	£2,800	£7,600	£3,100	£5,600	NA
304	1982-88	£1,900	£2,800	£7,900	NA	NA	NA
502	1982-88	£1,970	£2,950	£7,900	£5,900	£6,900	NA
504	1982-88	£3,000	£4,800	£9,900	£6,900	NA	NA
602	1982-88	£1,800	£4,400	£8,900	£3,700	£4,900	NA
604	1982-88	£3,000	£3,500	£9,500	£6,400	£9,750	NA
702	1982-88	£2,800	£2,900	£8,100	£6,600	£7,900	NA
704	1982-88	£3,200	£3,600	£9,700	£8,100	£10,100	NA
802	1982-88	£1,700	£2,800	£8,780	£6,850	£7,100	£9,600
804	1982-88	£3,200	£3,900	£13,750	£7,900	£16,250	NA
904XL	1982-84	£3,000	£4,900	£14,000	£9,900	£17,400	NA
752	1984-88	£2,300	£3,200	£7,400	NA	NA	NA
754	1984-89	£3,500	£4,250	£10,000	£7,100	NA	NA
852	1984-89	£2,900	£3,400	£6,300	NA	NA	
854	1984-89	£4,600	£7,700	£14,100	£12,400	NA	NA



There are a number of these Massey Ferguson 97s (M-M 95) in the UK and mainland Europe, that came over in preservation times.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
954	1984-89	£3,700	£8,600	£16,200	£12,400	NA	NA
100	1984-89	£10,200	£16,800	£28,000	£22,000	£25,000	NA
115	1984-89	£10,000	£14,200	£20,000	£16,000	£22,000	NA
125	1986-89	£12,500	£15,700	£26,000	£16,000	£22,000	NA
132	1988-91	£2,400	£2,900	£3,750	NA	NA	NA
MASSEY FERGUSON							
50 ga USA made	1958-59	£1,200	£2,650	£2,900	£2,700	£3,800	NA
95 & Super 95 (MM)	1958-62	£3,600	£5,400	£6,900	£5,900	£7,300	NA
97	1962-65	£4,100	£2,900	£4,700	NA	£5,700	NA
97 4 x 4 (MM)	1962-65	£4,100	£3,600	£5,600	£3,900	£6,500	NA
98 GM-371 (Oliver built)	1959-60	£4,100	£4,200	£6,000	£7,800	£9,600	NA
35 Standard 23C 4-cylinder	1957-59	£1,400	£2,600	£5,900	£3,900	£6,900	£8,900
35 Standard Industrial	1957-59	£1,000	£2,250	£4,600	£4,200	£6,800	£7,200
35 Standard petrol/TVO	1959-64	£1,200	£1,850	£6,900	£3,900	£5,800	£7,200
35 Standard petrol-paraffin no hydraulics	1958-64	NA	£1,600	£4,700	£5,400	£3,200	NA
35 Perkins A3.152 engine	1959-62	£1,200	£3,100	£6,600	£3,600	£6,800	£9,200
35 industrial (not X)	£1,800	£2,900	£4,900	£3,400	£4,700	£5,700	
85 Continental eng	1958-62	£950	£1,800	£2,900	£3,100	£3,900	NA
88 Continental eng	1959-62	£2,600	£3,400	£5,000	£3,900	NA	£5,900
90 Super	1961-65	£2,200	£3,600	£5,900	£4,200	£7,800	£10,250
35 Perkins 3.152A	1962-64	£1,200	£2,800	£10,600	£5,400	£7,100	£10,900
35X with Multi-Power	1962-64	£1,850	£2,900	£9,100	£4,800	£10,400	£12,400
35 Hi-Clear	1959-64	NA	£3,600	NA	NA	£9,200	NA
35X Industrial	1962-64	£2,600	£3,100	£6,000	£3,500	£5,000	£6,100
35X Vineyard/Narrow	1962-64	£1,950	£2,400	£5,500	£4,100	£7,250	NA
35x Golf course (grass tyres)	1962-64	NA	NA	£4,500	NA	NA	NA
65 MkI	1958-60	£1,300	£3,300	£6,800	£4,400	£5,900	£6,600
821 French Hanomag diesel	1959-61	£950	£1,100	£1,900	£1,800	£2,250	£3,600
21 French Peugeot Petrol	1959-61	£900	£1,250	£1,950	£1,800	£2,600	NA

NEXT ISSUE FEATURING: MASSEY FERGUSON (CONT.) ■ MASSEY-HARRIS ■ MATBRO ■ MERCEDES-BENZ ■ MINNEAPOLIS THRESHING MACHINE CO. ■ MINNEAPOLIS-MOLINE ■ MOLINE PLOW CO. ■ MUIR-HILL ■ NEWMAN

DECEMBER 2020

- 29 – ONLINE ONLY AUCTION OF C H WENDEL TRACTOR & GAS ENGINE LITERATURE.**
Aumann Auctions USA,
www.aumannvintagepower.com

JANUARY 2021

- 2 – AUCTION OF WOODWORKING MACHINERY, TOOLS, WORKSHOP & ENGINEERING TOOLS, SEASONED & GREEN TIMBER.** Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co, tel: 01531 631122.
- 8-17 – ONLINE TIMED AUCTION**
- South West Collective Sale of Tractors, Vehicles, Agricultural, Horticultural & Building Related Machinery, Implements & Equipment, tel: 01769 572042. www.stags.co.uk/pages/online-auctions
- 15-25 – NATIONAL ONLINE AUCTION** of Machinery, Straw & Forage. www.brown-co.com
- 18 – Cambridge Machinery Sale.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 19 – AUCTION OF COLLECTABLES,** Coins, Jewellery, Toys, Military Memorabilia, Railwayana. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co, tel: 01531 631122.
- 30 – COLLECTIVE SALE OF TRACTORS, VEHICLES,** Farm Machinery, Horticultural & General Equipment. West Country Sales centre, Five Bridges, Willand, Cullompton EX15 1QP. Stags, tel: 01769 572042.

FEBRUARY

- 2 – ANNUAL LATE MODEL AG & CONSTRUCTION EQUIPMENT AUCTION.** 72435 State Road 15 46553 New Paris, IN, USA. Polk Auctions, www.polkauktion.com

- 4 – DISPERSAL SALE OF 3 TRACTORS, FARM MACHINERY & LIVESTOCK EQUIPMENT.** South Dorset. Symonds & Sampson, tel: 01935 382909.
- 10 – FARM DISPERSAL SALE.** Tractors, Combine, Implements & machinery. Merevale Farm, Hanley Castle, Worcestershire. H J Pugh & Co, tel: 01531 631122.
- 15 – CAMBRIDGE MACHINERY SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 25-7 – ONLINE TIMED AUCTION**
- South West Collective Sale of Agricultural, Horticultural & Building-related Machinery & Implements, tel: 01769 572042. www.stags.co.uk/pages/online-auctions tel: 01769 572042

MARCH

- 6 – ANNUAL COLLECTIVE MACHINERY SALE.** Spalding, Lincs. Longstaff Auctions, tel: 01775 766766.
- 15 – CAMBRIDGE MACHINERY SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 16-17 – ONLINE AUCTION OF KIPS GARAGE MUSEUM COLLECTION.** Aumann Auctions USA, www.aumannvintagepower.com
- 25-27 – SPRING CLASSIC AUCTION USA.** Mecum Auctions, www.mecum.com

APRIL

- 1-3 – ANNUAL 3-DAY SPRING COLLECTOR TRACTOR, Toy, Literature & Memorabilia Auction.** 72435 State Road 15 New Paris, Indiana 46553, USA. Polk Auctions, www.polkauktion.com
- 8 – TIMPNER TRACTOR COLLECTION AUCTION USA.** Online Only. Aumann Auctions USA, www.aumannvintagepower.com

- 12 – CAMBRIDGE MACHINERY SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 22 – TOY & TRANSPORT AUCTION.** Burwash Road, Heathfield, East Sussex TN21 8RA. Watsons Auctioneers, tel: 01435 862132.
- 24 – CAMBRIDGE VINTAGE SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 24 – WES STRATMAN COLLECTOR AUCTION.** 285 28th Lane, 81001 Pueblo, CO, USA. Polk Auctions, www.polkauktion.com

MAY

- 17 – CAMBRIDGE MACHINERY SALE.** Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 20-21 – OLIVER “OLLIE” SCHAEFFER TRUST AUCTION.** 1006 Ridge Avenue, 62246 Greenville, IL, USA. Polk Auctions, www.polkauktionn.com

JUNE

- 9-12 – MYERS IMPLEMENT INC Complete Liquidation Auction.** 61022 State Road 19, Elkhart, IN 46517, USA. Polk Auctions, www.polkauktion.com
- 14 – CAMBRIDGE MACHINERY SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 26 – SALE OF 11 VINTAGE TRACTORS,** Antique Bygones, Surplus Farm Machinery & Equipment. Pinksmoor Farm, Pinksmoor, Wellington, Somerset TA2 0HD. Stags, tel: 01769 572042.
- 26 – COLLECTIVE AUCTION OF FARM MACHINERY & EQUIPMENT.** Warren Farm, Wetherden, Suffolk IP14 3JX. Peter Crichton, tel: 01284 701304.

JULY

- 12 – CAMBRIDGE MACHINERY SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 24 – CAMBRIDGE VINTAGE SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767. www.cheffins.co.uk

AUGUST

- 9 – CAMBRIDGE MACHINERY SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 21 – HARROGATE VINTAGE SALE.** The Great Yorkshire Showground, Harrogate, North Yorkshire HG2 8NZ. Cheffins, tel: 01353 777767.

SEPTEMBER

- 2-4 – 38TH ANNUAL LABOR DAY WEEKEND AUCTION.** 72435 State Road 15, New Paris IN 46553, USA. Polk Auctions, www.polkauktion.com
- 6 – CAMBRIDGE MACHINERY SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 28 – DISPERSAL SALE OF COMBINE,** Telehandler, Tractors & Modern Range of Farm Machinery & Livestock Equipment. New Barton Farm, Wembury, Plymouth, Devon PL9 0EE, Stags, tel: 01769 572042. www.stags.co.uk/pages/online-auctions

OCTOBER

- 4 – CAMBRIDGE MACHINERY SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.
- 23 – CAMBRIDGE VINTAGE SALE.** Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, tel: 01353 777767.

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104387

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104388

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104389

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104152

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104377

DAVID BROWN 1390



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104381

DAVID BROWN 990



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104385

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103863

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103864

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104127

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104376

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104178

FERGUSON TEF



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104179

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103796

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104309

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104625

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104072

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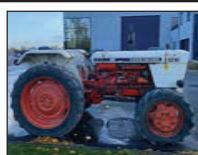
Pampa T01-1301 – good running unrestored tractor



Deutz D8006 – good runner



Orsi Astore – good runner



David Brown 4x4 – runner



John Deere Lanz D5006 – fully restored



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104140

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104308

FORDSON DEXTA



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104328

FORDSON DEXTA



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104379

FORDSON E27N

£1950 . Older Restoration, low Top Gear, Pto fitted, Magneto Overhauled, Engine block has been repaired in the past, but doesn't leak, Runs and Drives well. Please call 07966 881985, South West.

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1924, £3,995. 2WD petrol TVO handle start and on steel wheels. Please call 01249 740377, South West.

104489

FORDSON SUPER MAJOR



1963, £5,600. Road taxed. Show condition, new tyres on front. Please call 01485579366, East of England.

103887

FORDSON POWER MAJOR



£950. Tractor bought for restoration project, but lack of time forces sale, engine running, Tinwork fair. NO V5. More photos available to serious buyers. Please call 07799 377015, South West.

103906

FORDSON MAJOR



1957, £1,850. Runs and drives .some new parts but smokes. Please call 07946 771499, East of England.

103910

FORDSON POWER MAJOR



£2,100. Power major in her working clothes, live drive belt pulley and good tyres. Please call 07855 490932, West Midlands.

103974

FORDSON POWER MAJOR

£2800. Brand New Rear Tyres. Good Tidy Tractor. Please call 01609 881710 or 07702 734715

FORDSON STANDARD N



1941, £3,200. Fully reconditioned magneto, New front tyres, excellent tractor, no cracks in block. Can deliver at cost. Please call 07447 224743, Wales.

103977

FORDSON MAJOR



POA. Diesel, needs restoration. Please call 07743 370641, West Midlands.

104033

FORDSON MAJOR



1952, £4,950. major petrol/tvo completely restored with original cowl bonnet and wings, no hand brake or hydraulics new tyres clutch rings and bearings, originally supplied by Fitts of Tew comes with old logbook and v5. Please call 01789 720629, West Midlands.

104048

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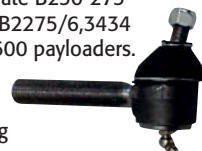
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Sales Highlight

TRACTORS FOR SALE

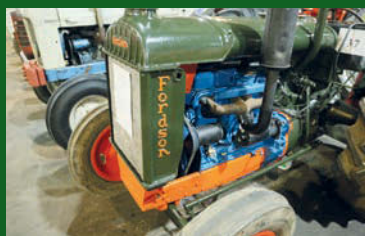
FORDSON STANDARD N CONVERSION



Ready to go! Tel: 07775366305

Seen in the main inside building was this Fordson Standard N with a 1950s Fordson E1A Diesel Major conversion. The engine is for sale and is painted in the colours it is, because Nick is also willing to sell you a conversion pack and wants to show what that kit contains (orange paint).

The kit consists of bellhousing adaptor, clutch thrust carrier, sump sideplate extensions, front axle support, lower radiator tank adaptor and upper radiator top hose connection. You will need a donor major engine, single clutch and various electrical components to complete the job not forgetting a Fordson N! The job looks very well made and Nick has converted other engines to fit various tractors over the years including a Case DEX with a Perkins 6354. Do give him a ring to discuss your needs on the number above.



GUALDI 30



POA. Italian Fierld Marshall . Please call +32 475 96 73 80, Belgium.

GUTBROD TRACTOR 1050



POA. Allen Motostandard Superior. Chassis and engine restored. All parts to finish including manual. Rear PTO. Front mounted hydraulic unit. Please call 0114 2580623, Yorkshire and the Humber.

INTERNATIONAL 706



POA. Very tidy, original tractor, runs and drives. Please call 07855399487, South West.

INTERNATIONAL 560



£4,250. Very nice tractor, looks good and drives well. Please call 01883744038, South East.

INTERNATIONAL 276



POA. Ready for work. Please call 07821184799, South West. (T)

INTERNATIONAL B100 DROTT

£5,000. With removable JCB 3B Back Actor. Removable back-actor with 1ft and 2ft buckets. Used to build new houses and land work farm. Selling as now surplus to requirements. More photos on ebay item 324372980148. Please call 07754 757554, Wales.

INTERNATIONAL B725



POA. Well restored and in good working order. New tyres, seat and steering wheel. Please call 07393 685106, Scotland.

ISEKI COMPACT



£1,895. 2WD TRACTOR WITH TEAGLE TOPPER. Please call 01249 740377, West Midlands.

JCB 3C MK3

POA. Good old machine, starts on the key. Good strong engine and hydraulics. Well worn on back end. Too good to scrap as plenty of life left in her. Comes with 4 buckets. Reasonable offers considered. Please call 07817358738, Wales.

JCB 3CX

2009, £650. 6 in 1 front digger bucket. Good condition. Buyer collects. Please call 07860 669931, East of England.

JOHN DEERE D



POA. Electric start, very nice running tractor. Please call 07855399487, South West.

JOHN DEERE R



POA. Good original working tractor. Please call 07821184799, South West. (T)

JOHN DEERE 1950



£7,500. M reg, MC1 cab, power steering, good tyres, a very nimble 2 wheel drive tractor, great road run tractor!. Please call 01539620636, North West. (T)

JOHN DEERE A/R



POA. Runs and drives. Please call 07855399487, South West.

JOHN DEERE



POA. A/R. ELECTRIC START. NICE TIDY TRACTOR RUNS WELL. Please call 07855399487, South West.

JOHN DEERE



POA. NICE ORIGINAL RUNNING TRACTOR. ELRCRIC START. Please call 07855399487, South West.

JOHN DEERE 2040 2WD



1980, £6,750. good runner with Fleming 6 ft HYD Box., Please call 01508 530614, East of England.

104357

KUBOTA B1200

£3,600. Rotovator excellent condition 4wd-pto-3pt. linkage good tyres 500 hrs. little used since purchase due to ill health. Please call 07870427889, East of England.

104185

KUBOTA L1500



£2,500. Kubota L1500 2 cyl Diesel, runs and drives well, good tyres, been stored inside so no rot!, handy little tractor at a handy price!. Please call 01539620636, North West. (T)

104386

KL BULLDOG



POA. Enigne overhauled. Please email info@pietvershelde.com, Belgium.

LANDINI L25



POA, 1956. Good runner. Please email info@pietvershelde.com, Belgium.

LANDINI L35



POA, 1956. Good runner. Please email info@pietvershelde.com, Belgium.

LAMBORGHINI 1R



POA. Good runner. Please email info@pietvershelde.com, Belgium.

LANZ D2206



POA. Good runner. Please email info@pietvershelde.com, Belgium.

LEYLAND 245



1976, £2,500. 3 cylinder perkins engine. Original condition, excellent working order. must be seen. Please call 07971 1230709, North West.

104318

MASSEY FERGUSON 65 MK2



£6,500. completely restored, new tyres and rims, engine reconditioned. Please call 00353 872216589, Ireland.

104049

MASSEY FERGUSON 30-15



1990, £1,100. Styled lawn tractor. 15hp engine and 30 inch cut. Engine serviced. new oil, spark plugs and all filters replaced. Cutting deck overhauled, blades sharpened and new drive belts all round. Please call 01427 717774, East Midlands.

104100

MASSEY FERGUSON 420



£18,000. has dismantled roll bar with Kverneland match plough with lots of extras 3double spool valves plough has many extras £18000 as a unit. Please call 07547451314, South East.

104209

MASSEY FERGUSON 65 MK1



£5,750. Good working order. Used for ploughing matches and local shows. Ransomes TS 59 included in good order. Please call 07525 416892, South East.

104216

MASSEY FERGUSON MF 165



POA. Diesel, GWO. Please call 07885517143, Yorkshire and the Humber.

104312

MASSEY FERGUSON MF 2620



POA. GWO. Please call 07885517143, Yorkshire and the Humber.

104313

MASSEY FERGUSON 135



1975, £7,900. Thoroughly overhauled and restored to exceptional standard. New pistons, liners, clutch, all electrics and wiring, battery, brakes, radiator, water pump, wheels, tyres, mudguards, footplates, and much more. V5C. Delivery possible. Please call 07970 918811, South East.

104317

SALE Highlight
MASSEY-HARRIS 333



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

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

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

Tel: 01323 833125

SALE *Highlight* STUNNING MF 148



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

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

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

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

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

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



MASSEY FERGUSON 35



£3850. 3 Cylinder, runs very well, bonnet recently painted and fully serviced, mechanically very good. Please call 07966 881985, South West.

MASSEY FERGUSON 135



£3850. Early french built 135, very straight and clean, just had new clutch and crank seal fitted and ready to work! Please call 07966 881985, South West.

MASSEY FERGUSON FE 35



£2,500. Original cond. 4 cylinder engine, with no mod. Starts unaided, very little use, runs well. Please call 07971 1230709, North West.

MASSEY FERGUSON 35 PETROL



1963, POA. Totally original and unrestored, in excellent condition. Came off a 2 acre nursery. This has got to be one of the cleanest 35s in the country, 1963, 1600 genuine hours, totally original and unrestored, in excellent condition. Came off a 2 acre nursery. This has got to be one of the cleanest 35s in the country. Please call 07557 343750, South West.

104324

MASSEY FERGUSON 187



£4,000. Factory fitted cab (v.rare). 8ft cut, same owner for last 22 years, meticulously serviced, good working order. Please call 07986 471612, South East.

104332

MASSEY FERGUSON 20



£6,500. c/w pickup hitch, recently restored, brand new rims + tyres, thousands spent, comes with irish log book. Please call 07936 457534, Ireland.

104335

MASSEY FERGUSON 390



1996, £15,999. 4wd loader tractor with bucket 2 owners from new. 40k speed shift in good order. Please call 01249 740377, West Midlands.

104372

MASSEY FERGUSON 3095



£7,999. Dyna shift 4wd 6 cylinder, 40k air con 8, new front tyres 110 hp. Please call 01249 740377, West Midlands.

104373

MASSEY FERGUSON 65



£3850MK1 Tractor, Good Tin work, As new Rear Tyres, Brakes and Steering good, runs and drives well, nice project or go straight to work or play. Please call 07966 881985, South West.

MASSEY FERGUSON 97



POA. Engine rebuilt, starts easily, very sound. Please call 07821184799, South West. (T)

104383

MASSEY FERGUSON 65 MK2

POA. Nut and bolt refurb or very original with low hours. Please call 07821184799, South West. (T)

104384

MASSEY FERGUSON 4255



£21,500. V reg, MF 4255, power shuttle, new Trima power loader recently fitted from local farm. Please call 01539620636, North West. (T)

104390

MASSEY FERGUSON 135



£3,995. Multi power, long PTO and runs well. Please call 01249 740377, South West.

104490

MASSEY FERGUSON 135



1970, £4250. with pick up hitch Farm condition owned for 35 years surplus to requirements full working condition. Please call 07901105634.

MASSEY FERGUSON 20



£3,995. Long PTO DL engine and runs well. Please call 01249 740377, South West.

104491

MASSEY FERGUSON 290



1986, £9,990. totally original condition original good year tyres, pick up hitch twin spools, 5000 hours everything works where it should new seat. Please call 07875 233070, North West.

104505

MASSEY FERGUSON 550



£6,500. With front power loader. 8 speed gear box, refurbished Cab, Clovis draw bar, starts and runs well. Please call 07946344323, East Midlands.

103966

MASSEY HARRIS 25



£6750 . 1938 'styled' tractor very rare, starts easily and runs exceptionally well, manifold and engine block crack free, option of 'french and hect' wheels Please call 07966 881985, South West.

MASSEY-HARRIS 102



1943, POA. Electric start, runs and drives. Please call 07855399487, South West.

104148

MASSEY-HARRIS PONY



POA. VERY NICE AND ORIGINAL. NO RUST. ELECTRIC START. RUNS WELL. Please call 07855399487, South West.

104153

MASSEY-HARRIS 744PD



£7,495. 2wd tractor with perkins p6 diesel engine runs and drives well pto and draw bar. Please call 01249 740377, West Midlands.

104371

MARSHALL 802



1980, POA. Early 80's, good condition. Please call 07836 544478, East Midlands.

103904

NUFFIELD U3



POA. Very original good working tractor. Please call 07821184799, South West. (T)

104378

NUFFIELD 4/65 PROJECT

£500. On big rims waiting for a V8 motor or WHY? Been on a beach, now stood in a wood looking unloved. Good bonnet but poor wingsnons PAS, pre-position control and with simple drawbar. Has roll-bar and rad, just missing the engine. Please call 07762 371225, South East.

103922

NUFFIELD 3/45



£3250. Nice smaller tractor, good tin work and tyres, excellent runner, recently painted and drives well. Please call 07966 881985, South West.

OLIVER 90 STANDARD



1951, POA. TVO, Electric start, Good tyres all round, no frost damage, High Top Gear, Great Condition, side panels available. V5 road registered. Please call 07446 880668, East of England.

104141

OTO



POA. single cylinder tractor - good runner. Please email info@pietverschelde.com, Belgium.

PAMPA T01-0107



POA. Engine overhauled - high speed gear Please email info@pietverschelde.com, Belgium.

RENAULT 61-12 RS



1985, POA. Rare tractor. Only 313 made. Exceptional condition, with loader. Thought to be the only one in the UK. Please call 07795 518903, East of England.

104460

SIROMER 204S 4WD



£3,500. good condition, 440 hrs from new, regularly serviced, always stored inside, c/w 4foot topper in good order. Please call 07963172801, Wales.

104121

SALE Highlight
FORD 6610 2WD



Looking very smart is the Ford 6610 two-wheel drive.

The tractor is priced at £6,250 - €7000 and based in County Kerry, Republic of Ireland, Tel: 00353 89 4402237. No time wasters please.

This 1985 Ford 6610 Force carries the 'H' section column gear change that was introduced in 1983, to replace the 'dreaded' Rubik's circular change mechanism, which had left everyone uncertain which gear they were actually in! In fact the replacement 'H' section column change was designed in Australia by a Ford dealer and offered as a conversion, before being taken up by the Basildon factory.

The owner of this tractor says it's in very good condition and was owned for the previous 10 years by a bachelor farmer. The tractor carries a pick-up hitch and drawbar. A new seat has been fitted in the last 12-months and a new four-cylinder short block was fitted some four years ago now. Our featured tractor has recently been serviced and a new air cleaner fitted, amongst other parts.

The tyres are 40 percent worn and the tractor has just been given a fresh coat of paint, but the interior could do with a tidy up, but essentially is all there.



A rear view of the tractor, to give you an idea as to what the backend is like.

Sales Highlight

TRACTORS FOR SALE

WHITLOCK SCREW TIP TRAILER



Ready to go! Tel: 07779292126

From The Nick Bryne camp comes this wonderful Whitlock single axle screw tipping trailer in lovely condition.

It would make an ideal trailer for towing behind your tractor on the National Vintage Tractor Road Run and other events by the looks of it. The Whitlock company in Essex had a body building department and in the 1950-60s turned out hundreds of these trailers, which were sold mostly in East Anglia, but today they are very rare to find, particularly in this condition. Everything works and the tyres and tubes are in perfect condition and the trailer comes highly recommended.



SFV 201 VINEYARD



POA. Good runner. Please email info@pietvershelde.com, Belgium.

UNIVERSAL 640SD



1985. Recently overhauled with lots of new parts. 1 owner from new. No timewasters. Please call 07584199640, Northern Ireland.

OTHER MACHINERY

AVERY BARN SCALE



POA. Barn scale with weights as shown in picture. another balance weighting machine, no name or details. Please call 01502561657, East of England.

AXMINSTER MORTICER JET

£150. As new. Please call 01953 888567, East of England.

BOMFORD 467

£1,200. with 3 Point linkage cable controls. Please call 07843729006, South East.

104458

BAMFORD MILL



POA. Hanford roller and crusher corn mill. Good working order, on 4 iron wheels. Collection from Southwest. Please call 07881 751975, South West.

104129

BRITISH ANZANI

£30. Motor hoe, seized. Please call 01323 440359, South East.

104225

CASE VARIDRIVE RIDE ON



£50. 8.5 hp engine, b/s not original, runs ok. cutting mechanism needs attention. app 40 years old, supplied by olcpeo ltd. Please call 01945 870247, East of England.

104354

COLWOOD MOTOR HOE

£50. 3AP engine alblon gear box steel cleated single wheel. Please call 01323 440359, South East.

104226

CONVENTIONAL BALE SLEDGE

£150. In working order. Not flat 8 type. Please call 01363 772965, South West.

104270

COVENTRY CLIMAX

£40. Engine and radiator from a 3.5 kva generator. no gen, no distributor. Please call 01323 440359, South East.

104224

COCKSHUTT TWO FURROW TRAILING PLOUGH



POA. Discs, skims, good metal, new shares, plus some spares stored inside. Please call 07889732081, Scotland.

104125

COBORN C3



£95. Very clean condition, completely repainted in red enamel, carburettor sonically cleaned, complete with trolley and spare Solex carb. Please call 01482 632091, Yorkshire and the Humber.

104573

CERAMIC INSULATION



£100. Ceramic fibre insulation blanket. Double foiled, 1" thick 2ft wide 24ft long. £100 per roll. Please email brianallisonengineering@gmail.com, North Shropshire.

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SALE Highlight WELL RESTORED MF



Restored by Tim Price in Sussex, the tractor has been thoroughly overhauled and painted. Just some of the parts replaced include: the brake shoes, radiator, water pump, battery, starter, dynamo, regulator, primary and secondary wiring, lights, instruments, switches and so on. When it was acquired locally for restoration in July 2020, it was found to be in good overall condition and stated to have had new pistons and liners fitted recently. This was confirmed by removing the cylinder head. The valves also appeared to be quite new and these were lapped in and the tappets adjusted.

The upper and lower dash panels were retained but the rest of the tinwork was replaced, including the bucket seat and both footplates. Not only has it been carefully restored cosmetically, considerable care has been taken to ensure that everything on this Massey Ferguson 135 looks correct for a properly restored 1975 model, including new wheels and tyres, wheel nuts, Coopers air filter indicator, grommets, grease nipples, etc.

It was originally supplied by Lenfield Engineering, which was part of the Ben Turner Group by then, and fitted with an Exmoor roll frame and underslung exhaust for orchard work. Number plates were fixed to both sides of the bonnet in typical Lenfield manner, but the log book had been mislaid years ago.

The DVLA website still had a record of the tractor but stated that it had been untaxed for 30 years! A new V5c certificate with the original registration number has been issued and the tractor is currently taxed. This tractor is realistically priced for a fully restored example and there is no VAT to pay. Delivery may be possible. The asking price is a very fair £7,900, tel: 07970 918811 - 01483 473154 (Surrey).



DIGGER



POA. Digger approximately 1927 mechanical good cab needs attention. Please call 07729 254289, Ireland.

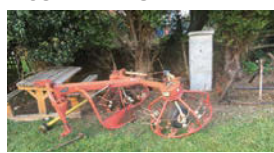
104145

DEL MORINO

2015, £1,200. 75 inch, model 186, 40Hp, plus tractor required. Like new only used twice. Buyer collects. Please call 07860 669931, East of England.

103818

DOUBLE HAY SPINNER



POA. Good condition. Please call 07836 544478, East Midlands.

103905

ELEKTRA BECKUM

£395. HC260M. used once, as new. Please call 01953 888567, East of England.

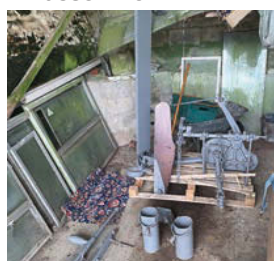
104592

FERGUSON MOWER

£150. Rear mounted part restoration. Please call 07831 805529, Wales.

103853

FERGUSON MOWER



£250. Ferguson Finger Mower. Mower in good working order, good condition, spare knives, more pictures available on request. Please call 07974 022379, Wales.

104467

FERGUSON SAW BENCH

£500. restored. Please call 07831 805529, Wales.

103855

FAMILY COLLECTION OF VINTAGE .

POA. 1964 - ALLIS CHALMERS ED40. 1968 - DAVID BROWN 990 WHITE. 1948 - GREY FERGUSON TVO. 1957 - MASSEY HARRIS PONY 2 CYLINDER. 1943 - FORDSON STANDARD TVO. 1960 - INTERNATIONAL B275. ALL IN VERY GOOD ORDER. Please call 07926 191272, Yorkshire and the Humber.

104128

FERGUSON KALE CUTRAKE



£250. For restoration. Requires work, buyer to view. Please call 01598 710742, South West.

104083

FERGIE 2 FURROW PLOUGH

£300. all complete in good condition. Please call 07891 048889, East Midlands.

104113

FRONT END LOADER



£175. Front end loader with bucket, rams and brackets off ford power major. Will possibly fit other makes. Please call 07860 301355, West Midlands.

104138

FERGUSON TWO FURROW PLOUGH

£350. New coulters and discs. Please call 07831 805529, Wales.

103856

FERGUSON SPRING TINE CULTIVATOR

£375. With 9 tines. Please call 01363 772965, South West.

104269

GARDEN MASTERS ROTOVATORS

POA. for restoration with loads of spares, engines, wheels etc. Please call 07881 751975, South West.

104130

6 CYLINDER GARDNER ENGINE

£1,000. Ono. Please call 07885517143, Yorkshire and the Humber.

104315

GARDNER 1V. 2 OFF ENGINES



£1,500. One 1913. The other 1917. Both now currently dismantled for inspection and rebuild. Some new parts, some repaired. Missing 1 Magento and both carburetors. Factory test certificates included. Health issues force sale. Please call 01788 823943, West Midlands.

104323

HARDI CROP SPRAYER



£950. 600 Litre Tank. 12 metre boom width. NSTS tested 02/01/20. Please call 07986 471612, South East.

104329

IH275



£300. Loader only, thought to fit IH275, complete with bucket(needs attention). Please call 07790 214675, East Midlands.

104248

INTERNATIONAL FORE END LOADER

£300. Fits international B414. Comes with bonnet protection. all pipes and pins etc. Please call 01162 363941, East Midlands.

104620

IHC LOADER



1980, POA., Offers over £5,000. Rare machine, 2092 hours, hydrostatic transmission. Complete with 4-in-1 bucket, two digger buckets and one ditching bucket. Also Moovmor backplate and bucket. In sound condition, good engine. VAT to be added. Please call 01952 222134, West Midlands.

103899

IFOR WILLIAMS TRAILER



£1,750. Size 14' x 6'6". Good trailer. Beaver tail. Drop sides. Good tires and jockey wheel. Please call 01508 498106, East of England.

103976

INTERNATIONAL B12

£250. 2 furrow plough. working order, good condition. Please call 01248470800, Wales.

104202

HORSE DRAWN PLOUGH



1950, £250. 1950's - Excellent example, very good condition. Please call 01768 881237, North West.

103903

JONES KL15 CRANE



POA. Please call 07836 636369, North West.

103807

KUHN FEEDER MIXER.



POA. GWO. Please call 07885517143, Yorkshire and the Humber.

104314

KVERNELAND 2 FURROW MATCH PLOUGH



£7,500. no 25 boards hydraulic top link cross shaft and side lift arm wrights winders for discs plus mental depth wheel with marker and rubber wheel and 6 ford front weights. Please call 07547451314, South East.

104210

KOMATSU MOXY



1995, £15,000. Model M.T.27 6x6 42.25 ton gross. Scania engine Allison auto gearbox. Please call 07860237598, Scotland.

104624

LISTER D

£40. Has cast iron fuel tank brackets, no mag siezed. Please call 01323 440359, South East.

104220

LISTER D

£20. No head/ hopper. Siezed. Please call 01323 440359, South East.

104221

LISTER A

£40. Twin fly wheel engine No.72616. 600rpm. Hopper top rusted away siezed. Please call 01323 440359, South East.

104222

LISTER TYPE 2M



£365. Non runner. Good restoration project. Collection only. Please call 07890 178525, South West.

103832

LISTER D



£300. 1 Lister D, 1 Petter A, 3, Petter A1, 1, Briggs and Stratton. repair or spares. Please call 01724 710847, East of England.

104575

MERLIN PORTABLE



POA, 1935. Good boiler. Please email info@pietvershelde.com, Belgium.

MYFORD LATHE



£650. Myford ML7 lathe, single phase, on makers cabinet. 2x4 jaw chucks 2x3 jaw chucks 2x faceplates. Various cutting tools. Spare motor. Please call 07885 251762, Wales.

104042

MONROE TILLER



£65. 53 MR15. With Finger bar, cutter starts and runs, to view and collect. Please call 01598 710742, South West.

104084

MAJOR MUCKOUT 750.

£3,000. Muckspreader. Nice clean, straight machine. Mechanically and bodily sound. Please call 07817358738, Wales.

104183

MCONNEL POWER ARM



£2,850. No.1 serial No.51f57. complete for restoration. Please call 01248 410311, Wales.

104211

MARINE ENGINE

£50. Twin cylinder petrol/two marine engine. Plate reads A-B Penta No.3052 model c23b. Guteborg Sweden. siezed. Please call 01323 440359, South East.

104223

MASSEY FERGUSON MODEL 15-8



£500. Little square bailer. About 50 years old Dry stored 25 years. Stg 500 can deliver at extra cost. Please call 07936 457534, Ireland.

104336

MTD J136



£625. With 13Hp Briggs and Stratton engine, 30" cut. Starts Drives and Cuts perfectly, cutting deck, tyres and battery like new. Grass collector in good condition. Please call 07979 533277, Scotland.

103900

SALE Highlight

ORIGINAL 1978 MF 21 TIPPING TRAILER CAN BE YOURS!



Alan Jackson has been in touch about his just lovely 1978 Massey Ferguson 21 3 ton tipping trailer. It's a one owner trailer that's been stored for 42 years and it is like new. Alan has cleaned the trailer up with polishing and cleaning it and look what the result is like! This is a very rare chance to obtain an original MF 21 trailer which carries its original tyres at that! The asking price is a very fair £3,000. Tel: 07765445206



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

Tel: 01323 833125

OVERLANDER TRAILER



1994, POA. 40 ft step frame trailer. good tyres all round. manual ramps, 1 year MOT. Please call 01252 316451, South East.

104205

PLANT TRAILER



£900. 8 x 4. challenger. Please call 01509 580108, East Midlands.

104082

RANSOMS HEXATrac



£3,000. 6furrow plough shot blasted and painted disc's and skimmers some spares good condition. Please call 01732 445325, South East.

104464

SANKEY TRAILER



£850. Very good condition Ideal for use with steam engines or Land Rover. Nato hitch included. Please call 01726 842357, South West.

104449

PARMETER REAR-END LOADER



£850. With bucket, dung fork and bale spike. 3 point linkage, fitted with 2 spool valves. Please call 07986 471612, South East.

104331

PETTER PETROL



£150. Petter 1 half HP petrol engine on wheels little used working well excellent condition. Please call 01409 259103, South West.

104245

PETTER

£300. Stationary engine originally installed in local water station. Restored 10+ years ago, running on and off, needs further TLC. Please call 01638 716362, East of England.

103774

ROOT CHOPPER



£175. working order, blade in good condition. Please call 07798872221, Yorkshire and the Humber.

104055

ROLLING MILL



£325. Roller mill on trolley. trolley not shown. Please call 07765005505, South West.

104232

ROLLER



£1,200. Vibrating roller Fully working order has a slight oil leak needs a new battery. Please call 07901105634.

STEAM BURRELL 4. 1/2"

£6,500. 4.1/2 inch Burrell scc steel boiler. Horn plates castings fly wheel. Main gearing wheel hubs spokes. Plans, boiler certificate. Please call 01245230572, South East.

103754

STUART TURNER 3HP P5LY GENERATOR



£275. Engine + 12v generator on cast iron base. 2 stroke. Engine has been running recently. Water pump attached. Missing generator control box. Project. Please call 01628 481244, South East.

104184

TUSKER DIGGER AND CWT DUMPER

POA. Only genuine interest in both machines. Please call 01268 785846, East of England.

104199

TEAGLE SMALL BALE STEW CHOPPER



£420. PTO driven. 3 point linkage. Please call 07986 471612, South East.

104330

WOODMAXX 8 INCH PRO CHIPPER



£895. Excellent condition very little use, comes with manual and spare set of blades. Please call 07814 969775, Wales.

103902

WHEELHORSE C105 RIDE ON MOWER



£500. 10Hp Kohler engine with 8 speed high and low gearbox. Good tyres, drawbar with ball hitch. Mower deck could do with a couple of welds, but works fine, engine just serviced. Easy restoration for concours machine. Please call 07979 533277, Scotland.

104054

WALLIS AND STEEVENS ROAD ROLLER



£2,500. Advanced Motor Roller Hot 410 2 Cylinder Ruston Diesel Engine with Original Log Book and parts catalogue. Please call 01452 724610, South West.

104058

3 TONNE TIPPING TRAILER



£2,285. Original Leaway manufacturer. Fully renovated including Steel floor with channel supports, new Redwood treated boards on drop down sides, new multi rib 7.50 x 16 trailer tyres, resealed ram with new pipe, new BZP pins with chains, BZP coach bolts with authentic plain heads and square nuts, swing or drop down tailgate, 10 foot x 6 foot body with approx. 4 foot long drawbar to prevent tyre rubbing when turning. Please ring for more photos. Please call 07775 713002, East Midlands.

104124

SHEPHERDS HUT



£9,750. Traditional style, wood framed and lined, fully insulated, oak chassis, convertible double, wood burning stove, exceptional condition. Please call 07973 458969, West Midlands.

103833

MASSEY FERGUSONS



£425. 3 ton tipping trailer needs new floor. Please call 07946 771499, East of England.

103911

TRAILER LOLOAD



£875. 4 wheel trailer and spare wheel. Hideaway ramps, hand winch, jockey and corner stands at rear lights (tractor not included). Please call 07840642362, East of England.

104013

ZETOR 5511



POA. Original tyres from new and kept inflated. Mostly did field work. Comes with the original box for tools and roll canvas for back of cab. Please call 07879 834249, Ireland.

104307

TRUCKS/LORRIES FOR SALE

AEC MERCURY



1975, £5,500. Marshall. Breakdown truck. Fitted with AV760 engine. Good solid rust free cab. Please call 07961 886893, East of England.

104282

BEDFORD KM



16000 miles, £9,950. TIPPER, 1 PREVIOUS OWNER AND SHOWING 16,000 BELIEVED CORRECT. Please call 07966 494367, South East.

104469

BEDFORD OL



1948, £16,500. Bedford O Type, original Hydraulic Tipper, 1948, fully restored, drive anywhere, 07717 834262, Hants., South East.

104648

BEDFORD TK

£12,000. TL AWD lorry, it has a complete new body and cab. IT's a drop side tipper or has the ability to load and carry a vintage tractor with the 12ft ramps. Please call 01749673661, South West.

104283

COMMER



1961, 46800 miles, £6,000. 2000cc 2 Owners. Good Condition. Drives Well. All Handbooks and History. Please call 07831 673782, South East.

104284

DAF FT



£19,500. DAF 3300 6X2 LHD REAR LIFT AXLE. GREAT ORDER. Please call 07786580969, North West.

104183

DAF CF 85

1998, 470000 miles, £8,500. MoT January 2021. Genuine 470,000k, 25ft bed lorry, too good to export. Ideal for someone to restore. Please call 07971814961, Ireland.

103730

DENNIS



1956, £14,500. £ owner all history. Please call 01454 774717, South West.

104615

ERF EC



£4,950. Beaver tail purpose built body fitted with Winch, Aluminium Ramps and Aluminium Wheels 315 Tyres. No MOT, Drive Away. Please call 07939163712, South East.

104296

FODEN FGHT8/80

1978, POA. 8 Wheel Foden S80. Fitted with 180 Gardner. Double Drive. Runs and drives good. Also fitted with second gardner 180 generator on the back. Please call 07836 211749, South East.

104279

FODEN FGHT8/80



1978, POA. 8 Wheel Foden S80. Fitted with 180 Gardner. Double Drive. Runs and drives good. Also fitted with second gardner 180 generator on the back. Please call 07836 211749, South East.

104472

LEYLAND BOXER

1971, £1,300. Buffalo MK2. Restoration project, v12 engine. chassis work done. Please call 01580 860952, South East.

104352

LEYLAND DAF



1989, £1,995. 2.0Di Perkins Prima Diesel. 5speed. H/top. Side loading. Low mileage. Owned 28years. Dry stored 15years. Runs and moves. Needs recommissioning. Pictures available. Main rust all doors. Very rare. Easy restoration. Please call 07917 007905, South East.

103752

LEYLAND DAF



1981, £3,500. Scotstoun Vacuum Tanker. 1981 runs and drives but needs some restoration. Please call 07909 683215, West Midlands.

103843

MORRIS MINOR



55500 miles, £15,500. Minor. pick up, fully restored. Please call 07816 323503, North West.

104206

SCAMMELL MOUNTAINEER

£19,000. Mounteneer in excellent condition, heavy duty winch, Leyland 680 engine, very low mileage, very impressive truck, ready for road runs, or rally. Please call 07860657854, South East.

103848

SCANIA 143



1991, £12,000. Mechanically perfect. Owner driven on private work for the last 17 years. Please call 35386 2437407, Ireland.

104554

VOLVO F



£11,500. F10 4X2. Mint condition. Please call 07786580969, North West.

104162

VOLVO FH12



£34,000. FH12 Version 1 totally restored show truck, immaculate condition. Please call 07790 828797, South East.

103835

PARTS AND ACCESSORIES FOR SALE

ANGLO-BELGIAN CORPORATION



POA. 3-cylinder marine engine with reverse gear Please email info@pietvershelde.com, Belgium.

ATCO MOTOR MOWER 1926



1926, £300. Atco Motor Mower 1926. One family owned from new, last used 2 years ago so will require the usual reconditioning. , East Midlands.

104466

AUGERTORQUE POST HOLE BORERS



POA. Vast range suit 1t to 50t excavators. Sample package; suit 1t to 3t excavators, being X2500 drive + SP hitch + any TCT auger to 300mm all for £1350+Vat. Tel. 01981 251922.

AIR CLEANER

POA. For trusty steed fitted with a norton engine. Please call 01794 340786, South East.

104579

BRAZING KIT



£75. On a trolley with spare nozzles and 2 spare bottles. Please call 07546403535, South East.

104362

CLIMAX N01 PUMP



£195. pump on trolley separate tank loads brass and copper drive belt works very well. Please call 01326 319523, South West.

104099

CHAINTRENCHERS



POA. Augertorque. Range to fit Excavators from 3t upwards. Also suit skidsteers. Tel. 01981 251922.

CONCRETE ROLLER SCREEDER



POA. Drive with tractor, digger or power pack. Full range of tube lengths. Sample package; drive + guide + 10m hose set + 5.2m tube all for £1640+Vat. Tel. 01981 251922.

CROSSLEY GAS ENGINE



POA. Please email info@pietverschelde.com, Belgium.

DAVID BROWN 990 CAB DOOR



£50. Good conditon. Please call 07786 196252, Yorkshire and the Humber.

103980

DUNLOP TYRE



POA. 120 x 120 brand new. Please call 01968 661198, Scotland.

104600

DOUGLAS RADIATOR



POA. POA. Radiator for douglas timber tractor complete with original badge good condition. Please call 01968 661198, Scotland.

104603

DYNAMO MOUNTING KIT



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

FODEN BRAKE



POA. Neates Trailer Brake as used on foden timber . Please call 01968 661198, Scotland.

104601

FERGUSON MUCK FORKS



POA. Complete from Banana loader. Please call 01985840260, South West.

104207

FERGUSON FOLD UP FARROW ZIG ZAG

£200. Needs some restoration. Please call 07899886884, West Midlands.

103797

FERGUSON 2 FURROW PLOUGH

£500. Complete with discs and skims. Please call 07899886884, West Midlands.

103798

FERGUSON TE-F 20 INJECTION PUMP



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

FERGUSON TE-F 20 INJECTORS



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

FIREWOOD CONE SPLITTER



Use with Augertorque drive motors. Can supply as a complete outfit, without post hole augers or cone for your existing drive. Tel. 01981 251922.

FORD 7600 TRAY



£38. Toolbox tray to suit ford 7600, also door latches, handles, weight frames, incl bolts, rear window rubber straps. Please call 07811907317, West Midlands.

104117

FORD D SERIES

POA. A few parts for Ford 'D' series and cargo - open to offers. Please call 07881 751975, South West.

104133

FORD WHEELS AND TYRES



POA. 7 Ford Cargo tyres and wheels 1 brand new wheel and tyre, the rest as photo. Size 17.5 x 8.5. best offer secures. Buyer to collect. Please call 01142 314413 , Yorkshire and the Humber.

103907

FORD 4000



£30. Front frame. Please call 07946 771499, East of England.

103912

FORDSON SINGLE CLUTCH PP



1958, £55. Original 11" single clutch pressure plate fordson dexta. Working order. Please call 01733 244456, East of England.

104233

MAY HILL TRACTORS



REPLACEMENT PARTS FOR:

MASSEY FERGUSON

FORD

FORDSON

DAVID BROWN

CASE INTERNATIONAL

LEYLAND



WWW.MAYHILLTRACTORS.COM



- NEXT DAY DELIVERY AVAILABLE
- FAMILY OWNED BUSINESS
- THOUSAND'S OF PARTS IN STOCK
- GOODS DESPATCHED DAILY
- FRIENDLY SALES TEAM

SALES@MAYHILLTRACTORS.COM
01452 831820



FORDSON DEXTA INJECTORS



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

FORDSON MAJOR INJECTION PUMP



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

FORDSON MAJOR



£100. Rear wheels, pair. Please call 0791 105634, East of England.

FORDSON LAMBOURN SAFETY CAB

£600. To fit power major. Slight nip on roof. Please call 07708863242, West Midlands.

FORDSON MAJOR INJECTORS



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

FORD SUPER MAJOR INJECTION PUMP



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

GENERATOR



£350. Unused ex-army lister-petter countryman. Diesel 7-1 bhp. 4 32 amp 110 volt. Please call 01507527566, East Midlands.

103763

HEADLIGHT LENSES



POA. For E27N's. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

INTERNATIONAL TRACTOR WEIGHTS



£100. Front and rear wheel weights and front inside bonnet weight. Also 10 int wafer weights and frame, offers. Please call 07841 476283, South West.

104576

INTERNATIONAL B275 INJECTION PUMP



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

INTERNATIONAL INJECTORS



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

INTERNATIONAL OBSOLETE PARTS



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

LISTER ENGINE



£110. H2, 3HP. Please call 07811 201412, East of England.

103753

LORRY WHEELS AND TYRES

POA. tyres 10 - R17.5L eight stud, spigot wheels from 11 Ton DAF. 2 Bridgestone Recaps 80%. 2 Bridgestone Recaps 50%. 2 Bridgestone 90%. 1 Michelin 90%. Please call 07970 867981, North East.

103834

LISTER H2

£110. 3HP. Please call 07811 201412, East of England.

103973

LEYLAND 4.98 FUEL PUMP



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

MASSEY FERGUSON DRAWBAR

£30. Drawbar for M.F 20 baler. Please call 01306 730608, South East.

104177

MASSEY FERGUSON 35 INJECTION PUMP



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

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON SET ROWCROP

£250. Wheels and tyres VGC. Pair of 11-28 wheels and tyres £50. Please call 01342832691, South East.

103896

MASSEY FERGUSON 35 INJECTORS



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

NEW BIRCH TYRES



£300. A pair of new birch rear tyres. 12.4/28. Please call 07810448305, South West.

104321

NEW BLADE



£100. for root chopper. Please call 07798872221, Yorkshire and the Humber.

104056

NOSE CONE

£150. New performance, super major. p major, nose cone with grills just needs a top coat. Please call 07546403535, South East.

104361

POST KNOCKING WITH A "PECKER"



POA. We can supply a choice of outfits to suit machines from 1t to 10t+, or cups only for your existing hammer. Tel. 01981 251922. www.hydraulicbreaker.co.uk

PLOUGH PARTS JOB LOT

£1,500. Includes shoes, skims, mould boards, frogs hoses. Please call 01208 813584, South West.

104142

PTO GENERATORS



POA. Range of units from 10kva to 80kva stocked. Either fixed or fully portable. Single, three or split phase. Sample prices (all +VAT); 10kva 1ph portable £1150, 26.4kva £1845 1ph, 80kva fixed £2550 or portable £2950. Tel. 01981 251922.

POST DRIVING CUPS FOR MOUNTED BREAKERS



POA. We produce in house and can supply cups for most breakers or can supply complete outfits. Tel. 01981 251922. www.hydraulicbreaker.co.uk

PICKHILL BANTAM WELDER



£100. Carbon torch and starter in barrow. Please call 01342 842998, South East.

103775

2 X REAR TRACTOR TYRES

POA. closed tread, 28" x 11" off of standard Fordson. Few cuts and chunks. Please call 07881 751975, South West.

104131

ROLL BAR FOLDING

£175. Roll Bar plated to fit ford 2000 3000 super dexta and massey 65. Please call 01205 280391, East Midlands.

104344

REGULATOR COVER



£POA. To fit E27N P/P. www.vintagetractor-electrics.co.uk. Please call 07624 496516.

STEAM FITTINGS



£150. 2 pairs of gauge glass fittings, 1 is 1/2" BSP. 1 is 3/8" BSP bpth take 1/2" glass. 4 displacement lubricators, 3 safety valves as in the picture. Please call 01482814139, Yorkshire and the Humber.

104051

SPARES



POA. 3 corn binders, one pro albian, one massey harris, another. With knives, in good condition but with a few bits missing. Please call 01630 647201, North West.

104063

SB BREAKER



POA. top quality solid body breakers. Easy servicing robust parts. New 1.5t £2800, 3t £3600. Price carriage paid ready to fit and use. Tel. 01981 251922.

TYRES AND WHEELS

£120. 6 off 12.5 / 80 15.3 Wheels and Tyres with hubs, ex Howard 150 muckspreaders. Please call 01306 730608, South East.

104176

TRAILER AXLE



Removed from large compressor. Has brakes. Tyres hold air. Please call 07725790714, East Midlands.

103773

UNIPOWER



POA. Neates trailer brake as fitted to unipower timber. working order. Please call 01968 661198, Scotland.

104604

2 PIRELLI CINTURATO TYRES

£50. 195 X 14 C. 6 P.R. tyres. Never fitted, still got label on. Please call 01482814139, Yorkshire and the Humber.

103970

TRANSIT TIPPING BODY



£200. Aluminium tipping body. Needs some outriggers replacing, good sides and tail gate and floor with pump. Please call 01442 832744, East of England.

104005

WEATHERPROOF COVERS FOR CAV SWITCHES



£POA. Switches. Visit www.vintagetractor-electrics.co.uk. Please call 07624 496516.

MISCELLANEOUS FOR SALE

ALL TERRAIN GO-KART



£200. Complete rolling chassis. Takes Honda 90 engine/gearbox. For more information please call. Please call 01782 791487, West Midlands.

104325

TRANSPORTATION



Tractor and Machinery transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

**ALLDAYS AND ONIONS
PORTABLE BLACKSMITHS
FORGE**

POA. Totally restored. Please call 07881 751975, South West.
104132

**APPLE PEELING AND CORING
MACHINE**



£250. Apple peeling and coring machine, fully working, Hampshire, 07717 834262, South East.
104656

BADGE



£75. Gardner engine solid brass badge mounted. Size 12 inches x 6 inches. Please call 07720 950920, East Midlands.
104450

BRASS SHOW BADGES



£100. Rushmoor vintage steam rally plaques from 1986 to 1995 including 10 year special. Please call 07860 301355, West Midlands.
104137

CLAAS RADIATOR



£30. Collection only. Please call 01208 813584, South West.
104144

**CHOPPED FIRE BUNDLEING
MACHINE**



POA. Please call 07881768546, West Midlands.
103898

CHIPPER



£50. 5HP 4 stroke . Handles wood upto 1 1/2 inch. Little used. Please call 07879815391, South East.
103787

CUBAN MAHOGANY



£15. 30 yrs old (Plantation grown in India) 24"x 2 "x 2" Pack of 20. Please call 07711 135283, South East.
103926

DOVRE WOOD BURNER



£295. 8-10 K/W , Can be used as an open fire with doors folded back. H 30". W 30" (.Canopy not included). Please call 07711 135283, South East.
103924

DINKY FODENS



£74. Three 1947/1955 dinky fodens from my collection one flat and two tail board versions £74 each inc delivery. Please call 07903 904199, North West.
104060

**EX MILITARY TELEDYNE
POWER UNIT**



£600. Teledyne 2A042-3 horizontally opposed aircooled, petrol twin. Never run, built July 1987. Starter, 24v Alternator. 10-20HP. Needs tank, silencer. Standardised US forces unit. With printed Manual. Please call 07449 474812, Yorkshire and the Humber.
104053

EQUIPMENT



£60. 2 Trestles and 15ft walk board £60 +VAT. Wooden steps £50+VAT. Please call 01342 842998, South East.
103788

FLEMING TRANSPORT BOX

£200. 4 ft box. Please call 07899886884, West Midlands.
103799

FORD W/S MANUAL

1964, £30. Covers 2000-3000, 4000, 5000. well used but i believe complete. Please call 07836 352355, South East.
104626

FIAT MOTORHOME



22000 miles, £19,500. Fiat elnagh 6 berth diesel. shower separte toilet, bike rack, new tow bar, large boot complete with awning and many extras, very good condition. Please call 07815 734651, Yorkshire and the Humber.
104215

FORD PAINTING



1946, £14.50. IN 1946 HENRY FORD COMMISSIONED TERENCE CUNEO TO PAINT A SERIES OF FOUR PICTURES OF THE FORDSON E27N ON THE DAGENHAM ASSEMBLY LINE. THIS LIMITED EDITION PRINT IS 48cm X 42cm. Please call 01736 758426, East of England.
104574

FORDSON DVD

£6.50. Fordson Farming DVD by Stuart Gibbard/Old Pond Publishing. Over 30 machines including Dagenham models and rare conversions in action with authentic implements. Never viewed. including p and p. Please call 01473658804, East of England.
104043

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£15. To suit opening W 48" H 80". Please call 07711 135283, South East.
103932

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£75. L 8ft 4" W 3ft H 4ft 8". Please call 07711 135283, South East.
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HOBBYS FRETSAW

£300. Excellent condition and in working order. Please call 07785 371817, North West.
104059

HORSE BARS

£38. Vinatge Mason face piece horse bars. Mint condition is bars doorknocker 6.5 inches. Horse head mint. Please call 01624861608, North West.
104193

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£3. Stackable, 40cm by 60cm, various heights. Please call 07710 814 060 , South East.
103781

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£100. And more. Please call 01342 842998, South East.
103789

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103971

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POA. For collectors of all farmyard bygones, four newsletters annually finds info 38th year articles subscription only 15 per year. Please call 07899 886672, Wales.
104120

LITERATURE



£15. Folder containing comparative data on hydraulic excavators. Folder containing comparative data on loaders 1960;s. Please call 07771 564458, East of England.
104327

LAMPS



£400. Set of 3 handmade lamps, suit 4 or 4.5 inch miniature engine, wick burning lamps, never been used. 2 front clear glass and 1 rear with red glass. Please call 07464 549223, South West.
104333

LARGE STONE TROUGH



£2,100. 77" long x 26" x 20" high. It has had a small professional repair one end, otherwise sound. Please call 07773 997437, East Midlands.
103772

LAMPS

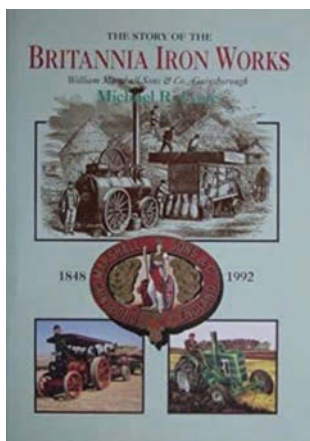


£150. Pair of wooden battery operated engine lamps, suit 4 or 4.5 inch miniature engine. Please call 07464 549223, South West.
104334

LITERATURE

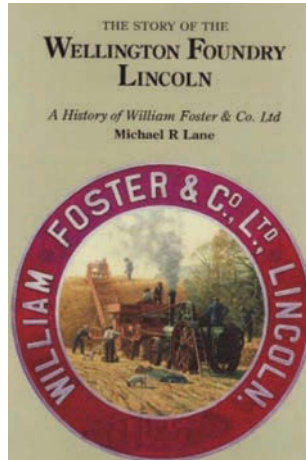
£100. Chronicles of a country works by Ronald Clark. The Burrell bible. First edition. No dust jacket. Please call 07720 950920, East Midlands.
104451

LITERATURE



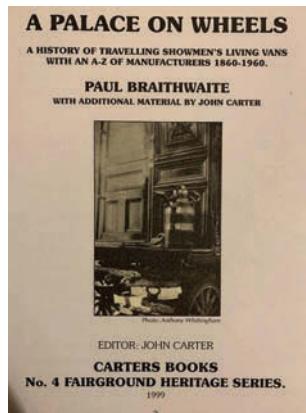
£100. The Wellington foundry by Michael lane. History of fosters of Lincoln including the Tank. Excellent condition. Please call 07720 950920, East Midlands.
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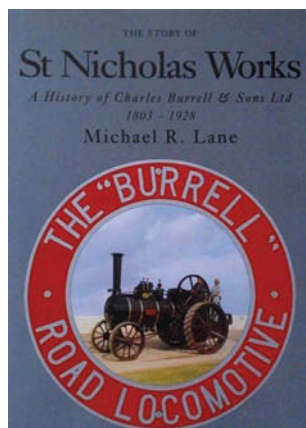
£80. The Wellington foundry by Michael lane. History of fosters of Lincoln including the Tank. Excellent condition. Please call 07720 950920, East Midlands.
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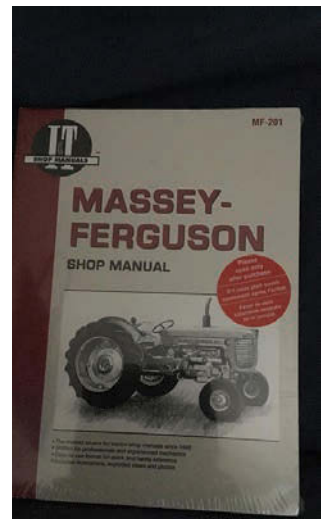
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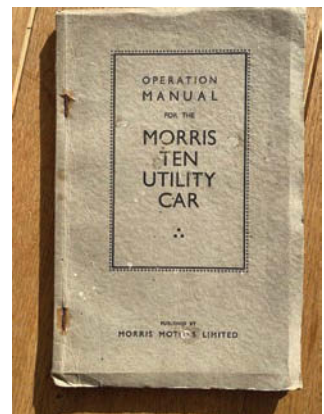
Good winner project. 2 cylinder petter engines, 2 lister starters/ clutches. Please call 01263837569, East of England.
103884

MODEL



£400. 12 and 11 implements Can be sold separately. Please call 07594 429282, South East.
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1940, £20. Operation manual for Morris Ten Utility car , original copy in A1 condition. Please call 07801199001, South West.
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£800. 39. various sizes and names in wooden box. Good condition. Offers in the region of given price. Please call 07535 645525, North East.

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POA. Premier edition to 367(9/02). Complete set .first 24 years in Old Glory binders ,rest in box files, all in excellent condition .Permeably to be collected bu buyer but might be able to deliver. Please call 07776 345154, West Midlands.

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POA.Feering /Ranging Poles(3) Red/ white plastic covered metal points 6ft. 6" long. Please call 07889732081, Scotland.

104247

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£40. Samall Silver Victorian rare mirror. 10 inch round. good condition. Please call 01624861608, North West.

104218

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£70. 20 inch cut cilinder mower,with grass box, needs some t.l.c. Please call 07802 282449, South East.

103878

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£700. With boiler never been fired only on air,turns over freely. Please call 07464 549223, Scotland.

104448

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£845. Can sell individually. Please call 01179 893350, South West.

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104935

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Wanted. parrot nose dodge tipper. Please call 07710 622193, Scotland.

104288

SCANIA 143

Wanted. 143 or 144 wanted PRICE CAN BE PLUS VAT IF NEEDED. , West Midlands.

104686

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104181

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104234

DAVID BROWN 770

Wanted. Reg no. FVF458C. Sold by Knights of Harleston, Norfolk in 1966. This tractor had no cab lid we got very wet. 16 speed gear box. Please call 01553 828083, East of England.

104001

DB995

Wanted. or similar preferably with power loader required. Full details please to geoffeal @ outlook .com or 07837 062708

FERGUSON GREY FERGIE

Wanted. I am trying to trace a tractor that I grew up with and later owned. I sold on to a friend on the condition I brought it back once I got myself sorted financially. He sold it on now I'm trying to locate it. It's a Little grey Fergie 1948 continental registration FLY 244. Please call 07702 626280, South West.

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104200

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104316

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Wanted. FOR A WW11 AIRAID SIREN, IT AS 105 TEETH, NUMBER ON IT IS 923 DIAMETER IS 4.1/2 INCHES, BORE IS 11/16". Please call 07532202019, South West.

104246

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Wanted. Magneto for Lister 1D stationary engine. Please call 353 86 8169886 , Ireland.

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Wanted. Petrol/gas/steam. Please call 01787377628, East of England.

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The last word

In each issue our Editor-at-large, Peter Love, takes a look at what has been going on in the world concerned with heritage preservation.

Hi everyone! A new year welcomes us all, however, at this stage, it's one with a degree of trepidation for most of us.

We must be positive about the current world situation and believe we are going the right way to overcome the Covid-19 pandemic, particularly given the vaccines that have been announced in recent weeks. All we can hope is that by late spring we will be able to start holding events and gatherings of one kind or another.

It's with sad news that I report the passing of well-known tractor dealer James Henman, who lost his fight against cancer in November, aged 69. James was also famous for his marquee company and I first knew him when he was based in Oxfordshire – a recognisable character with his bowler hat, shorts and Nuffield tractor. He built up a considerable business through hard work and he will be sorely missed by all. My condolences go to his family at this time.

Some of you will have seen the news from the Government on the ban of petrol and diesel cars on our roads. The Federation of British Historic Vehicle Clubs (FBHVC) talks to the Government on historic transport issues, including tractors and if your club if it is not already, I would suggest that it should be affiliated to the FBHVC. The preservation movement is relying heavily on this organisation to keep us on the road and not ban our historic vehicles – a hobby that generates £7.2 billion each year for the British economy.



Eugene Kearney enjoying the festive season with his David Brown Cropmaster!

The FBHVC recently released a position statement that said: "The move is part of the UK Government's £12 billion strategy for stimulating green industry and quite naturally has caused huge concern within the motor industry. The move suggests that Government policy will still support the use of private vehicles as a mode of daily transport, but not when they are required to be powered by fossil fuels."

"The FBHVC must consider the implications of this policy on the historic vehicle movement from the point of view of our need to focus solely on protecting the freedoms to use heritage transport on the UK's roads, unhindered. The Federation recognises there are already a significant number of electric vehicles represented within the historic vehicle movement."

The Federation urges caution amongst the historic vehicle community not to 'panic' that historic vehicles are in some way about to be made obsolete or unusable as a result of the announcement of these intended UK Government bans.

As the 2020 National Historic Vehicle Survey has revealed, there are more than 1.5 million historic vehicles registered in the UK and therefore they represent a material element of our National Heritage.

Additionally, the historic vehicle sector contributes a huge amount to the UK economy through highly-skilled jobs that will be a vital part of the regeneration of the UK's economy post pandemic and post Brexit."

Despite that huge financial input into the health of our country, the

National Historic Vehicle Survey also shows us that the use of historic vehicles only contributes to 0.2 per cent of the total annual miles driven in the UK. That amount of road use is very small in the overall aim to reduce carbon emissions to levels safe for the health and future of the planet. Nonetheless, the FBHVC recently appointed an environmental director to the board, tasked specifically with monitoring, offsetting and measuring the carbon output of the historic vehicle movement.

The strength in numbers that the historic vehicle community enjoys will help to ensure that it cannot be ignored or hindered without significant financial implications for the country. If we work together as a sector to encourage continued health, growth and skills for the future – the movement stands every chance of survival and the future of historic vehicles powered by internal combustion engines will be secured, regardless of what technology has in store for the future of road transport.

You can read the National Historic Vehicle Survey results from 2020 online at: www.fbhvc.co.uk

All that's left for me to do is wish you a Merry Christmas and a Happy New Year! I hope to see you all in person during 2021 and things can only get better!

Group Editor-at-large, Kelsey Media

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Leyland's last

It's 40 years since the launch of the Golden Harvest range – a group of models that would be the last to bear the Leyland name. James Connolly looks back.



Underrated or outdone?

Jonathan Whitlam wonders if the Ford 7910 was a tractor ahead of its time – a well-balanced, six-cylinder model that had a lot going for it.

Lost in time

For stubble breaking and pan breaking, the chisel plough was once the implement to have. Strong, yet relatively light, it has now fallen out of favour. We reminisce.

Note: Planned features in *T&M* may be subject to alteration, due to circumstances beyond our control.

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