



March 2021

Tractor & MACHINERY

MF MEGA FLEET: 14 CLASSICS!

**ICONS FROM
35X & 65 TO
300 SERIES**

32
PAGE AUCTION
& CLASSIFIED
SECTION



CRYSTAL CLEAR
Buying a classic Zetor



GOING GREEN
Ex-Ford man's John Deere 4020



SAVED FROM THE SCRAP
Nuffield 4/65's bright future



IH HI-PERFORMERS
Getting to grips with 84 Series



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Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated





The Jones family's 10,000-hour Massey Ferguson 390T. Photo: Andrew Jones.

I hope I find you all safe and well. We are now well into the new year and although it hasn't been the start that we had all hoped for towards the end of 2020, I find myself growing increasingly thankful for what I have and the small things in life.

As I have told family and friends, having children changed me in many ways and I'd like to think that I'm a better person for it, but 2020 certainly enforced that the little things in life matter and that nothing should be taken for granted.

We may have started the new year in lockdown, but with every vaccine administered the light at the end of the tunnel gets marginally wider.

Until the point when that light is shining brightly in our eyes, let's do what we have to do to get through this.

It's at this point that I'd like to express my gratitude to those of you that have been in touch to tell us about your lockdown projects. We will be featuring several over the coming issues and it is pleasing to see that so many of you are using your time constructively to cross some jobs off the to-do list.

I hope that those that are restoring machinery to show standard will be rewarded with the opportunity to exhibit before too long. The first shows that take

place should, by all accounts, feature a bumper crop of new restorations and I will be keen to see what goes on display.

In this issue Massey Ferguson fans will, I'm sure, be interested to see the Jones family's extensive fleet of working classics. Some may not put in as many shifts as they once did, but all are put to work if needed – regardless of their shiny paint.

Andrew and his family have a remarkable line-up, with some tractors that have worked extremely hard over the years. The landmark figure of 10,000 hours was once deemed by some to signify the need to move a tractor on, but time and again it has been proved that this kind of milestone does not signify impending doom! The Jones' Massey Ferguson 390T, at almost 10,800 hours, is used as an alternative to the farm's JCB Loadall and still gives good service.

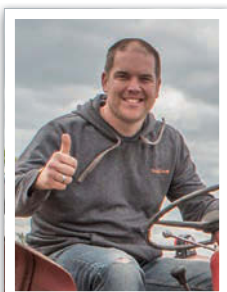
Finally, on the home front, lockdown has prevented me from doing anything with the tractors, but I look forward to a time when restrictions are lifted and there's a chance to attack some jobs that I am desperate to complete!

Thank you for your continued support and, until next time, all the best.

Scott Lambert

Editor

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Main cover image:
The Jones family's Massey Ferguson 2685 with MF baler and Ritchie accumulator.

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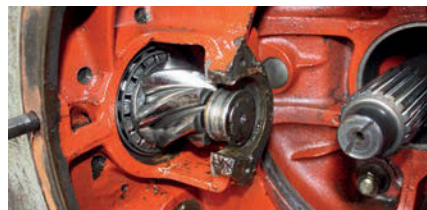
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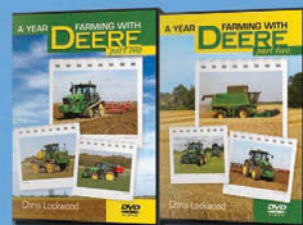


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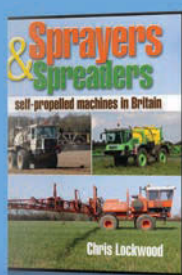


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The Jones family's impressive fleet of Massey Ferguson tractors, plus a solitary blue model!



Borras Head Farm

Any farm with more than a dozen tractors that regularly put in a shift is worthy of some attention, so we set out to find out more about the Jones family's sizeable Massey Ferguson fleet.

Amongst the picturesque Welsh countryside, north-east of Wrexham and just three miles from the border with England, lies Borras Head Farm.

A mixed unit, comprising 150 acres of arable land, 60 acres of maize and 270 acres of grass to support the 200-strong herd of Holstein milking cattle and followers, Borras Head has been farmed by the Jones family since 1902 – with fourth generation Andrew currently looking after the operation with the help of father

Neal and teenage sons Harry, 16, and Charlie, 13.

Like so many farms across the world, brand allegiance is an important part of machinery selection – but it is interesting to note that despite 17 tractors from six decades having a role to play, few have been here since they were new.

Besides a JCB Loadall and Ford 8210, the Massey Ferguson brand reigns supreme here – with some of the company's best-loved models gracing the line-up. The first new tractor, a Massey Ferguson 240,

arrived at Borras Head in 1989, but the farm has always relied on MF tractors to get the work done.

The three-cylinder 240, rated at 45hp (DIN) evidently had a profound effect on Neal, as others followed, along with some rare and interesting models that help create a veritable feast for the eyes for any Massey Ferguson fan.

With each having a different role, the sensible way to detail the Jones' fleet is chronologically, and so what follows is a whistle-stop tour of this astonishing triple triangle team. ➤



Dating from 1962, the MF 65 MkII has undergone a full restoration in the farm workshop.

First up is the oldest tractor in the fleet – a 1962 MF 65 MkII, bought in 2000 from J R Tomkinson & Sons Ltd. of Market Drayton. In 1960 the standard MF 65, powered by the AD4.203 engine, had a list price of £792-10-0 when fitted with 32-inch rear tyres and power steering, a

desirable option, added an extra £39-10-0.

"This one had been used on a vegetable farm in Pershore," Andrew told *T&M*. "The tractor came with a reduction gearbox, which was later removed, and had the job of using a Kongskilde sucker/blower,

for blowing corn, until we started using a bigger machine. At this point it became redundant and so Charlie and I set about restoring it to its original condition and we have since shown the tractor. It's showing 8,359 hours, but has a replacement tractormeter."

Up next is a 1964 35X – in many ways the pride of the fleet and one that certainly clocks the fewest hours. Bought in 2000 in a very poor state, as a skid unit with a few panels, it was restored to the immaculate condition it is in today and is rarely used on the farm, although it is always ready should its services be called upon.

Powered by the Perkins-built A3.152X engine, rated at 44.5hp, the 35X is famed for its dependable starting characteristics and good torque. It followed the three-cylinder 37bhp MF 35 and paved the way for the indefatigable MF 135.

No serious Massey Ferguson collection is complete without a plethora of 100 Series models and



Left to right: Harry Jones (16) with grandfather Neal and brother Charlie (13) with their prized MF 135.

the first to grace the Jones' cattle shed is a 1967 MF 165. Purchased from a friend, in 2006, it plays a pivotal role – used daily for bedding the cattle with a Teagle straw chopper. It's racked up a total of 6,147 hours and has proved to be very reliable.

As a MkI model it features the same Perkins-built AD4.203 engine model used in the 65 MkII, and is rated at 58.3hp. It also has dry disc brakes, whereas the MkII model used a 62hp A4.212 engine, generating 173lb/ft of torque at 1,250rpm, and five-plate, oil-cooled disc brakes.

Pint-sized & prairie power

The most well-known of all Massey Ferguson models, the 135, appears in straight axle guise on the farm. This example was registered on an 'H' plate in 1969/70 and was purchased in 1998 from Oswestry. It was fitted with a cab and used on a potato farm with a McConnel rear-mounted forklift. In standard guise, with six-speed transmission, the tractor would have cost £1,046 when new.

Andrew stripped it down and restored it to its former glory, but today it leads a more sedate life – mainly as the motive force at ploughing matches with a Ransomes TS86. Andrew's son, Harry, has enjoyed considerable success with the combination and set the standard for brother Charlie to emulate! The hourmeter displays '580', but this is a replacement following restoration and the tractor's true hours are unknown.

Arguably the most impressive tractor in the Jones' fleet and a model that won't be familiar to all in the United Kingdom is the most recent addition, dating from the early '70s. Bought by Andrew as 50th birthday treat to himself, in 2019, the big 1150 was imported from North America by Richard Keel and is now used for various jobs on the farm.

Powered by a Perkins V8.510, claimed by Massey Ferguson to generate 135hp at the power take-off, the big 'prairie pounder' has a 12-speed Multi-Power transmission, 20gpm hydraulic system and tips the scales at around 11,000lb (4,989kg). This one has just 2,319 hours on the clock and has been well looked after,



Chopping straw with a Teagle Tomahawk is the MF 165's main job.



This 1979 MF 188 is often fitted with an MF 80 loader and has completed less than 4,500 hours.

but its appearance is helped by the fact that it evidently worked in a climate that was kind to sheet metal!

The two largest Coventry-built 100 Series models are the next to feature – a 1976 MF 185 and a 1979 MF 188, both of which are used with an MF 80 loader. The former, purchased in 2009, struck a chord with Andrew after it was borrowed from a friend on several occasions to load the farm's Vicon Varispreader and MF 30 drill. It's in good shape considering the hourmeter is displaying '672' and it has already been around the clock!

The 185 used the 75hp A4.248 engine, producing 219lb/ft of torque at 1,300rpm. The standard transmission was an eight forward, two reverse unit, but the 12 forward, four reverse Multi-Power gearbox was available as an option. List price for the standard variant in 1972 was £2,063.

Massey Ferguson's 80 loader sold well over the years and could be fitted to many different models. With the introduction of the 500 Series tractors it was necessary to offer powered control of tipping and ➤



Plenty of power! The MF 1150 develops 135hp at the PTO, which is more than enough for the three-metre Kuhn power harrow.

this came in the form of electric remote control or a hydraulic cylinder. Popular attachments included bucket, manure fork and the Power Claw. Complete with hydraulic tip this loader would have cost £674 in 1976.

The Jones' MF 188 joined the fleet in December 2017 and is used during the cereal harvest and sometimes with a rotary tedder. It's clocked a meagre 4,406 hours and is in good order.

Using the same engine as the 185, the 188 was one of Massey Ferguson's Super-Spec range of tractors, available with either a flexible-clad safety cab or a rigid-clad version. Power-assisted steering was standard equipment, as was independent power take-off, category II linkage with Pressure Control and spring-suspension seat.

This particular tractor, built in the last year of production, is a standard-spec model and, as such, is equipped with flexible-clad safety cab, PAVT rear wheels and Multi-Power transmission.

In 1972, the first full year of production, the list price for the Massey Ferguson 188 tractor was £2,382.

Loveable 240

When the 135 handed the proverbial baton to the 240, a devoted army of three-cylinder fans followed and the Jones family was among them. The 240 was billed as combining 'great manoeuvrability with the power of a well-known and reliable three-cylinder Perkins diesel engine.'

This was the first brand-new Massey Ferguson at Borrás Head Farm, purchased in 1989, and clearly performed well as a two more would join the ranks later. The oldest of these is a 1981, X-registered tractor that was the mainstay of muck-clearance operations until an unfortunate accident saw it relegated to the back of a shed for many years.

"It had an 'argument' with a girder and snapped the front axle off the tombstone. The clock stopped at 7,065 hours and I don't really know how many hours it has actually done," Andrew explained. "Charlie took it on as a restoration project during the first lockdown period, removing the rotten cab and getting it running again.

"It will be going back in the workshop for a new clutch and to sort the leaks, ready to be resprayed. Not bad for a 13-year old!"

With yard scraping now undertaken by the youngest of the 240 trio, the third example is used in conjunction with a transport box and is classed as the farm runabout – a job it is well suited to, given the stature of the other tractors in the fleet. It was bought from MF dealer Emyr Evans' Denbigh branch in July 2011 and has completed 4,350 hours.

The fourth 200 Series model is a relative rarity and one that deserves particular emphasis. Powered by a Perkins A4.318.2 four-cylinder engine, generating 92.4hp (88hp DIN) and 254lb/ft (344Nm) of torque, the MF 298 was produced in both two- and four-wheel drive configuration.

The Jones' tractor is a 1986 model, purchased in November 2006, and is used on the silage clamp, complete with dual wheels and buckrake. It has racked up 9,358 hours and retains its original Duncan cab, which can be removed. This proves ideal when buckraking, as it enables maize to be piled higher in the covered clamp.

Unlike many of the other MF models, a 12-speed synchromesh transmission was the only option and the remainder of the specification included oil-cooled



French-built MF 2685 with Irish-built Broughan trailer.



With cab removed and dual wheels fitted, the four-wheel drive MF 298 is well suited to the clamp.

disc brakes, two-speed independent power take-off and centre-drive front axle. The maximum linkage lift capacity was 6,130lb (2,781kg) and the tractor tipped the scales at 8,113lb (3,680kg). Standard tyre size was 13.6/12-24 on the front and 16.9/14-34 at the rear.

Equally as unusual is the Jones' Massey Ferguson 2685, purchased used from Massey Ferguson specialist Llansilin Tractors in Oswestry, Shropshire. Powered by a Perkins AT6.3544, rated at 130hp (DIN) and producing 320lb/ft (434Nm) of torque at 1,600rpm, the French-built tractor is more than capable of undertaking the jobs that it does on the farm.

At silage time it is used in conjunction with a trailed mower, but spends the majority of its time powering a Massey Ferguson 1839 inline baler with Ritchie eight-bale accumulator. When winter and spring cereals are going in, the 2685 usually finds itself pulling a JFT triple-gang roll.

In 1986, a time when the Beauvais-built 2000 Series tractors were being sold alongside the new 3000 Series machines, also built in France, the 2685 represented a significant investment at £29,500. By way of comparison, the 77hp (DIN) Massey Ferguson 390 cost £17,550 in four-wheel drive form and the 97hp (DIN) MF 399 cost £20,950.



This MF 390, purchased new in 1990, is regularly used with a Trioliet diet feeder.

Daily drivers

Purchased new in 1990, from Shukers of Oswestry, the MF 390 is used to run a Trioliet feeder wagon throughout the year, but is also used for tedding and rowing up grass.

Powered by the Perkins A4.248, rated at 86hp, the tractor has plenty of power for the jobs it undertakes and is aided by the fact that it is a two-wheel drive model – very manoeuvrable in and around the confines of the cattle shed and ideal for turning on the headland at grass time. The hourmeter stopped at 4,743 hours, but the tractor has done considerably more!

The other 300 Series machine at Borras Head is a 97hp 390T, purchased in 1999. "We bought this tractor second-hand from Pritchards Farm Machinery in Oswestry," said Andrew. "It is fitted with a Chilton loader and is used for stacking round bales, hedge cutting, fertiliser spreading and spraying. It's done the most hours of all our tractors at 10,793, but it still gives good service and is a handy alternative to the JCB.

"The two main tractors on the farm are a 2006 MF 6490 and 2011 MF 6485, both purchased new from Emyr Evans in Denbigh. The 6490's main jobs are pulling the West manure spreader, ploughing with a Kuhn five-furrow reversible, pulling a trailer at silage time, mowing grass and other field work.

"The 6485 is used with the Reco 40 forage harvester, power harrow, Lemken combination drill and round baler."

Aside from the JCB Loadall used for the bulk of the material ►

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Having completed almost 10,800 hours, the farm's MF 390T has clocked more than any of the tractors at Borras Head.

handling on the farm, clocking 10,700 hours in the process, there is one other machine that stands out in the sea of red and grey – a 1985 Ford 8210, purchased in 2008. This tractor enabled the MF 65 to take retirement from the blower, but is also used for hedge cutting and buckraking.

"I bought the 8210 with buckraking in mind," said Andrew, "but it has taken on other roles since it arrived. The clock is showing 394, but it's a new one and I don't know how many hours the tractor has actually done."

Looking to the future, the next generation of the Jones family is keen to get involved, which bodes well for Borras Head Farm. "With two teenage sons interested in the farm and machinery, we hope to expand the herd and continue the collection," Andrew explained. "Our eldest son, Harry, is at Reaseheath College, near Nantwich, studying agriculture, and Charlie is very interested in the machinery."

With such an extensive fleet and the vast majority having a role to play, is there a tractor that Andrew prefers above the others? "In terms of the modern tractors, I like the 6485," he said, "but of the ones that are preserved I like the MF 65. Of the older ones that still put in a full shift, it's hard to beat the 2685!"

"They've all been pretty reliable – even the modern ones. The 6485 and 6490 have needed cab mounts replacing, handbrake cables and the odd air conditioning problem, but just general wear and tear other than that.

"We're quite happy to undertake the easy repair jobs ourselves, but we'd use one of trusted local specialists if we had a problem that was too big or complicated for us to handle," Andrew said. "Touch wood, we've never had a serious issue. The 6485 has clocked 5,117 hours and the 6490 has done 8,422 hours, so I'm pleased that there has been nothing major."

As for the fleet, what can we expect to see in the future? From an outsider's perspective, it seems that an articulated model would fill an obvious gap in the line-up and it seems that great minds think alike, as when *T&M* asked Andrew which model was on his wish-list he didn't disappoint – although it wasn't the answer we were expecting!

"Given the chance, I'd like to own a four-wheel drive 595, but what would be nice is an 1800 artic!"



MF 6485 with front press and Lemken Solitair 8 power harrow/drill combination.

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Andrew said. Whether the growl of a Caterpillar 3160 V8 will ever reverberate around the Clwyd countryside remains to be heard, but if anyone is likely to add one of these 180hp bend-in-the-middle behemoths to their collection, we're sure it'll be the Jones family! ■



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PARTS EVENTS

Due to the ongoing uncertainties surrounding Covid-19, it is with sadness that we announce the cancellation of the Tractor World Parts & Spares Market, at the Three Counties Showground on 21 March, and the Newbury 4x4 & Vintage Spares Day, at Newbury Showground on 11 April.

Please see the website for further information and updates: 4x4sparesday.co.uk

IoM VINTAGE RALLY

Although the Isle of Man cannot welcome visitors for the foreseeable future, the Southern Vintage Engine & Tractor Club plans to host its annual Vintage Rally in June for the benefit of the island's residents.

Plans may change, depending on restrictions at the time, but the current intention is to hold the event on Sunday 6 June 2021, from 9.30am-5.00pm, at Belle Abbey Farm, Colby, Isle of Man, IM9 4AB (on the A7 Ballasalla to Port Erin Road). Admission is: adults, £2.50; children, free.

For information, please call Orry Mitchell on 07624 496870.

Helmut Claas

Helmut Claas, former Managing Director, Chairman of the Supervisory Board and Chairman of the Shareholders' Committee of the CLAAS group, died on 5 January, at the age of 94.

Helmut Claas was born in 1926 in Harsewinkel. His parents, August and Paula Claas, managed a small agricultural machinery firm with a workforce of around 100. He completed an apprenticeship as a machine fitter after graduating from school.

Practical experience followed in metalworking firms, and further practical training in casting. After a complementary study of agriculture in Paris, he took over the planning and establishment of a CLAAS distributor in France, which now operates as CLAAS France SAS. He joined his parents' family firm in Harsewinkel in 1958. Here he applied himself initially to his particular area of expertise, which was engineering.

In 1962 he was made Managing Director. Helmut Claas accepted the position of Personally Liable Partner when the company was reconstituted as a general partnership in 1978. In 1996, as part of the restructuring of the firm into a joint-stock company, he changed from the role of Managing Director to the position of Chairman of both the Supervisory Board and the Shareholders' Committee.

His special focus was always on developing pioneering products and



Helmut Claas.

mass-producing them economically. During his era, following the success of the Dominator combine came the completely-new Lexion model. The Jaguar forage harvester and Xerion tractor were also developed under Helmut Claas.

In 2003 he succeeded in taking an important step towards the company's future: CLAAS took over Renault Agriculture's tractor business in France.

Helmut Claas was first and foremost a farmer. He ran a farm in East Anglia and often stayed there with his wife, Erika. He enjoyed keeping in touch with farmers in the area and took a keen interest in issues concerning agricultural firms. He also had a passion for hunting.

Today, his daughter, Cathrina Claas-Mühlhäuser, manages the decision-making and development of the successful group of companies.

Model Tractor, Plant & Construction Show

Meridienne Exhibitions, organiser of the Model Tractor, Plant & Construction Show, has announced that the April 2021 show has had to be cancelled due to the ongoing impact of Covid-19.

Having already been postponed from 7 February to 25 April 2021, it now seems unlikely, due to the ongoing uncertainty surrounding the Covid-19 pandemic, that those

restrictions will be lifted in time to deliver the event in April.

Chris Deith, Exhibition Director of Meridienne Exhibitions explains: "We are aware that our exhibitors and visitors will be as disappointed as we are with having to take this decision, but given the uncertain times it is simply not possible to go ahead with the show at this time. We look forward to returning in 2022."

Open Farm Sunday plans for 2021

LEAF (Linking Environment And Farming), organiser of the farming industry's annual open day, LEAF Open Farm Sunday (LOFS), has announced a year-round programme of public engagement to support this flagship event.

In addition to LOFS on-farm events on 13 June 2021, which have seen more than a quarter of a million people visit farms across the UK each year, LEAF will also be hosting a series of 'virtual' farm visits online.

Following last year's success, when LOFS took to our screens for the first time, two 'online' farm open days will take place this spring and autumn, alongside a programme of monthly live broadcasts running throughout the year.

"One of the unexpected positives to emerge from the challenges of 'lockdown' has been the surge in interest in the countryside, nature and buying fresh produce, and we have seen a higher following than ever on our LOFS digital channels," said LOFS Manager Annabel Shackleton. "This is the perfect moment to capture the public's curiosity and build our outreach to benefit the whole industry."

While awaiting clarity on Covid-19 regulations on public gatherings and events, Mrs Shackleton is urging farmers to start thinking about how they can host visitors on-farm in June, which will be the 15th anniversary LEAF Open Farm Sunday.

"As visitor numbers for events may be limited, we would love to see a greater number of farms opening their

gates, but for smaller groups, so that social distancing can be followed," she said. "We're encouraging host farmers to think about how to maximise outdoor spaces: it could be a farm walk, a scavenger hunt or a short show-and-tell in the yard. It may also be an opportunity to collaborate with other food producers to provide a place for people to buy and try new local foods.

"Farmers have some important topical messages to share about quality food production, caring for the countryside, plus the economic and environmental benefits of buying British – and we want to help facilitate these conversations."

The series of virtual farm visits online is designed to extend the opportunities for more people to connect with farming throughout the year and for more farmers to participate.

Two LEAF Online Farm Sunday events, on Sunday 28 March and Sunday 26 September, will each include an afternoon of live virtual farm tours on Facebook (@LEAFOpenFarmSunday), featuring a range of different farms spanning the country and shining a spotlight on all farming sectors.

In addition, monthly farm visits broadcast live on Facebook will feature a different farm on the first Sunday of each month, starting on 7 February, adding to the kaleidoscope of farming stories shared with the public.

To find out more and to register to host LEAF Open Farm Sunday in June 2021, please visit: farmsunday.org

National Vintage Tractor Road Run

A meeting between National Vintage Tractor Road Run co-founder Ashley Godsall and 2020 Chairman Wayne Griffiths, from the Glamorgan Vintage Tractor Club, has resulted in a further postponement of the NVTRR. The current situation surrounding the Covid-19 pandemic has influenced the decision-making process.

Ashley commented, "In these difficult times there is no alternative. I hope everybody will keep safe and well so we can get the run back on

the road in 2022. Thank you for your support; let's make Easter 2022 an event to remember."

Wayne added, "Obviously I'm disappointed, but what can you do? We will roll over to 17 April 2022. A trip to Scotland next Easter was something to look forward to, but now it will be Easter 2023!"

If you have any queries regarding the National Vintage Tractor Road Run please contact Wayne Griffiths on 07866 495064.

GOODYEAR TYRES

A leading tyre specialist in Devon, with more than 40 years' experience, has become a new Goodyear Farm Tires distributor.

North Devon Tyres, a family-run business with 11 service depots across Cornwall, Devon and Somerset, will be supplying its agricultural customers with Goodyear tyres.

North Devon Tyres previously sold Goodyear Farm Tires' products and has wasted no time renewing that relationship after the famous brand returned to the UK and European markets.

Trevor Veysey, managing director of North Devon Tyres, said: "It's a real thrill to see Goodyear Farm Tires back on the market and we are delighted to be an official distributor."

"We have customers across Cornwall, Devon, Somerset and Dorset and there has been plenty of interest in Goodyear's return, given its reputation for supplying excellent products at competitive prices."

"Our values of offering outstanding customer service fits in well with the ethos of Goodyear Farm Tires and, with around a third of our business being in agriculture, we see this as the start of a fruitful partnership in a key sector."

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FIRST ANNIVERSARY

Bridgestone's agricultural team has celebrated the first-year anniversary of its road and field tyre, the VX-TRACTOR, and has been given a series of endorsements from farmers and contractors that have claimed 'phenomenal' levels of performance.

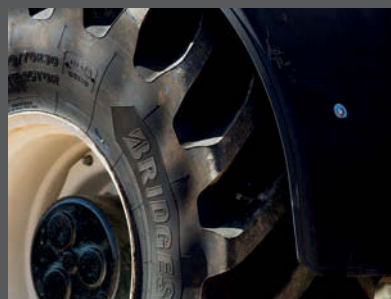
Bridgestone's agricultural sales manager Stephen Lamb admitted being anxious before the product was brought onto the market, but is receiving testimonials from customers claiming up to four times the life of competitor products.

Bridgestone launched the VX-TRACTOR with a two-week road-run of the United Kingdom to show off its capabilities. During the summer, Bridgestone also visited a number of farmers to obtain tyre data and gain valuable end-user feedback in a real-world environment.

One of those farmers visited was dairy farmer Richard Bradley of Lancashire. He said: "They offer a really smooth ride and gave confidence when driving, particularly around corners. It is an excellent gripping tyre."

"The life of the tyres appears to be vastly superior to the products I have driven on previously, with thousands more miles to be run before I need to contemplate a replacement. They're a great purchase."

For more information about Bridgestone's agricultural products and solutions, visit the website: bridgestone.co.uk/agricultural/



Bridgestone's VX-TRACTOR tyre.

Chamberlain Tractor Trek



Four Chamberlain 9G models, like this example, will be taking part.

Photo: Steve Day.

In New Zealand, preparations are ongoing for the major biennial 'Wheels of Wanaka' event held over the Easter Weekend in a stunning area of Otago South Island, writes Mike Gormley.

The event involves anything that has wheels or tracks, and even wings.

This year, however, there are some different elements. Chamberlain tractors, that have gained a well-earned reputation as long-distance travellers, will be making a grand entrance to the event.

Long-distance trekking comes from quite early on in their life. The Chamberlain company was started in Perth, Australia, in 1949, aimed at producing a home-bred tractor specifically suited to Australian conditions and requirements. In 1955 one took a limited part in a round-Australia vehicle trial, mostly as a

recovery vehicle, and became known as Tail End Charlie.

In the 1957 event, a Chamberlain completed the entire 18,000km circumnavigation.

Moving forward a few years to 2000 and a convoy of 35 suitably-adapted Chamberlains, towing special caravans, trekked right across Australia from Perth to coincide with the Olympic Games on the east coast.

Now in 2021 it is no surprise that a group of these now classic trekkers are to make the journey down New Zealand, across both islands, culminating at the Wheels of Wanaka event. Here they will meet up with another famous long-distance traveller – a Series One Land Rover called 'Oxford' that, in 1955, completed an epic journey from London to Singapore.

The group of Chamberlains includes four 9Gs (the same model as the original 'Tail End Charlie'), one 306, two Countryman models and two Canelanders. They are doing the New Zealand trek, known as the Heartland Tractor Trek, as part of a fund-raising event for Heartkids, so it will have a benefit to vulnerable children as well as a challenge for tractors and crews.

For further information, please visit the website: heartlandtractortrek.nz

JCB launches recruitment drive

JCB is recruiting more than 400 additional UK shop floor employees as the company gears up for a surge in production, the company announced in late January.

The market for construction equipment has rebounded sharply after the severe impact of the Covid-19 pandemic in Spring 2020, which halted production at JCB factories around the world.

The company has confirmed it will be recruiting more than 400 additional agency employees in a variety of jobs including assembly, welding and forklift truck drivers. In addition, JCB is giving permanent JCB contracts to up to 300 existing agency employees, including welders, fabricators and CNC machinists.

JCB Chief Operating Officer Mark Turner said: "In March 2020 our orders dramatically disappeared overnight when the Covid-19 pandemic took hold and while we were able to protect our shop floor workforce, regrettably many staff positions were impacted."

"This year has started strongly and our forecasts predict a continued solid recovery, with strong demand from mainland Europe and North America."

"This means we are now in a position to recruit many more shop floor colleagues and offer permanent JCB contracts to a large number of existing agency employees."

"After a tumultuous 12 months, this really is good news."

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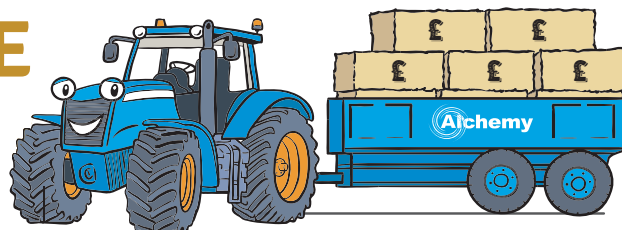
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Blue to green

Bob Weir went to the town of Hexham, in Northumberland, to meet ex-Ford employee Reg Wilkinson and his John Deere 4020.

Hexham is an important market town, situated on the banks of the River Tyne. Apart from its Roman traditions, it also suffered from constant border raids during medieval times. Braveheart William Wallace is even reputed to have burned the settlement in 1297. Nowadays there is a more peaceful atmosphere, and Hexham was recently named 'England's favourite market town'.

Reg Wilkinson was brought up in the local area and has been involved with tractors and machinery all of his life. "Back in the 1950s my father kept a farm at Warks Burn, up in the high country by the North Tyne," he explained. "We were farming mainly sheep, and I left school at 15 to become a shepherd. Unfortunately, we had two horrendous summers when it never seemed to stop raining, and my father ended up selling the farm in 1959.

"Apart from the livestock, all the farms in the area kept a field of oats for their own use. I remember the

thresher coming round, and all the neighbours used to pitch in and help. We then moved to a dairy farm just across the River Tyne from Hexham.

"My father then retired and took a back seat, and I formed a partnership with my elder brother. There wasn't really enough work for both of us on the farm, so I decided to do some contracting while he concentrated on running the dairy side of the operation."

Even back in the early 1960s, Reg found the cost of petrol a major drawback. "I did a bit of everything," he recalls. "We had invested in an International Harvester B-64 trailed combine, along with a New Holland baler. Unfortunately, all the farms in the Hexham area were quite small, and I had to spend ages on the road travelling between the various holdings.

"Over time, this affected my income. It was good while it lasted, but my brother was looking to expand the dairy herd. There still wasn't enough work to support two families, so he agreed to buy me out."

By the summer of 1964, Reg was seriously considering moving to Australia. Then he spotted a job advert in the newspaper. He said: "Ford was looking to recruit tractor demonstrators. It was a 12-month contract, and I had to attend an interview at their office in London. Next thing I knew, I was on the train to the Ford Training Centre at Boreham near Chelmsford!

"Following the induction course, our team was moved to the new factory at Basildon so we could become familiar with the new Ford 6X, or 1000 Series as it was more commonly known. We spent most of our time putting the tractors through their paces at a farm near Enfield.

"Once the new machines had been exhibited at that year's Smithfield show, we were sent to different parts of the UK to liaise with the various Ford dealerships."

Head-hunted

Reg spent 14 years with Ford, before being head-hunted by the Norwegian company Kverneland. "The company had been using Bamford for their UK distribution, and now they wanted to go it alone," he recalls. "They had already opened a new HQ in Rotherham, and I became a local rep, working mainly from home. When the company expanded into earth-moving equipment, I was also involved in that side of the business. I ended up staying with the firm until 1993."

Reg then got an approach out of the blue from the Swedish company Väderstad. "They offered me a similar job to my early days with Kverneland, covering the northern part of the UK," he recalls. "It was an enjoyable experience, and I stayed with them up to my retirement in 2005. I then remained on the books for a few more months, to show my replacement the ropes."



The 4020 certainly has presence!



This John Deere 4020, equipped with Power Shift, was down on its luck until it was purchased by Reg Wilkinson (inset).

No sooner than Reg begun to enjoy a well-earned retirement, he got another phone call out of the blue. "Väderstad's managing director had decided he wanted to move to Australia and set up a similar organisation," said Reg. "He wanted my help, so the next thing I knew I was packing my bags and boarding an aeroplane. As I recall, the Canadian company Seed Hawk was also involved. I was only required during the seeding season, which lasted approximately six weeks. I returned Down Under for the next five years."

It was during this period, working for Väderstad, that Reg acquired his John Deere. He said: "I bought the tractor (serial no: 145344R) on 1 April from the Sanderson brothers over by Bedlington, near Morpeth. It was sitting in a shed, looking a bit down on its luck. I said if you ever

want to sell the machine, give me a call. I suppose I was interested, because it's arguably *the* classic tractor.

"Anyhow I got a phone call one day from one of the brothers, and they said they were thinking of putting the John Deere in a sale. Reading between the lines, I sensed there had been a bit of a disagreement. I was back over to Morpeth in a flash, and we came to an agreement.

Reg's tractor was first registered on 16 October 1968, and was new to Mrs A H & J Stobo of Fishwick by Berwick-upon-Tweed. The rest of the tractor's history is a bit of a grey area.

"Lloyds arranged the delivery back to Hexham, as the tractor was suffering from a few problems with both the starter motor, and the Power Shift transmission." Reg explained. "The tractor was also

wearing a Cab Craft cab that wasn't doing it any favours, and the tyres were flat."

Instant hit

The 4020 was arguably one of the greatest tractors of all time. Following the success of its two-cylinder tractors, John Deere decided to introduce the New Generation series in 1960. These featured four-cylinder machines, with the exception of the flagship six-cylinder 4010.

These tractors were a vast improvement on the old 'Johnny Poppers' and were an immediate hit with farmers. They featured some ground-breaking innovations, including detailed instrumentation, ergonomic seating, and a car-like steering column.

John Deere was quick to cash on the success of the new range, and in 1963 the 4020 was tested at ►

Nebraska. Of particular interest was the new transmission. Controlled from the dashboard, this was the first to offer clutch-less changing under load with the convenience of one-lever operation.

A revised version of the standard synchromesh transmission was on offer to please the penny-pinchers or sceptics of Power Shift, and in America the tractor was also available in row-crop guise. The 4020 dominated the American market in the late 1960s, and was eventually phased out in the early '70s.

Reg said: "Having worked with tools from an early age, restoring a tractor doesn't present many problems. The first thing I did was ditch the cab. I then sorted out the Power Shift. Having worked on Fords equipped with Select-O-Speed I was already aware there could be issues with the Power Shift, because they were designed by the same man.

"In the John Deere's case, if you stall the engine you risk losing control of the tractor. The gearbox freewheels and you lose the use of the brakes, leading to a potentially dangerous situation. The problem turned out to be with the unit's mechanical lock, which had to be replaced. I also ended up renewing all of the electrics. The tractor also required new mudguards, and a fresh set of tyres."

Quite simply, the John Deere 4020 set the standard for others to follow,



With ample power at the PTO as well as the drawbar, the 4020 was impressive.

with an impressive list of features that other manufacturers could only dream of emulating. It sold in vast quantities in its homeland and although it was deemed too large and too expensive for most farms in 'little ol' England', those that did purchase a 4020 in the UK were rewarded with style and performance that never failed to impress.

It's a tractor that regularly tops polls of 'best', 'most desirable' and 'most influential' classic tractor

and is a model that has become increasingly popular with UK collectors in recent years. Those unable to get their hands on an original UK-spec model have resorted to importing tractors to fulfil their desires!

The 50 and 6000 Series may have opened many British farmers' eyes to the potential of John Deere tractors, but it was the 4020 that paved the way for many of the features that we now take for granted when it comes to the tractors of today. ■

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You can find 4020s with flat-topped mudguards as well as those of the 'clamshell' variety. Some were fitted with Fritzmeier cabs, but this one sported a Cab Craft.

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With 120hp available from the Z8601 engine, the 12011 is a useful workhorse.
Photo: Jonathan Whitlam.



Crystal clear?

The phrase 'cheap power' seems appropriate when you consider the original Zetor Crystal range, but is that because they are best avoided? We take a look at the tractors that have become increasingly popular in recent years – the 8011/8045 and 12011/12045.

Zetor's tractors from the '60s and '70s are not always held in the highest esteem, but with all factors taken into account it's easier to appreciate the positives. At the time of their launch they may not have had the 'kerb appeal' that some of their rivals enjoyed, but they offered tremendous value for money – a trait that is still relevant today.

For the purpose of this guide we will be focusing on the 8011/45 and 12011/45 models, due to their popularity, but elements of this guide can be applied to other tractors in the range.

Designed following the realisation that there was a need for a tractor in its line-up producing 80-90hp, Zetor set to work on its new four-cylinder model and it was introduced to the market at the end of the 1960s.

The two-wheel drive 8011 and four-wheel drive 8045 were great examples of numerous factories working together to produce a single product – with the engine produced in Martin, Slovakia, the gearbox built in Prague and the rear axle, hydraulic system and other sub-assemblies built at the Ursus factory in Poland, which Zetor would swap components with.

Collaborative qualities aside, it transpired that problems would occur regarding modifications. It was a difficult process to get Ursus and other suppliers to agree to changes and so upgrades were not as swift as they might have been had production been under one roof, or in the hands

of one company, and reputation suffered as a result.

Prior to this, the new Crystal was embraced by many dealers and purchasers alike – finding a gap in the market that other manufacturers did not seem to be exploiting. Its success was not only down to an ideal power rating, but the fact that it had the traits that made it hard to beat for the price. These were economy in addition to power, a robust transmission, in-built weight for superior traction and a cab mounted on rubber blocks for reduced vibration and noise transmission.

The six-cylinder 12011/45 would follow later and both they and the 8011/45 would become extremely popular, at home and abroad.

Engine

Zetor's own direct-injection, four-stroke diesels were used to power both the 8011/45 and 12011/45, featuring liquid cooling, wet cylinder liners, a dry air cleaner and 12-volt electrical system. The same bore and stroke characteristics, 110mm and 120mm respectively, were used in both the four- and six-cylinder units.

They were renowned for having bags of torque and performed well against their rivals. The 8011/45 produced 224lb/ft of torque at 1,500rpm and although generally reliable, on the odd occasion they could drop a valve, plus it was not beyond the realms of possibility for the crankshaft's oil gallery plugs ➤



Buy a straight, original example like this 8011 and you've got a good investment, as well as a decent, useable tractor. Photo: Jonathan Whitlam.

to pop out, causing the engine to seize.

"The injector pump wasn't as reliable as the one fitted to the UR1 either," James Barlow from Zetor specialist Barlows Agri Ltd. explained, "and diesel leaking from the element carriers was eventually cured when Zetor changed the O-ring material. Later models had an oil-fed pump with three O-rings per element, which was more reliable. There was a modified engine fitted in later models, which was better.

The cooling system on the 8011/45 was also problematic on early tractors, as the expansion tank could get air locked, so when the header tank was checked for water and found to be OK, it may have been the case that there was no water in the radiator. The bottom of the radiator is also known to crack around the mounting bolts.

Transmission

A 13-inch single-plate clutch transmits power from the engine to the gearbox and this was a weak point on the first Crystals. Once the design was changed to incorporate needle bearings and a better lining was fitted, reliability improved.

From the inception of the design, Zetor was determined that the Crystal would be able to take on the

competition in terms of the features it offered – one of which was an optional hydraulic gear splitter, known as the Torque multiplier, as well as two-speed (and ground speed) iPTO, four-speed, constant-mesh main gearbox with high, low and reverse ranges. A clutch shaft brake is employed to aid gear changes.

As well as a clutch-less change, the Torque multiplier has the advantage of engine braking in both positions and the ability to be tow-started, unlike similar systems on the market. With a Torque multiplier fitted, 16 forward speeds are at the operator's disposal – from 2.37-25.5kph – and these are reduced by 34 per cent with the Torque multiplier engaged (tortoise position and lever pulled back).

The gearbox itself shouldn't give any problems. A change to the layshaft during production altered the thrust on the bearings, but you'll be extremely unlucky if you experience a gearbox issue.

Quality control in the Ursus factory let down what was otherwise a good rear axle design. The main problem was the diff lock engaging teeth could wear if not used properly and, if worn, necessitated the replacement of the diff cage. Later models featured a replaceable insert, which fixed the problem.

Steering & brakes

Although you'll find power-assisted steering on the Crystal models, it was initially a bit of a lottery as to what type of system you'd end up with. "Due to poor Polish production, the effort needed to turn the wheel was different on every tractor," James Barlow explained, "varying from finger light to unbelievably heavy. It was also a nightmare to repair, again down to poor production quality."

If not maintained properly, the bolts on the front axle sliding extension can fall out, but other than that, check for the usual wear in the king pins, wheel bearings and pivot pin. Four-wheel drive models are pretty reliable in the front axle department, but look out for leaking seals. These were modified on later production models when a felt pre-seal was fitted.

Hydraulically-operated disc brakes are fitted to the Crystal models, but don't get too excited! They are of the dry, expanding disc type and although self-equalising, attention needs to be paid to their adjustment, otherwise the slave cylinders can leak.

If air-operated trailer brakes are a must for you, you have the option of buying a 12011/45 (to which they were fitted as standard) or look out for an 8011/45 with the system fitted as an optional extra. This was another of the features that set the Crystal apart from the competition.

Hydraulics & PTO

If there is a weak point in the Crystal's design as far as UK and Irish users are concerned, it's the hydraulic system. A live hydraulic pump with lower-link sensed category II linkage, draft, position, intermix and sensitivity controls and single- or double-acting spools sounded good on paper, but the reality is that the hydraulics are underpowered for the capabilities of the tractor.

The Crystal's ability to pull remains legendary, but it lacks the lift capacity that was required in the UK and Ireland, where reversible ploughs were commonplace. In their homeland, the 8011/45 and 12011/45 were almost certainly destined to



The Crystal's poor lift capacity may not be a problem for tasks like this, but it does not match its excellent pulling power.
Photo: Jonathan Whitlam.

pull semi-mounted conventional ploughs and so there was no need for a large lifting force.

With a poor lift capacity, operators that chose to lift heavy implements put increased strain on the hydraulic pump – which was another component that was let down by the manufacturing process. A better pump was fitted to later models.

"The problem was cured by fitting an assist ram," said James, "which the factory eventually did to the 8011/8045. It was standard on the 12011/45. The three-point linkage was very little trouble, but changing the pick-up hitch to the drawbar required a lot of work, as you needed to unbolt plates and the like and replace them with different ones.

"The original lift rods on the pick-up hitch were solid, so you had to take them off when using a mounted implement, and backing up to a trailer first time was virtually impossible, as you couldn't see the hook due to the forward seating position and the fact that the hook could swing from side to side!"

Some of these tractors have been retrofitted with other pick-up hitch designs, but pay close attention to this if you intend to switch between numerous towed implements.

Two PTO shafts were fitted to the Crystal as standard – a six-spline

540rpm shaft and a 1,012rpm, 21-spline shaft. Control of the iPTO is via a small lever under the steering wheel, which engages/disengages a multi-plate hydraulic clutch.

540rpm is achieved at 2,200rpm on the 8011/45 and 1,900rpm on the

12011/45 and 1,012rpm at the shaft sees both the four- and six-cylinder engine turning at 2,200rpm.

The drive shaft from the clutch to the PTO gears was known to be a problem on early tractors, according to Alan and James Barlow, due to it being 'dry' at both ends. "Later ➤

Specification: Zetor Crystal				
Model	8011	8045	12011	12045
Engine	Z8001 diesel		Z8601 diesel	
Cylinders	4		6	
Power	85hp		120hp	
Bore	110mm			
Stroke	120mm			
Capacity	4,562cc		6,842cc	
Rated speed	2,200rpm			
Transmission	16 fwd, 8 rev (with Torque multiplier)			
Fuel capacity	90 litres		130 litres	
Lift capacity	3,000kg		3,400kg	
Length	3,937mm	3,945mm	4,255mm	4,270mm
Width	1,829mm	1,845mm	1,965mm	1,957mm
Height*	2,464mm		2,510mm	
Ground clearance	406mm		445mm	
Weight**	3,719kg	4,980kg	4,910kg	5,720kg
Front tyres	7.50-20	11.2/10-24	7.50-20	14.9/13-24
Rear tyres	14-34	13.6/12-36	18.4/15-34	

* To top of cab ** With ballast



The cab was a trendsetter, but let down by the fact that the seating position made pick-up hitch visibility difficult. Photo: T&M archive.

tractors had forced lubrication where it entered the gearbox and this cured that problem, although it could still wear in the clutch unit end, but that was a common problem on most makes with iPTO!" Alan said. "The PTO pack could slip when on a heavy load running at 540rpm, but this was generally cured by fitting an extra pair of plates."

When off, the power take-off shaft is automatically locked for additional safety.

Operator area

Besides the vast array of standard and optional features throughout the Crystal's design, it was the cab that really set it apart from the other tractors on the market. Quiet, comfortable and extremely roomy, it had an adjustable, sprung seat (that could only be moved by unbolting it), passenger seat, two mirrors, heater and two wipers.

When verified in Sweden it was found to be the quietest cab ever tested and set the bar high for other tractor manufacturers. The rubber mountings alleviate much of the usual rattle and din you associate with tractors of this era and although it pales into insignificance compared to the cabs of today, as a feat of engineering it remains extremely impressive.

The main problems are the long reach to the rear window, which can cause problems with manual

controls, and the lack of visibility to the pick-up hitch.

The dash panel is simple and easy to understand, but not particularly attractive, and the remainder of the main controls are logically positioned. If there is a criticism of the major controls, it's that the hydraulic quadrant would benefit from being further forward.

Depending on your stature, you may find getting in and out of the cab a chore due to the size and shape of the doors and rake of the windscreen.

Aesthetics

With its square-cut looks it's somewhat utilitarian, but not unattractive! The livery suits the styling and although the Crystal's unlikely to win any beauty contests, there is something appealing about it.

It may not be unique, but it does look somewhat different to most other designs from the era – particularly when it comes to the cab – and that's what gives it charm.

Summary

As no-nonsense tractors go, the 8011/45 and 12011/45 represent great value for money. When this issue went to press (January 2021), it was possible to pick up a rough, sub-7,000-hour 8011 for less than £3,000 and a good 8045 with loader for £6,500.

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With the extra power it would seem reasonable that a 12011 or 12045 would command a lot more money, but we found a 12011 for as little as £3,500. Admittedly, it was a little rough around the edges, but we also found a straight example for £5,500.

Naturally, very good examples command a premium and an 8011, 8045 or 12011 in this category will set you back at least £8,000, while a nice 12045 will be more – often at least £10,000.

Compared to tractors with a similar power output built by the likes of Ford and Massey Ferguson, for example, these Zetors offer seemingly better value. The Crystal is the epitome of the old saying 'a lot of bang for your buck' and is seriously worth considering if you're in the market for 'cheap power', something different and an important piece of the history of tractor design.

* With thanks to Alan and James Barlow of Barlows Agri Ltd. for their technical input. ■

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Postbag

LETTERS, E-MAILS, TWEETS & POSTS

WRITE to the editor: Scott Lambert,
The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL

EMAIL: tm.ed@kelsey.co.uk

HEAD-TO-HEAD

Dear T&M,

The B-414/35X head-to-head is an inspirational piece, particularly if you were brought up with and still own and operate them, as I do.

I remember using both in anger in the 1960s and still use both sometimes in anger today! If it wasn't raining so much, one of them would be out this morning shifting firewood.

It's very interesting to note your findings and compare them to my own, which are a mixture of what I remember from 1964, when both were brand new, and what I can confirm now, after nearly 60 years of service. It's relevant to note that my B-414 is in completely original condition with just over 3,000 genuine hours on the clock and the 35X is what you might describe as an older restoration with close to 9,000 hours.

For me, seeing both these iconic tractors reviewed in *T&M* made me (seriously) go out to the shed and start them both up! Both models are truly remarkable machines that illustrate our tractor heritage in all its glory. Well done *T&M* for bringing it all back and brightening up a hard, dark winter.

Best to the *T&M* team.
James Smith, via e-mail

SL: Thank you for your kind words, James. The aims of these head-to-head features include provoking debate and rekindling memories, so if we have done that we have achieved what we set out to do!

Dear T&M,

Your head-to-head should have included prices for the standard model when both were available at the same time. Those of us who farm know that starting is nearly

the only show in town – no start, no tractor. However, comments regarding MF's Multi-Power should have priced the option and also its challenges (no tow starting or engine braking), as well as commenting on the tractor's brakes.

You failed to optimise the value of photos when you could have used an angle that showed the dash as well as the gear sticks and the pedal arrangements. Had you used an original-spec tractor it would have shown the IH's additional protection from operator entanglement with the rear wheels (mudguards), which had to be retrofitted on the 35X to comply with HSE requirements.

Also you comment negatively on the mesh grille on the IH, whose small holes (later adopted on the MF 135) impeded the entry of debris into the radiator and subsequent overheating of the engine, in favour of the appearance of the MF's louvres.

Why did you not use a photo of an original 35X (choosing a model with later mudguards and rare PAVT wheels? Bias or ignorance?

My heart is Massey!
Mark Gale, via e-mail

SL: I will always listen to what readers have to say and I take your point that it would have been prudent to include further details, but space prevents us from going into vast detail about each tractor – including the 35X's various mudguard assemblies.

I can assure you that there is no bias from the team and I can personally say that I have a deep affection for both models, having used them both extensively for numerous tasks. I am a B-414 owner and as much as I like it, I will happily point out its foibles in a situation such as this!

JAMES HENMAN

Dear T&M,

With sadness and regret, we in Ireland learned of the untimely death of our friend in Shobdon, James Henman. Travelling over to Great Britain in our campervan for vintage shows and auctions, we were always welcome to James' premises, where we could stop for the night.

With his permission we would spend the afternoon viewing his vast collection of vintage tractors and some very unusual farm machinery, all for sale. As farming in Ireland was on a smaller scale than in Great Britain, there was always a machine we never had.

Our travelling group bought quite a few tractors and machines from James. When he asked for a price that I thought high, he would say: "What were you thinking, Jim?" Somewhere in between a deal was done!

If we bought anything in the sale at Tractor World, Malvern, he would bring it to his place and arrange transport to Ireland.

We will miss his kindness and friendship, and offer our sympathies to his family on their sad loss.

May he rest in peace.

Jim Kelly, Jackie Egan, Donal Sinnott & Willie Clegg

SL: James was a popular character and your thoughts are echoed by many of *T&M*'s readers. Thank you gentlemen.



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North versus South

The latest head-to-head compares and contrasts two popular models from the '60s!



The David Brown 990 Selectamatic was a competent tractor that belied its 55hp.
Photo: Jonathan Whitlam.

We've featured many interesting comparisons throughout this series – with some closely matched. Others, although seemingly similar on paper, have proved to be quite different – emphasising the fact that one tractor was clearly more capable than the other.

When we embarked upon this series one of the main aims was to create a talking point and judging by the correspondence we have received, we have achieved our goal. Thank you to those that have been in contact to express opinion over the past few months and if you would like to suggest a head-to-head, please send an e-mail to tm.ed@kelsey.co.uk

On to the matter in hand and, as many of you will appreciate, the 1960s was an extremely interesting period, given the fact that many new models were released that would go on to become icons of their generation. The two tractors featured here are prime examples.

David Brown's 990 Selectamatic, first produced in 1965, was a classic

case of evolution, having been developed from the existing 990 Implematic – introduced in 1961. The Ford 4000 (Major) was decidedly more revolution than evolution – developed from a blank sheet of paper and built in a brand-new factory. This, perhaps unsurprisingly, led to teething problems – but we will aim to dismiss these for the purposes of this feature.

Given the fact that there were two variants of the David Brown 990 Selectamatic in Orchid White and Chocolate Brown and two versions of the Ford 4000, it is important to clarify which ones we're looking at here. To provide a fair comparison we have chosen the 3,045cc David Brown 990, produced from 1965-68, and the Ford 4000 Major (6X) – produced from 1964-68.

Power

With both tractors producing 55hp, it's evidently a fair comparison but, like the IH B-414 and MF 35X, the debate surrounding four cylinders versus three rears its head once again!

The David Brown AD4/47 four-cylinder engine was a direct-injection,

four-stroke unit with cross-flow cylinder head, distributor-type fuel pump and oil bath air cleaner.

With a 3 $\frac{3}{8}$ in bore and 4 $\frac{1}{2}$ in stroke, maximum torque generated was 140lb/ft at 1,400rpm – a 20lb/ft increase on the three-cylinder 880.

Ford's approach was different, with an all-new 'square' engine design for, the company claimed, more power, low fuel consumption and minimum wear. The big bore and short stroke approach followed extensive research in Austria, Great Britain and the United States that showed impressive economy with low emissions.

With a 4.4in bore and 4.4in stroke, the capacity of 201cu in (3,294cc) was greater than that of the DB 990 and it performed rather well. With identical power and similar torque output to the Meltham-built 990, the three-cylinder Ford 4000 seemed like a good proposition. Porosity caused some problems throughout the range, but this was largely confined to the four-cylinder 5000, and the 4000 quickly became the best-selling model in the range.

Both engines have numerous fans, but a poll of *T&M*'s Facebook audience indicated that 66 per cent preferred the Ford engine. We're inclined to agree, as this is a rewarding three-cylinder unit that instils confidence. ➤

T&M VERDICT: FORD 4000



Also rated at 55hp, the Ford 4000 used a 'square' engine design.

Photo: Jonathan Whitlam.



Ford's optional Select-O-Speed system was convenient, but not particularly smooth. Photo: Peter Henshaw.

Transmission & axles

David Brown was famous for being a manufacturer of gears and although the transmissions used in its tractors were not particularly quiet, they were robust and reliable. The 990's was no exception, with a six forward, two reverse unit as standard on the 990.

For those undertaking precision work, a 12-speed gearbox was available to increase the number of useful ratios. This provided six speeds below 1mph, 12 ground speeds with 1,000rpm at the power take-off and 24 ground speeds with 540rpm at the PTO. For specialised applications and tasks like rotavating, the plethora of lower forward speeds proved invaluable.

The Livedrive system incorporated a twin-plate dry clutch, with the second stage providing live hydraulics and power take-off when the motion of the tractor was stopped.

Ford adopted a four-speed transmission as standard on the 4000, doubled by a dual range system. It was reliable and nice to operate, but it had a fundamental flaw – two of the eight forward speeds were essentially the same. Fourth and fifth both had speeds of 4.7mph, leaving a jump to sixth's 7.4mph.

Rather than incorporate a clutch-less change in its standard gearbox, as Massey Ferguson had done with Multi-Power, Ford opted to offer a completely clutch-less system as an option for the discerning farmer. Select-O-Speed was billed by Ford as "the biggest advance in tractor transmissions since they first put rubber tyres on the wheels."

The idea was simple – to enable the operator to select the desired gear ratio, via a small lever, through hydraulic power. There was no need to stop, declutch or alter the throttle position.

It was revolutionary, but lacking smoothness and was quickly christened 'Jerk-O-Matic' by those that favoured rival brands. Offering 10 forward speeds from 1.1-17.6mph, Select-O-Speed had the potential to take the market by storm, but it was open to abuse from over-zealous operators and news of breakages, coupled with its 'snappy' nature and an element of suspicion from those that weren't keen on trying new

things, meant that its lifespan was not as Ford had originally intended.

It performed better under load and was ideal for buckraking and loader operations, with high-speed changes possible from forward to reverse, but it wasn't to everyone's taste.

Given its decent spread of speeds and robust, no-nonsense nature, we like the DB transmission.

T&M VERDICT: DB 990

Power take-off

The 990's power take-off system was quite versatile in that it could operate at either 540rpm or 1,000rpm. With the PTO gear range set to 'Low', 540rpm was achieved at 1,800erpm, but with it set to 'High', 1,000rpm was achieved at the shaft at just 1,100erpm – an economy speed in today's terms, perfect for sprayers and other low-demand implements.

A PTO speed of 1,000rpm was obtained with the PTO gear range set to 'High' and the hand throttle at 2,000erpm. These three PTO settings provided outputs at the shaft of 44.4hp, 28hp and 48.5hp respectively.

Ford's independent power take-off was certainly more convenient than the Livedrive system, and with 48hp at the shaft at 1,810erpm there was little choose between it and the DB 990 in terms of performance.



The 990 is particularly versatile when it comes to using the power take-off. Photo: Jonathan Whitlam.

David Brown had the upper hand in terms of PTO speeds though, as a 1,000rpm power take-off could only be specified with a De Luxe Select-O-Speed two-speed PTO on the 4000.

If all of your implements were 540rpm, the 4000's iPTO made it a sensible choice, but failing that it was hard to see how the 990's versatility could be bettered in this department.

Our choice may prove controversial, but for its 540, 540 'economy' and 1,000rpm speeds as standard, we like the David Brown.

T&M VERDICT: DB 990

Hydraulics

Some have argued that David Brown's Selectamatic is complicated to operate and at first glance it probably appears that way, but it is actually quite straightforward once accustomed to it. The key to the system was to push the control lever to the 'Select' section of the quadrant before turning the 'dial' to the desired hydraulic service – Depth control, Height control or Traction Control/External Services.

Once 'Depth' had been 'dialled in', the operating depth of an implement was controlled by the control lever – with working depth maintained automatically, regardless of undulations. 'Height' enabled the operator to hold the implement in a set position, irrespective of weight and engine speed, while 'Traction Control' (known as TCU) presented the opportunity to increase the amount of weight transfer by pushing the lever forward.

Operating the lever in the 'External' service enabled a trailer to be tipped or reversible plough to be turned, for example. It pulled against a spring so



The Selectamatic hydraulic system is not as complicated to operate as it first appears. Photo: T&M archive.

Specification: DB 990 Selectamatic & Ford 4000

Model	DB 990	Ford 4000
Engine	David Brown	Ford
Power	55hp	55hp
Cylinders	4	3
Bore	35/8in (92.1mm)	4.4in (111.8mm)
Stroke	4½in (114.3mm)	4.4in (111.8mm)
Capacity	186cu in (3,045cc)	201cu in (3,294cc)
Rated speed	2,200rpm	2,400rpm
Clutch	Single or dual plate	Single plate
Transmission	6 fwd, 2 rev or 12 fwd, 4 rev (optional)	8 fwd, 2 rev or 10 fwd, 2 rev (Select-O-Speed)
PTO speed	540/1,000rpm*	540rpm*
PTO power	540rpm: 44hp 1,000rpm: 48hp	48hp
Lift capacity	3,150lb (1,430kg)**	3,197lb (1,450kg)
Height	64in (163cm)***	63in (160cm)***
Width	64in (163cm)****	67½in (171cm)****
Wheelbase	78¾in (200cm)	84½in (215cm)
Weight	4,390lb (1,990kg)*****	4,150lb (1,882kg)
Front tyres	7.50-16	6.00-16
Rear tyres	12.4/11-36	

* As standard ** Static, at link ends *** To top of steering wheel **** Minimum track ***** Livedrive model

that it returned to the 'hold' position when the lever was released. This prevented the system from being left in a state of lift.

Ford had been fitting single-lever hydraulic systems to tractors for seven years when it introduced the 6X range, but it improved it with increased lift capacity, a double-acting top link (except the basic 2000), a flow control valve and live operation as standard, thanks to a pump with a capacity of 4.4gpm.

On tractors with the standard, eight-speed transmission, a gear-type pump was located in the rear axle centre housing, while Select-O-Speed models had an engine-mounted, piston-type pump.

A small lever adjacent to the quadrant enabled the operator to switch between position and draft control, while independent control of external services was afforded by a small valve on the right-hand side of the rear casting.

Rather like the power take-off, the hydraulic systems are sure to

divide opinion, but the Selectamatic system is impressive in our eyes. The Ford 4000 is simplicity itself and is nice to work with, but the DB 990 is equally comfortable with implements with or without a depth wheel and reassuringly accurate.

T&M VERDICT: DB 990

Operator area

With a decent step up making access to the footplate easier, the 4000 scores heavily when it comes to getting on, and off. The David Brown is hampered by the fact that the step is small and the steering arm protrudes rather a long way, hindering access to the footplate.

Once aboard, it is obvious that the 990 had evolved from previous models in that the design appeared rather dated comparison to the Ford – designed on a blank sheet of paper. The 3000's instrumentation and layout of controls appears rather Spartan in comparison to the DB, but ➤



The 6X range of tractors is simple and straightforward to operate.

Photo: Jonathan Whitlam.

the dash is nicely raked and easy to read, while there is very little 'clutter'.

Visibility is good on both tractors, but the driving position of the Ford feels better and more ergonomic. We are not particularly keen on the 990's left-hand hand throttle either!

The Ford 4000 is simply laid out and straightforward to operate, whether in standard or Select-O-Speed guise and for this reason we're awarding the win in this section to the blue oval.

T&M VERDICT: Ford 4000



With its modern looks, the Ford takes the win in terms of styling.

Photo: Jonathan Whitlam.

Styling

With a similar bonnet profile and round-top fenders, these tractors look similar in terms of styling but the Ford 4000 has a longer wheelbase and a less ground clearance, so their stature (exaggerated by their respective liveries) appears rather different.

Practically the same in terms of height to the steering wheel, and both shod with 11-36 rear tyres, the 990 appears larger thanks to its

6.00-19 front tyres (whereas the 4000 has 6.00-16) and increased ground clearance but there is actually very little to choose between the two.

Although the Chocolate Brown skid unit hides grease and grime pretty well, the Orchid White is not very forgiving and hard to keep looking its best. The 4000 is perhaps not as dynamic in terms of its livery, but pleasing to the eye and modern looking as far as we're concerned.

Fans of the Implematic series may argue that David Brown should have retained the Currant Red and Primrose Yellow colour scheme, but that's an argument for another day!

T&M VERDICT: Ford 4000

Final thoughts

Truth be told, there's very little to choose between these two tractors. They are well matched and if the David Brown can convince would-be purchasers that its 12-speed transmission and Selectamatic hydraulic system are not over-complicated, we feel that more people would consider the 990 as a true adversary of the Ford 4000 and Massey Ferguson 165 (58hp) for that matter.

The David Brown 990's ability is legendary amongst those that are loyal to the marque and the company enjoyed tremendous success with the model. Those that were brave enough to try one often stayed with the

USEFUL CONTACTS

Barclay Williams
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Worcestershire
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barclaywilliams.co.uk
David Brown parts

Bob Vaughan Tractors
Yoxall, Staffordshire
Tel: 07831 665757
bobvaughantractors.co.uk
Vintage & classic tractor sales

David Brown Parts Ltd.
Ross-on-Wye,
Herefordshire
Tel: 01989 562743
davidbrownparts.com
David Brown parts

Ford Tractor Spares
Blandford Forum,
Dorset
Tel: 01258 830991
fordtractorsparses.co.uk
Ford parts & tractor sales

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Vintage & classic tractor sales

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sjbriggs.com
Used DB parts

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Holmfirth,
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Vintage Tractor Spares
Lutterworth,
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Tractor parts & repair services

RIGHT: The Ford 4000 and DB 990 are both very good tractors, but forced to choose we'd opt for the David Brown. Photo: Jonathan Whitlam.

brand, which is testament to the 990's competence.

With its radical new appearance, impressive standard features and options, the Ford 4000 was always going to be a hit. With the power output that everyone wanted at the time and a lineage that had won over an army of fans, the three-cylinder Major was destined to take the farming world by storm.

Today, both models retain a strong fan base, but the popularity of the 990 in particular has increased noticeably in recent years. It's well built, reliable and extremely capable and although it tends to command higher prices than many of the other David Brown models produced in the 1960s, it still represents good value compared to the likes of Ford's 6X models and Massey Ferguson's 100 Series.

With classic tractor specialists like Bob Vaughan Tractors, S R Haylock



and Oakfields stocking nice examples of tractors from this era, it's worth getting in touch to see what they have.

So, it's three categories apiece and when this has happened before we've chosen a winner rather than call it a draw. Both have traits that we're not keen on, but looking at it purely from a value-for-money perspective we'd plump for the David Brown 990.

Generally, you can pick one up cheaper than a 4000, but remember that good original examples will always command a premium.

Its abilities are impressive and a reminder of the calibre of machinery that left the factory at Meltham.

OVERALL WINNER: DB 990



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Model corner

The latest from the scale model world



We love the Xerion! The rotating cab adds to the realism.

Modern machinery

It's a trio of modern kit for you in this issue – with another JCB and a couple of tractors for your delectation and delight.

First up is the JCB 1CXT, complete with the features you can find on the real thing – including rubber tracks and telescopic dipper. We liked this one as there's no imitation rust or mud, and it's all the better for it. Despite the intricacy, it feels sturdy enough and at £22.99 it's not bad value.

Next up is the Case IH Maxxum 150. Like all of the other Britains tractors we've reviewed recently, although we like the sturdiness of the three-point linkage, it restricts the turning ability when coupled to a trailed implement. At around £27.99 it's on a par with the bulk of Britains' 1:32 tractors

and a nice addition to the expanding range.

Finally is the one we've wanted to get our hands on for a while – the Claas Xerion 5000. Just like the full-size version there's four-wheel steering and the most impressive feature – a rotating cab!

It's a heavy and well-built model and, unusually, the box features a small selection of parts that you must add yourself to complete the look – including mirrors and flashing beacons. At approximately £34.99 it's good value, particularly when you compare the size of it to a 'standard' 1:32 rigid-frame tractor!

For more information on the Britains range of farm toys, please visit the website: britainsfarmtoys.co.uk ■



Small, but full of detail, the JCB 1CXT is a nice model.

The Maxxum 150 is a must for Case IH fans and complements the Optum 300 CVX nicely.



1:32 scale Ford TW - County 1884 Prototype "40th Anniversary"

This stunning model has been produced by Universal Hobbies to celebrate the 40th anniversary of the mighty County 1884. Launched at the 1980 Smithfield show, this titan has a very interesting story.

In early 1980 a US tractor dealer in Texas approached County asking them to convert his Ford TW-30 into a County as he was unable to purchase one locally. After much discussion, County sent all of the parts from a 1474 needed to bring the TW up to County specs as well as one of their top engineers to oversee the works. There were some concerns around the 1474 parts being able to cope with the extra horsepower, but these proved unfounded and you could say that the resulting machine became the prototype for the 1884.



This **Limited Edition** 1:32 scale model commemorates 40 years of the County 1884 and, as with the original tractor, still carries the Ford decals, front weights and the PAVT rims.

We also have two other icons of their time, the **Ford 7810 "Jubilee Edition"** and **County 1474**. All of these models would make great additions to any collection. Don't forget, orders over £100 receive free UK postage!

The County 1884 Prototype will be available from mid March. The other models below are in stock now! You can order yours from your local model stockist.

Alternatively, you can order by phone on **01903 875978** or online at www.accuratediecast.com.

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SPREADING SLURRY

Nice to see a bit of teamwork!

Dear Junior,

Here is a Massey Ferguson with an Abbey slurry spreader and a John Deere with a bale handler. I love making toy farms all around my house.

Michael Coakley (aged 7), Co. Cork



MASSEY FERGUSON DUO

Lovely detail - well done!

Dear Junior,

This is my drawing of an old Massey Ferguson and tipping trailer. I hope you like it.

Ben Killick (aged 6), Lincolnshire

BIG JOHN

I wish I was tall enough to need that many steps.

Dear Junior,

This is me and daddy in the John Deere 2030.

Darragh Flynn (aged 5)



HIGHWAY SPEC

I think I prefer it in yellow!

Dear Junior,

This is a Massey Ferguson 265 (council edition). I have always loved tractors and farming and making model farms.

John Coakley (aged 11), Co. Cork

My sneeze of the month wins this great prize from SIKU*

Whether you're filling the silage clamp, loading the biogas plant with biomass, or moving straw for livestock bedding, the 1:32 JCB 435S wheeled loader can be used in many ways on your farm. With its deep-tread tyres and articulated joint, the loader can be used on all terrains and is very manoeuvrable. The loading arm can be raised and lowered and, thanks to the SIKU interchangeable system, it can also be combined with other front loader accessories.

* Thanks to my friends at Alpha Toys Ltd. (distributors of SIKU in Great Britain).



Scottish connection

Iain Bridges has been a big fan of Nuffield tractors since he was a boy. Bob Weir went to Fife to see his latest acquisition, a 4/65.



The 4/65's looks were a departure from the long-running style that had gone before.

Iain Bridges' fascination with agricultural machinery, like that of so many others, goes back a long way. "My dad first got me interested in tractors," he explained. "He was raised on a farm, where my grandfather was employed as a horseman.

"The horses were eventually replaced by tractors and after 40 years my grandfather was presented with a long-service medal. My dad went on to have a career as an agricultural engineer, and I've followed in his footsteps."

Iain has lived in Fife all his life. The 4/65 is the third Nuffield in his collection, and the family have owned the other two tractors since before the Millennium. "The M4 was built in 1952, and my dad

acquired it back in the 1990s," Iain explained. "The tractor is believed to have originally been owned by the late John Melloy of Murthly in Perthshire. My dad bought the tractor from a local enthusiast.

"When we first got the M4 it was in a bit of a state. A lot of the parts had been packed away in boxes, and the tractor was missing its tyres. As things turned out the Nuffield was in reasonable condition, and we did all the restoration work ourselves."

The Nuffield 10/60 was bought in 1997. The tractor was originally made in 1966 and is equipped with some factory-fitted extras, including a deluxe seat and full set of lights.

"I believe the tractor was originally fitted with a Winsam cab," said Iain, who is a member of The Nuffield ➤

Specification: Nuffield 4/65

Engine	BMC diesel
Cylinders	4
Power	48.5 kW (65hp)
Bore	100mm (3.94in)
Stroke	120mm (4.724in)
Displacement	3,770cc (231cu in)
Rated speed	2,500rpm
Transmission	10 fwd, 2 rev
Wheelbase	2.03m (6ft 8¼in)
Length	3.21m (10ft 6½in)
Width	1.72m (5ft 8in)*
Height	2.2m (7ft 2¾in)
Front tyres	6.00-16
Rear tyres	12.00-38

* At 1.42m (4ft 8in) track



The tractor was rescued from a scrap dealer. Photo: Ian Bridges.



The donor is a viable restoration project. Will Iain be tempted?

and Leyland Tractor Club and Fife Vintage Agricultural Machinery Club. "It's a local tractor and spent many years working in Fife. It led a busy life making hay and when my dad was alive we used to take it to rallies and ploughing matches."

One of the reasons why Iain likes the tractor is because of the Scottish connection. "Like many owners, we have a soft spot for Nuffield because of the factory at Bathgate in West Lothian," he explained. "This was a big deal at the time, because these

were the only tractors being built in Scotland. The machines had a reputation for being well made, and it's a pity the plant closed down after only 25 years."

In 1962, Nuffield tractor production was moved from the company's factory at Ward End in Birmingham, to a new plant at Bathgate in Scotland. The 10/42 and 10/60 models were introduced in 1964. These models featured a high/low gearbox, with 10 forward and two reverse gears, with the model numbers indicating the number of forward gears and the engine's horsepower rating.

After years of development, the 'Mini' tractor was launched the following year. The tractor only measured 8ft 2¼in in length, and weighed a modest 2,098lb. Despite all the research and planning, the model was introduced at a time when tractors were tending to get larger not smaller, and the Mini was not popular with farmers, although it did find favour with specialised growers and local authorities.

Despite its size, the Mini was technically very advanced and included items like state-of-the-art hydraulics and a two-speed PTO.

New look

The 4/65 replaced the 10/60 in 1967 and was one of the last Nuffield tractors. There had been some concerns by management that the current models were starting to look a bit dated, and it was decided to give the product range a makeover. The result was a more modern-looking tractor, with new features.

Changes included a re-styled bonnet, wide-top mudguards, and

BATHGATE FACTORY



The BMC factory at Bathgate in the late 1960s. Despite high hopes, the factory closed after just 25 years. Photo: Geoff Fishwick.

Construction of the Bathgate factory began in 1961 under the management of the old British Motor Corporation (BMC). The move was politically motivated and designed to replace the jobs lost by the closure of the West Lothian coal mines. The plant employed thousands of people and ushered in a new age of prosperity to the area.

Along with other modern factories, Bathgate was seen as a fresh beginning for Scottish industry and a breakaway from the old traditions. The new plant was designed to make commercial vehicles, but the following year Nuffield tractor production was also moved up from Birmingham.

It was hoped that local entrepreneurs would set up new

companies to supply Bathgate, but unfortunately this failed to materialise. The majority of components still had to be shipped up from the Midlands, which added significantly to the costs.

During the next few years Bathgate manufactured all its castings, gears, shafts, and engine parts. Things went so well that it became one of the largest machine shops in Europe, but on the downside the plant also suffered from the same labour problems that had plagued British industry since the late 1950s, and strikes were a major issue.

Management had originally intended to build 750 tractors a week, using a 'round the clock' three-shift system. Although these targets were considered by many commentators to be too ambitious, Bathgate confounded the critics by hitting them on a regular basis.

Despite problems with build quality in the lorry section of the factory, the Nuffield/Leyland tractors maintained their solid reputation. Unfortunately, by the early 1980s the world economy had taken a downturn and was in deep recession. The decline in demand took its toll, and it was decided to halt tractor production in 1982. The plant was closed down four years later.



Despite the 4/65's potential appeal, money was tight at BMC and this stunted further development.

a repositioned battery. Engine power was increased from 60 to 65 horsepower and other improvements included a dual-chamber hydraulic pump and double-acting top link for improved draft control. The steering was also designed, and the fuel tank was repositioned in front of the radiator.

The 10-speed transmission enabled a higher top speed and the tractor was also equipped with a new instrument panel, a dry element-type air cleaner, and front weight frame. The deluxe version of the 4/65 featured an independent PTO and could be bought new for £1,044.

In 1969 the tractor was rebranded as the Leyland 384, when Nuffield's bright orange finally gave way to Leyland's two-tone blue.

Iain had been looking for a Nuffield 4/65 since his father passed away and he acquired this example in 2017. "The tractor was built in 1968, and originally sold by agricultural equipment dealer Neil Ross Ltd.," he explained. "The early history is a bit of a grey area, although the

tractor is wearing a Kincardineshire (Aberdeen) registration. Neil Ross Ltd. had a branch in Laurencekirk (Kincardineshire), so it all seems to fit.

"I bought the tractor from a local scrap dealer based at Dunning near Perth. He had acquired the tractor at a Lawrie & Symington auction in Lanark. It looked like the Nuffield's days were numbered, but all's well that ends well."

Iain has a full-time job, so most of the restoration work was done at weekends. The tractor is stored just a few miles from where he lives, so he was also able to put in a shift during the long, summer evenings.

"The Nuffield was on its last legs," he recalls. "The engine had seized, and the tractor had to be delivered by lorry. The tinwork was also in a dire state. I realised the work was going to take some time, so I removed the engine and stripped the bodywork down to the bare bones.

"When I start a restoration project, I usually begin with the engine. I certainly had my work cut out with

the Nuffield's diesel. I don't know how long the unit had been left in this state, but it was obviously going to need a lot of work."

According to Iain, patience is often needed to free off a seized engine and the 4/65's unit was no different. "I ended up having to cut the liners off the pistons to get the gudgeon pins out. It took three nights with the engine turned upside down and soaked in diesel to get the liners to move just a quarter inch. Once I got everything freed off, I sent the crankshaft and cylinder head down to specialists Wm Anderson Engineering Ltd., based in Kirkcaldy. Everything else is brand new from front to back, including the clutch."

Tinwork saved

Compared to the problems he had with the engine, Iain said sorting out the tinwork was fairly straightforward. "I was able to save all the original tinwork, so the body is just like it was when it left the factory at Bathgate in 1968," he said. ➤



A new, double-acting top link system improved draft control.

"One of the previous owners had replaced the rear wheels with a set used on the replacement Leyland 384. I managed to get a set of originals from Wheelies Vintage Tractor Spares down at Malton in Yorkshire.

"Power steering was an option on the 4/65 and wasn't fitted to my tractor. I decided to get hold of the right parts from a breaker and fit them myself. The parts would have originally been used on a Leyland 384. As you can imagine, it has certainly improved the tractor's handling."

Fortunately for Iain, he was brought up with tools and was able to do most of the work himself. "I was apprenticed as a fitter to JCB, before I got laid off," he explained. "The rest I learned off my dad. I've found over the years that restoration work on this generation of tractors is fairly straightforward, provided you've got the right parts and are prepared to take your time. The family have also had the use of some storage sheds for many years, so we can keep the tractors indoors and out the weather."

Iain has also followed in his father's footsteps and uses John Charnley & Sons down in Chorley, Lancashire, wherever possible.

"Tracking down Nuffield spares has always been an issue, but Charnleys has always been very helpful," he said. "I even went down to Lancashire with my dad on a couple of occasions to have a look at their facilities."

Iain was also fortunate to find a donor 4/65 to use for spares. "The donor tractor came from a farm sale at Brechin, run by Pentland Livestock Limited based in Kirriemuir," he explained. "The Nuffield was just sitting in the corner of a shed, so I snapped it up. The tractor was in a pretty rough condition, but it had plenty of useful parts. It seemed like too good an opportunity to pass up."

"The whole refurbishment took me two-and-a-half years. I wanted it ready for the 2020 show season, but because of the Covid-19 pandemic, this was obviously cancelled. Hopefully, things will improve in 2021 and I can also take the tractor on a few road runs. ■

USEFUL CONTACTS

William Anderson Engineering Ltd.

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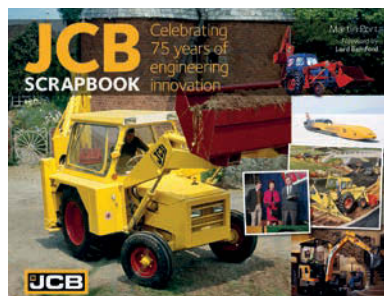
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We take a look at some tractor-related items that may be of interest to you.



JCB Scrapbook

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The 75th anniversary of one of JCB was always going to be a milestone worth celebrating and this new book certainly marks the occasion in style.

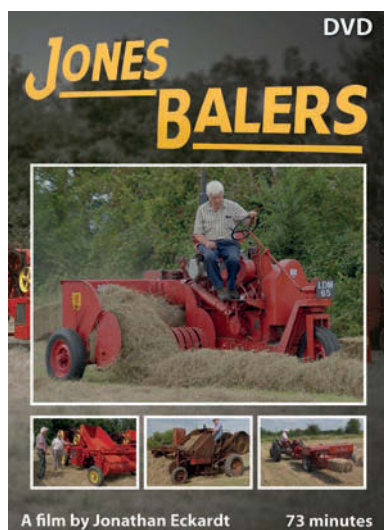
Martin Port is perhaps best known for his *Mini Scrapbook*

and the facts, fun and memorable moments that he managed to stitch together so well in that publication have translated into this new work on JCB.

With access to the JCB archive, Martin has selected a wonderful array of images from the early days of the company, started in October 1945 by Joseph Cyril Bamford, to the latest electric-powered mini excavator.

As well as the machinery that helped propel JCB to the dizzy heights of global production, there are models, advertisements and details of record-breaking feats, such as the world's fastest tractor.

Even if you're not a JCB fan, you'll find it difficult not to like this book. If we have one criticism, it's that it's not big enough! More pages and a larger format would have made it even better!



Jones Balers

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The balers made by the Jones brothers, from Mold in North Wales, may no longer be in production but there are many still at work across the UK.

The DVD charts the development of Jones Balers Ltd. with the help of Jones aficionado Mike Lawrence, from Somerset, who has one of the finest collections of such equipment in the UK.

The company's origins lay in the brothers' contracting days in the early part of the 1920s, when equipment was hard to get hold of. They decided to build a machine for themselves and after looking at many other machines available at the time, they successfully built an early baler.

Farmers liked what they saw and asked the Jones brothers to build one for them too. The rest, as they say, is history!

Malcolm Fleet presents the film in a casual, yet informative style, ably aided by Mike Lawrence, who many of you may remember from the Jones Invicta story in the September 2019 issue of *T&M*.

It may be a niche subject, but we thoroughly enjoyed the DVD and learned a great deal. The number of models produced by the company is astonishing and a tribute to the ingenuity of this once-great manufacturer.



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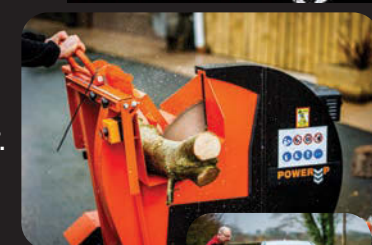
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Tractors in the blood

Tim Lynch, from Co. Kerry, tells Peter Love about his newly-restored 1958 Fordson Dexta.



Tim Lynch's 1958 Fordson Dexta following restoration in 2020.

For Tim Lynch, restoring a Fordson Dexta is second nature, as he was brought up with this size of tractor, along with motor vehicles – particularly Fords – as his father had traded them for decades.

His interest in vintage and classic tractors started when his father, Pat, reconditioned, serviced and repaired Massey Ferguson 35s, 135s and 165s, as well as Fordson Dextas and Super Dextas, during the 1970s, '80s and '90s. These tractors are

still used by the small local farms and on the many smallholdings that make up the landscape in this part of Co. Kerry, on the west coast of the Republic of Ireland.

Following that period, Pat Lynch went on to sell light commercials and four-wheel drive vehicles at Ballylongford and Tim went to work at a Toyota dealership in the workshop.

Tim first restored a tractor with Pat in 2002, when they took on a 1950 Ferguson TE-D 20 – a tractor



The tractor as it arrived in the workshop, having been stored since 1997 for the previous owner.

that he still cherishes today. In fact, Tim has others he has restored, including a number of MF 35s. His Perkins 3.152-engined example was restored eight years ago now and looks just as lovely as the day it left Banner Lane.

As for the Fordson Dexta that Pat owns, it's an early April 1958 example that came to Co. Kerry in 1968, having been imported from the UK. It was used on a neighbouring farm with a rear loader, where it worked until 1997. Pat Lynch was asked to store the tractor for the owner's son. The objective was for the Lynchs to eventually restore it for the owner's family, but that didn't happen.

In 2015 it was purchased by Tim and it came with the original Irish logbook, rear loader and original toolbox. The Lynchs had maintained the tractor in working times and it still ran, but it needed a lot of work to get it up to scratch. It had been many decades since it left the Dagenham production line and time had not been particularly kind to it.

The front axle had taken a lot of punishment and a full overhaul was required. New kingpins and bushes were required, as well as wheel bearings and oil seals. The steering box also had a lot of play in it, so it was decided to remove and replace the worn parts and shim it as required.

Achilles heel

The track rods were replaced and the Dexta's Achilles heel, the top shaft bearing in the steering column, required attention. Here



CLOCKWISE FROM TOP LEFT:The hydraulic top cover was removed to free off the components that were stuck.

The first topcoat was applied before a heavier coat finished the skid unit off.

The two coats of synthetic primer on the skid unit were flattened down before topcoats were applied.

the wear can be considerable and if you don't pay attention to its state, the bearing can break up completely and lock the steering up, with drastic consequences.

It's not an easy job to replace the bearing, but with safety paramount it's a job that needs to be done. A new steering wheel also went on in this particular case.

Luckily, the engine was in excellent order following an overhaul by Pat in the '80s. The engine oil and filters were replaced, the tappets adjusted and new fuel lift pump fitted too. Luckily, the fuel tank was in good order and didn't need any work after it had been power washed.

A complete overhaul of the cooling system took place, with the radiator, hoses, water pump and temperature gauge replaced. Tim had difficulty sourcing the correct fan guard, as he didn't want an aftermarket fibreglass example, but he managed to source an original, along with other parts, from a breaker in the UK. He has since learned that both types of fan guard are sold by Queensbury Tractor Parts (tel: 01387 811771).

As for the electrics, the original starter and dynamo were reconditioned and used again. A new battery was fitted but, unfortunately, a more authentic black-cased example was not available locally at the time. A new wiring loom was fitted, the ►



Tim Lynch (seated) with Pat, Aden and Owen.



The Fordson emblem was hand painted and came up well.

original voltage regulator was tested and reused, new dash lights for oil pressure and charge were fitted and a new starter solenoid went on. Tim also made up new battery leads incorporating an isolator switch.

The original-type rear lights were sourced in UK and new front lights

were fitted. A new tachometer and drive cable had to be fitted and a registration plate bracket was fitted in the correct location with a period light.

The transmission was cleaned out and inspected and it transpired that new selectors were required. As for the hydraulic system, it did not work as it should and so the lift cover was removed and the valves were found to be stuck. After removal and extensive cleaning, the valves and seats came up well and were fit for further use.

Professional finish

A new power take-off oil seal was fitted and following reassembly with a new filter and oil, the hydraulic system worked well and didn't require any adjustment. New lower links and check chains completed the work on the hydraulics.

The brakes were found to be serviceable and just needed

cleaning and adjusting. The early-style handbrake lever was badly seized, but after a session with the oxy-acetylene it freed off well. It operates as it should, but Tim feels that it's best not to park on too many hills!

Unfortunately, the wheel rims were in quite a state and new ones had to be purchased, along with wheel studs, nuts and new tyres – BKT 6.00x16s on the front and 12.4/11-28s on the rear.

The mudguards and footplates were too far gone to repair, so new ones were sourced from Clifford Tractor Parts in Ballymacelligott, near Tralee in Co. Kerry. Tim says that they are excellent quality and fitted perfectly first time. A new seat was obtained and new cushions went on. The nose cone and bonnet needed a lot of fabrication work, which was done flawlessly by a friend of the Lynch family.

Much of the Dexta was rubbed down with a sander and wire wheel, with the exceptions being the front axle and linkage parts, which were sandblasted. A lot of time went into carefully cleaning the tractor down to bare metal, with extra care taken where cast codes and engine numbers are stamped.

Although Tim is very capable with a spray gun, he wanted a professional finish and decided to outsource the work to a friend. Two coats of synthetic primer went on and were rubbed down before two coats of Vapormatic 'Empire Blue' were applied by Tommy Shanahan of Shanahan's Bodyshop.

A flawless, dust-free finish on the Dexta tinwork followed, which really makes the tractor stand out. After assembly, new chrome badges were obtained and hand painted to finish the detailing and the 1958 Dexta was completed with a key coat of wax, not polish, to protect it for the future.

Due to Covid-19, the tractor has not been seen at any shows, but it looks set to be a prize winner when the time is right. Tim's not one to rest on his laurels and his next project is a 1952 Fordson E1A Major.

* Thanks to Tim Lynch and Denis Hegarty. ■



A new swinging drawbar assembly was obtained.

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Ballyquintin ploughing day

With more shows cancelled, now is the time to catch up on some of the small-scale events that were able to take place in the last few months of 2020.



Left-right: Brian Dempster (County 1454), Richard McDonald (Muir-Hill 111), John Mageean (County 1174), Sydney Scott (County 1164), Stephen Mageean (Ford TW-15 Force II) and Ken Cooke (County Super-4).

On Saturday 26 September a small number of tractor enthusiasts had a ploughing day at Ballyquintin, near Portaferry in Co. Down, with social distancing in operation. Several pairings of classic tractors and ploughs were present on a glorious autumn day, on land belonging to Michael Braniff, *writes James Connolly*.

Ken Cooke took three tractors and ploughs to the event, including a Muir-Hill 111 Series III and a Kverneland five-furrow plough, which

was operated by Richard McDonald. Brian Dempster drove the County 1454 with a Kverneland six-furrow spring-release plough, while Ken Cooke drove his self-built County Super-4 and Ransomes four-furrow plough at the event.

This tractor has an industrial-spec engine and superb grip levels thanks to its new Goodyear tyres. It made light work of ploughing in the stubble ground.

John Mageean drove his tidy County 1174 and Sanderum four-furrow plough at Ballyquintin, while Stephen

Mageean had brought along his recently-purchased 1987 Ford TW-15 Force II and five-furrow spring-release plough. The tractor spent its working life in Denmark.

Rounding off the group was Sidney Scott who thoroughly enjoyed the day's ploughing with his 1972 County 1164 and Kverneland four-furrow plough.

* I would like to thank Ken Cooke for the opportunity of using his County Super-4. All those present would like to thank Michael Braniff for the use of his land for ploughing in this picturesque part of Co. Down. ■



John Mageean ploughing with his County 1174 and Sanderum four-furrow spring-release plough.



Sydney Scott with his 1972 County 1164 and Kverneland four-furrow plough.



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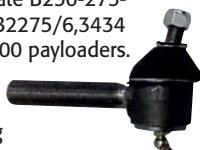
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Hi-Performers

Scott Lambert looks back fondly at an often overlooked British-built range of tractors from the late 1970s and early '80s.

With 72hp on tap, the IH 684 is a good all-rounder.

Photo: Jonathan Whitlam.



International Harvester's Worldwide Series, launched in 1970, has enjoyed a great deal of acclaim over the years – and rightly so. It was a brand-new range of tractors, launched with the 454 and 574, that would set new standards in design, operator comfort and performance.

This well-liked series of tractors evolved into the Hi-Performers range – better known as the 84 Series – and, ultimately, the Fieldforce range (85 Series) – but question anyone on their favourite IH model from the '70s and '80s and very few will choose a model from the Hi-Performers range. Why is this?

Many, and until recently I would have counted myself among this group, appear to see the 84 Series as a 'warmed over' version of its predecessor – a range of tractors with fresh styling that was

essentially the same underneath as the 574 et al, but is this a fair synopsis?

To establish the facts we must look in more detail at the tractors in the range, with the exception of the Bradford-built 384 – as it, like the 354, 444 and 374 before it, was an old design that could trace its roots back to the B-250, and not a true Worldwide Series model.

Come 1977, and the introduction of the Hi-Performers, the D-179-engined 454 was logically replaced by the 484, but for the remaining models things were not quite as straightforward. The defunct 474, powered by the short-stroke D-206 engine and replaced by the Perkins-engined 475, made a 'return' in the form of the 584.

The 574 (68hp) and 674 (78hp) had both used the D-239 engine, as did the new 684, but the 784 and Hydro

84 were powered by the D-246 – an engine introduced in 1974, midway through production of the Worldwide Series. The range-topping 884, which came later, utilised the D-268 engine – a well-liked motor that would go on to power thousands of 844XL tractors.

The beauty of this family of engines was that it was a proven concept of three- and four-cylinder direct-injection units built at IH's Neuss-on-Rhine plant in Germany. The engine range was designed to share many components between the three-cylinder D-155 (533 tractor) and the six-cylinder DT-402 (1455 and, later, 1455XL).

The design incorporated removable wet cylinder liners to ensure efficient cooling and featured plateau honing to reduce oil consumption. The four-cylinder engines, powering the bulk of the 84 Series, used balanced ►



The 584 used the short-stroke D-206 engine, rated at 62hp (59.5hp DIN).

Photo: Jonathan Whitlam.



LEFT: This brochure covered details of the 84 Series tractors as well as the 55 Series, 2+2 models, TD-8CA crawler and rough-terrain forklifts.

and hardened, forged steel crankshafts – with two contra-rotating weighted gears running at twice the crank speed to dampen any vibration.

The D-268, also a 'new' engine to UK eyes as far as tractors were concerned, was a long-stroke version of the D-246 that IH tweaked to help dissipate the heat produced when generating the additional 5hp.

Transmissions

IH had learned from experience and chose to increase the number of 'pads' used on its 11-inch Dyna-Life clutches – with four used on the smaller models in the range and a six-pad unit fitted to the 784 and 884.

The option of the Torque Amplifier transmission remained, doubling the number of gears available to the operator and providing a 20 per cent increase in torque when switching out of direct drive.

The 84 Series gearbox retained the four synchronised ratios of its predecessor, selected using what IH called a 'lightning' shift pattern – with first gear at the top of the console to the left of the seat. Moving the lever forwards and down changed up through the gears. Slow and fast versions of the transmission were available – just as they had been previously.

In the range section of the gearbox, high, low or reverse could be selected by the other lever on the left-hand console, before drive

reached the output pinion shaft. As was the case with the speed element of the transmission, varying crown wheel and pinion ratios were available and a small plate on the clutch bell housing indicated, via coding, what ratios the tractor was fitted with.

Unlike the previous range, a sole hydrostatic model was offered. The Hydro 84, rated at 77hp, was the only tractor in the 84 Series with such a transmission as IH had learned that anything with less power was not really up to the job.

The little International 454 had proved that the three-cylinder D-179 was simply not powerful enough to run a hydrostatic transmission, as the system was less efficient and needed a more powerful engine to reach the same rated PTO power as its gear drive counterpart.

To illustrate this, it's worth noting that using the same engine as the 784, rated at 80hp, the Hydro 84 produced a similar amount of power at the power take-off as the 72hp 684.

Hydraulics

There was little change in the rear end as there was no need to radically alter things, despite the design approaching 10 years old. The Worldwide Series was at the cutting edge when it was introduced in 1970 and seven years on, when the 84 Series was launched, it was still an advanced piece of kit.

Using Hy-Tran, an oil suited to both the tractors' hydraulic and transmission systems, a small transfer/lubrication pump in the base of the transaxle maintained the correct oil level in different compartments.

The Multi-Control Valve (MCV) was bolted to the exterior and it was this unusual casting that housed one of the most wonderful box of tricks to ever grace an International Harvester tractor!

Basic specification: IH 84 Series

Model	Engine	Power	Torque	Lift capacity
384	BD-154A	45hp	119lb/ft	1,179kg
484	D-179	52hp	138.4lb/ft	1,680kg
584	D-206	62hp	166lb/ft	2,000kg (2,380kg*)
684	D-239	72hp	180lb/ft	
784	D-246	80hp	194.2lb/ft	
H84	D-246	80hp	194.2lb/ft	
884	D-268	85hp	212.7lb/ft	

* With assistor.

Its contents enabled a single main pump, attached to the rear of the MCV, to be used for all of the tractor's hydraulic systems. Inside the MCV was a flow divider to prioritise oil for the steering system and power take-off clutch pack, while the remainder was sent to the linkage and spool valves.

Other MCV components included a suction filter, incorporating a bypass valve, a pilot relief valve, PTO pressure regulator, PTO control valve (permitting feathered engagement of the PTO and braking of the shaft when not engaged), steering return check valve and steering safety valve. Like the 74 Series, the Hi-Performers were fitted with two PTO shafts – one with six splines and the other with 21.

The hydraulically-operated, self-adjusting brakes used oil-cooled discs for trouble-free stopping power, with an equalising valve to ensure even braking when the pendant pedals were latched together. Unfortunately, IH made no attempt to alter the design of the parking brake, which had already gained notoriety.

The cable-operated contracting band, around a drum on the pinion shaft, was not strong enough to stall the tractor if it was left engaged and so it was possible to drive the tractor with the parking brake 'on'. This could result in the friction material being destroyed and contaminating the oil, resulting in damage to hydraulic components, often at considerable expense.

Aesthetics

The most obvious differences between the Hi-Performers and the Worldwide Series were in their appearance. With IH having introduced the US-built 86 Series ➤



Just 1,839 Hydro 84s were produced for the domestic market between 1977 and 1981. Image taken from promotional literature.



LEFT: A 684 fitted with the standard ISO-mount safety cab. Specification included padded upholstery, tinted glass, lift-off doors, opening side windows and double-hinged rear window. Photo: Jonathan Whitlam.



Four-wheel drive models used a Japanese-built KIMCO axle. Note the Super Deluxe Cab.
Photo: Malcolm Bush.

in 1976, and incorporating a greater use of black, IHGB styled the 84 Series to match.

Amongst the prominent features were black rear cab pillars with a chrome outline, black stripe decals (with a white outline) on the bonnet and cab doors and a taller bonnet with a nose that leaned forward slightly, rather than sloping back. The round, enamelled silencer of the 74 Series gave way to one of oval profile, which meant the operator's view was less obstructed.

The changes to the cab were rather interesting, as they had to be made in order for the 84 Series to match the 86 Series and European-built models – such as the 955. To enable a wider rear post to be fitted to the cab, a folded steel section was welded to the original ROPS frame – which led to the design of the side

window changing from a sliding type to rear-hinged units.

Plus, despite no obvious changes at first glance, the doors were slightly different – with a larger lower portion and less glass as a result. This enabled the door-mounted black stripe to align with the corresponding one on the bonnet!

The standard roof profile was now higher than that of the outgoing 74 Series, but without a heater/blower. It won praise for its increased headroom, but made all the difference when going in and out of low buildings.

The sidelights and indicators were also moved to the front of the cab, rather than the front of the mudguards, in a bid to prevent driver distraction in hours of darkness. This was a simple solution that had the desired effect.

Cabs

Perhaps the most noticeable changes in the cab, for the operator at least, were in the dash panel. The 74 Series started life with a faux wood panel housing four small gauges that displayed the tractor's vital signs, but with improved noise legislation in 1976 came the need to shroud this for sound-deadening purposes.

Rather than keep this chunky rubber insulation, a new, black plastic dash panel was incorporated into the cab on the 84 Series. Gone was the quartet of gauges – replaced by fuel and temperature gauges, with a large tachometer to the left-hand side.

With the oil pressure and ammeter gauges replaced by warning lights, the new, minimal look was arguably smarter, but it was evident that not a great deal of thought had gone



The dash panel was simple and well laid out, but some of the warning lights were difficult to see in bright light.

Photo: Malcolm Bush.



Standard lift capacity was 2,000kg across the bulk of the range, but 2,380kg with the optional assistor (seen here).

Photo: Malcolm Bush

into it. It worked well in the dark and in the confines of a shed, but in the bright sunlight it was hard to see some of the warning lights – particularly the parking brake ‘on’ warning. Given that this had been an issue on the 74 Series, it’s hard to believe that IH didn’t address this from the off.

It was eventually rectified in 1980, when IH announced that a flashing amber warning lamp would be inserted into a hole in the left-hand portion of the dash to indicate when the parking brake was applied.

IH’s engineers had improved what started life as a basic, bolt-together ROPS, but more needed to be done if it was to stand a fighting chance against the competition. They had done a good job of converting it to being an ISO-mounted unit for the 1976 ‘O’ cab legislation, but it was still quite basic – a flat floor would improve matters greatly.

IH was developing what became known as the XL, but it wasn’t

ready for production and so the obvious solution was to fill the gap with a unit already on the market. Thankfully, IH didn’t have to look very far, with Sekura’s Barnsley facility less than 20 miles away from IHGB’s Doncaster works.

Those of you familiar with the David Brown 1410 and John Deere’s OPU will remember the IH flat-floor cab in similar guises, but the Hi-Performers would have the edge thanks to the side-mounted gear levers.

It wasn’t all plain sailing, as IH engineers had to re-jig the gear lever assembly to make it function as intended. Using the original ‘L’ cab lever arrangement proved that problems would occur, with linkages binding/jamming, so the solution was to alter the arrangement to make it better suited to the Sekura cab.

In short, it was simplified, but this meant that the speed positions were reversed in the quadrant – with

fourth now nearest the rear window. This change occurred after the ‘Super Deluxe’ cab was introduced.

This cab brought numerous benefits, as it insulated the operator more effectively from heat and noise, made adjustment of the right-hand linkage drop rod possible from the seat, provided a decent windscreen washer and enabled a larger fuel tank to be fitted. In addition, creature comforts included a heater/blower unit, sun visor, interior lamp and roof hatch. This, naturally, came at a price, with the Super Deluxe setting the purchaser back an additional £770 over the standard cab.

Other changes

At the front, a new bolster now supported the front axle – with the obvious benefit being the ability to bolt a weight frame directly to it. The larger models also benefited from a heavier bolster and more substantial front axle. ➤

Serial numbers: IH 84 Series					
	Serial numbers				
Model	1977	1978	1979	1980	1981
384	501	502-855	856-860	861-901	902-956
484	501-953	954-2314	2315-4302	4303-5495	5496-5820
584	501-609	610-3911	3912-5978	5979-7519	7520-8008
684	501-684	685-3952	3953-6358	6359-8555	8556-9161
784	501-768	769-5397	5398-8638	8639-10379	10380-11206
Hydro 84	501-511	512-1061	1062-1519	1520-2229	2230-2339
884	-	-	501-739	740-1265	1266-1428

Note: Data for tractors assembled for domestic market. The 784 was the most popular model in the 84 Series, with 10,706 Doncaster-built produced for the domestic market.



The International 784 was the most popular model in the range.
Photo: Howard Sherren.

For those that required the benefits that four-wheel drive could offer, all models from the 584 could initially be specified with a driven front axle (until the four-wheel drive 584 was discontinued early in 1978). Like the Worldwide Series, the Hi-Performers utilised a Japanese-built axle from KIMCO – a joint venture between IH and Komatsu. It was an unusual design, with epicyclic reductions each side of the differential and no outboard wheel hub reduction, as well as side drive.

The axle was driven by a two-piece propshaft, with support at the clutch housing, and drive taken from the side PTO opening on the transmission. A gearbox, complete with clutch, bolted on in lieu of the cover plate.

It was not the strongest of systems and IH chose to replace it with a ZF side-drive unit come the introduction of the 85 Series.

The rear of the 84 Series experienced some upgrades too – the most obvious being a new pick-up

hitch with telescopic lift rods and the reversible drawbar clevis/hook, alleviating the need to stow the drawbar when not in use. The other obvious benefit is that the pick-up hitch could be released without opening the rear window.

Summary

We have merely covered the obvious differences between the original Worldwide Series tractors and the 84 Series Hi-Performers, as there were many more subtle changes that space constraints do not allow us to include.

Some addressed flaws in the original design, whereas others improved upon the original or were introduced as components from external sources were changed or superseded.

Many other improvements were made to the 84 Series during its production run too, including upgrades to the four-wheel drive system, but space also precludes us from featuring them.

Regardless of their nature, these changes largely improved upon the original design and took the 84 Series forward to a point where it would metamorphosise into the 85 Series Fieldforce tractors – one of IH's best-loved ranges.

Today, the 84 Series models do not command the affection of the predecessors or their successors, which is a shame given their pedigree and obvious ability. Parts are plentiful and good examples can still be found, with a host of specialists on-hand to assist users and would-be owners.

If you own an 84 Series model, parts can be obtained from the likes of Intatrac UK Ltd. of Shropshire and Tractorparts.co.uk Ltd. of Leicestershire, while potential purchasers are advised to contact K G Kingston of Somerset.

* Thanks to Jacqueline Carpenter and Andrew Brown of the International Harvester Heritage Association for their help in putting this article together. ■

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PRAIRIE POWER

The Maxi Massey, as it was marketed by Massey Ferguson, was said to be the world's first V8-powered row-crop tractor. The 1150, powered by a 510cu in Perkins diesel, generated 135hp at the power take-off and featured a 12-speed Multi-Power transmission, hydrostatic power steering and Ferguson System hydraulics with draft control, position control and Pressure Control. This example, owned by Andrew Jones, was imported to the UK by Richard Keel.

Photo: Andrew Jones.





READERS' GALLERY



David Ford, of Cheshire, writes: "Here is a picture of my girlfriend, Gemma, on her International 276 tractor. She enjoys using it to scrape out the cow shed."



Kathryn Carter writes: "I thought the team at *Tractor & Machinery* would be pleased to see the next generation of tractor enthusiasts starting out at a young age! Pictured is five-month old Evelyn Carter, from Co. Sligo in Ireland, with her granddad, David. Both her dad, Mark, and granddad are Ford devotees and no doubt Evelyn is set to follow in their footsteps! If you were to feature the photo in a future issue of the magazine, that would make her granddad's year. He hasn't seen it yet, so it would be a wonderful surprise! Thank you for keeping the magazine coming, as I know it has helped fill the void that the lack of shows and road runs created!"



Richard Green writes: "This is Eleanor Bassett, my 18-month old granddaughter, having her first introduction to Daisy Brown, as she is known to all the children and grandchildren. The tractor has been in our family over 30 years and I hope she'll be driving it in 30 years' time!"

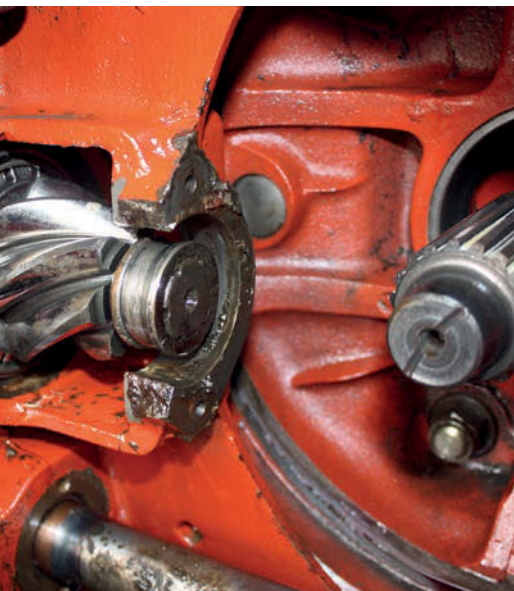


Daniel Hodge writes: "This is my dad, Chris, driving the farm's David Brown Cropmaster. It has been on the farm since new and has given many years of good service."

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

There's good news in this issue, as a replacement casting is located – allowing work to progress as originally planned.

70 Mower overhaul

The power take-off shaft's universal joint comes in for some attention, along with the mower bed.

74 Help

You've sent in your technical questions and now it's over to us to provide you with the answers you're looking for.

76 780 rescue

Work on the bonnet's chin panel gives way to tackling the dash panel.



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Pin replacement

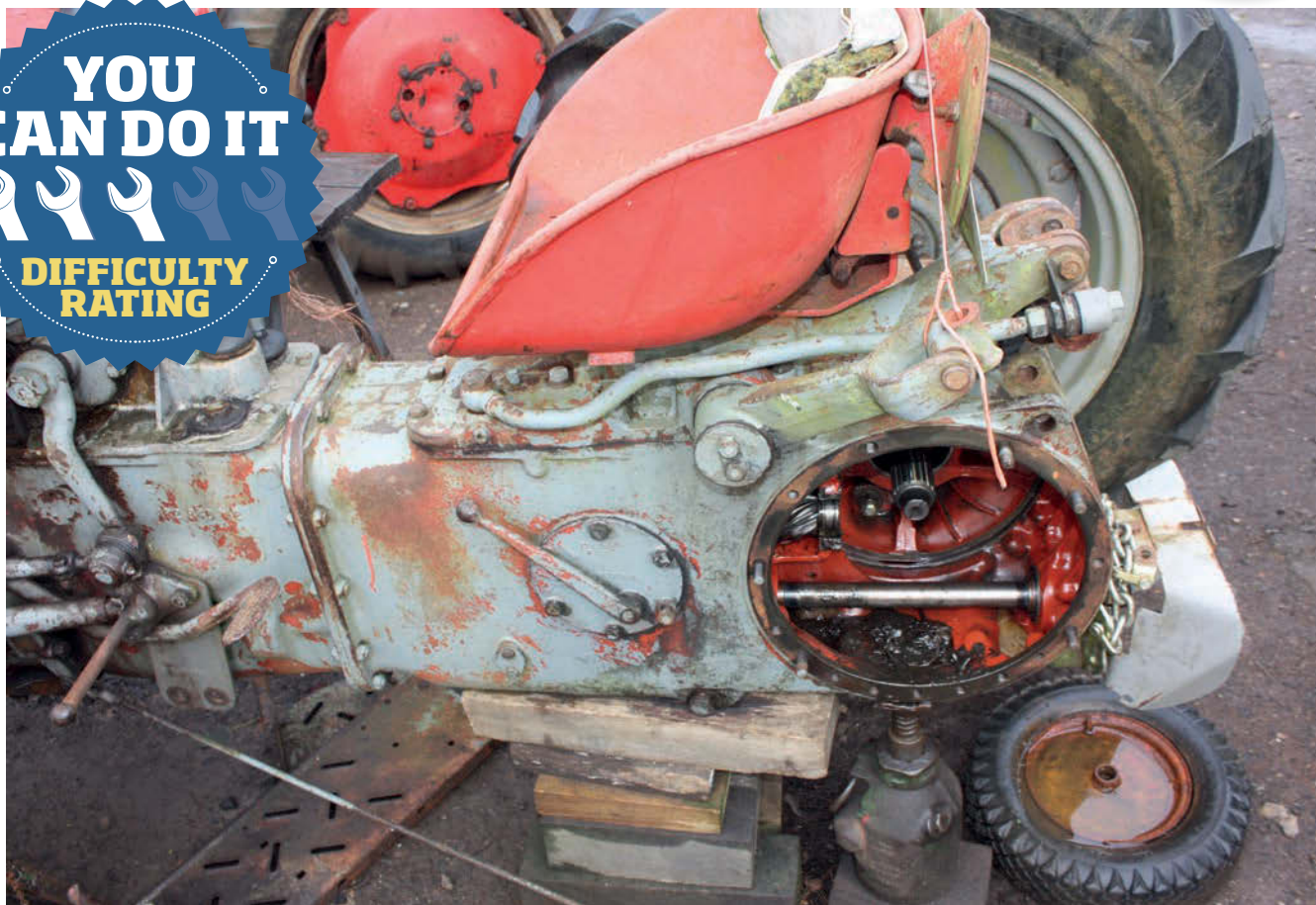
PART
3

The task of replacing the linkage arm pins took a turn for the worst when a broken differential pinion support casting was discovered.

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CAN DO IT



DIFFICULTY
RATING



The original job of replacing the link arms support pins turned into something greater when the broken casting was discovered!

When I first began the job of changing the worn link arm pins, little did I know what was in store. It must be four or five years since I first began using the tractor, after rebuilding the engine and other items. The rear axle had always sounded a little rough compared with my grey/gold FE 35, but it had never let me down.

For anybody who hasn't read the previous parts of this feature, the problem turned out to be a failed rear pinion bearing in the differential, which had expanded and blown the casting around it, which compromised the support that the main pinion bearings had, hence the noise.

New casting

I wasn't happy to reassemble the tractor as it was, and the only option has been to replace the casting with a fresh one, which is involving a complete strip of the rear end of the tractor.

I found a second-hand casting from an industrial Massey Ferguson 205, which had carried a backhoe and loader. The gearbox and axle trumpets were still attached to it, and the hydraulic pump was also still present, so the vendors placed the whole rear end on a trolley, allowing me to dismantle it in their workshop.

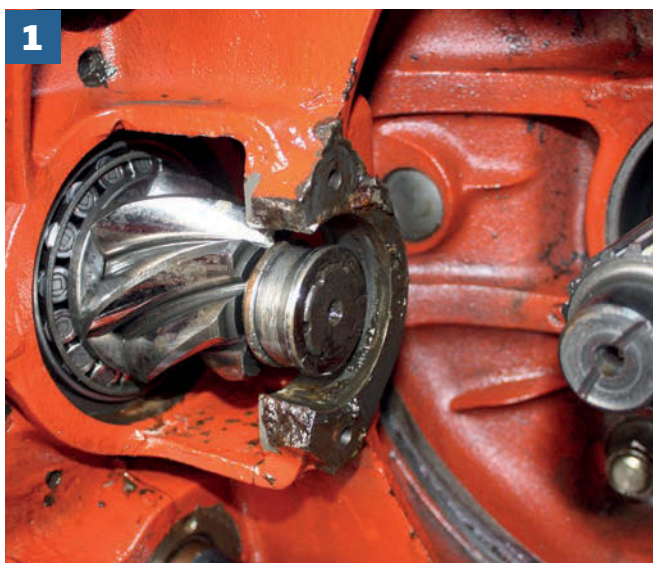
An inspection of the bare casting showed it to be the same as the original 35 one, the only significant

difference being the four tapped holes for the drawbar are larger at $\frac{3}{4}$ UNC, rather than $\frac{1}{2}$ UNC of the original. This means they are stronger than the originals, so they'll be better!

Extra work

Before I'd realised the extent of the problem I'd already replaced the right-hand axle trumpet after renewing the link arm pin, so this will have to come off once again. An initial cleaning of the casting included running some taps through the threads to clean them out and allowed me to inspect them.

Also, the gasket surfaces of the hydraulic cover and the circular side plates required sanding to remove some light surface rust, as the rear



Failed bearing

The extra work has been caused by this failed pinion support bearing, which fractured the casting – rendering it scrap.

Fresh casting

A complete replacement casting was sought and this one, from an industrial Massey Ferguson 205, was a match for the original – albeit the wrong colour!



How it should look

This is how the bearing surround should look. The two holes are to carry an oil deflector/end cover for the bearing.



Top cover

The hydraulic top cover will have to be removed, so a bracket is to be made to assist lifting with the engine crane.



Lifting bracket

This bracket, made from some 50x6mm steel will replace the seat...

end had been standing outside unprotected. This was done using emery cloth and WD-40, which brought the faces up nicely.

With all the threads clean and the gasket-mating surfaces clean, all that's left to do is to clean it up thoroughly internally before swapping it over.

Hydraulic top cover

The next task was to remove the top cover. This is heavy and is easier handled with the engine crane. I fabricated a bracket to bolt to the seat mountings to facilitate lifting the cover. This was made from a length of 50x6mm steel, cut and drilled, with an eye welded on for the crane hook to pass through.

Before attempting to unbolt and lift the cover, both circular side covers were removed to allow me to see the hydraulic control levers that operate the roller on the pump control valve. When fitted, the levers are in front of the roller on a 35, so the valve rocker needs to be held back when refitting the cover, but before lifting it I operated the quadrant levers to check the operation of the system.

The crane made light work of the top cover, which was put aside ready for cleaning and refitting at a later date.

Output shaft

Looking into the open casing revealed the gearbox output shaft. This has a splined tube located by a large split

pin, which has to come out to allow the tube to telescope to shorten the shaft. Removal is made easier by placing the high-low lever into the high range, which puts the collar forward – making more room. Once out, access to the hydraulic pump is easy.

PTO guard & check chains

Before the hydraulic pump could be removed the PTO shaft had to be withdrawn. The PTO guard and check chains were removed, along with the PTO shaft retaining plate. With the retaining plate removed, a punch was placed in the hole in the PTO shaft and a crowbar used as a fulcrum against the axle housing to extract the shaft, which was also put aside for later on. ➤



Fitting the bracket

... and allow the cover to hang on the engine crane.



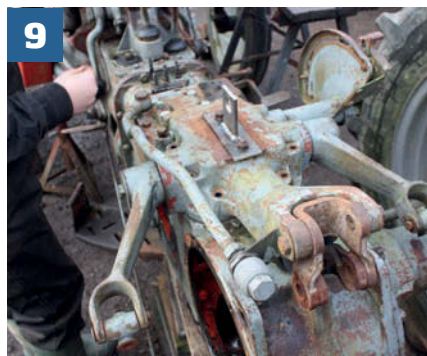
Stud removal

Studs were removed from the scrap casting, as the ones that came with the replacement are too long, as the industrial tractor had different axle trumpets.



PTO shaft

Next to come off was the PTO shaft, after removal of the PTO guard and check chains with their brackets and the retaining plate.



Bolts out

Top cover bolts were next on the list. The circular side plates were also removed to allow a view inside before lifting the cover.



All clear

The engine crane made a light job of lifting the top cover. It can be lifted manually, but is awkward to handle – especially with the lift arms attached.

Hydraulic pump

The next and final component to be removed before removing the right-hand axle trumpet was the hydraulic pump. This is located by two steel dowels – one each side of the transmission casing. These are each secured by two $\frac{5}{16}$ UNF nuts and once these were clear the pump was lifted out of the tractor and placed on top of the housing to allow excess oil to drain from it before storing this away too.

The pump has been removed once before, as I remember when we'd got the engine running after its rebuild the hydraulic lever was raised and the pressure relief valve was stuck. When the draft lever was raised the excess pressure caused the four lift cylinder studs to shear.

We were lucky because I have seen top covers split due to the relief valve being stuck. A new one was obtained at the time and fitted whilst the top cover was off the tractor, and the pump removed, inspected and cleaned too before refitting.

Pinion shaft

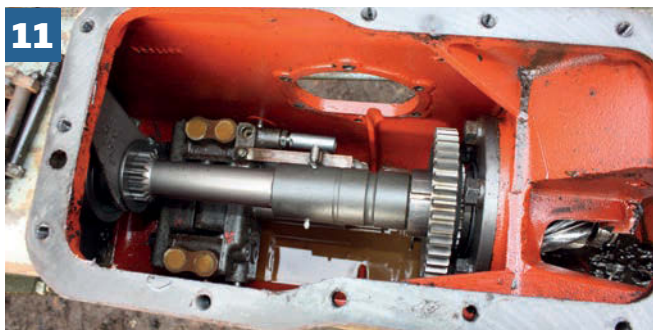
All that remained to do at this stage was to remove the pinion shaft, which carries the broken bearing on its rear end. This is secured by six setscrews with $\frac{13}{16}$ AF heads, and carries a gear wheel that operates the PTO shaft in ground control.

I had removed a very rusty pinion shaft from the replacement casting and managed to get a $\frac{13}{16}$ AF open-ended spanner in to do this, but not so

easily on my MF 35 pinion shaft. The ground speed drive gear is larger in diameter than the later MF 205 gear, with less clearance for the spanner to access the lower setscrews.

A close scrutiny of the shaft showed the gear to be secured by a threaded sleeve locked by a tab washer. The shaft was rotated until the locking tab was showing and a punch used to straighten it up. A chisel was used to 'lock' the gear whilst a second chisel was used to loosen the sleeve, which seemed quite loose and unscrewed very easily.

This allowed the gear, complete with the front tapered roller bearing, to come free and gain access to the three lower setscrews. The shaft was then withdrawn and stored away, ready to

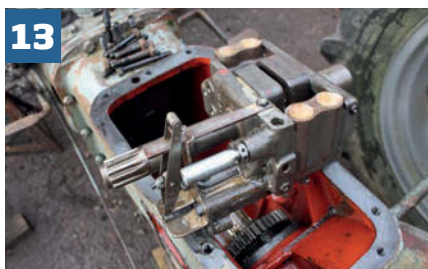


Overview

A look in from above shows the gearbox output shaft above the hydraulic pump. This is telescopic, once the split pin is removed, and has to come off first!

Pump dowels

The hydraulic pump is located on two dowels – one each side. With these removed the pump could be lifted out and...



Drained

... allowed to drain of excess oil before storing away to be cleaned and refitted later on in the job.



First snag!

The first snag during the job was lack of clearance between the PTO ground drive gear and the bolt heads for spanner access.



Locking tab washer

A tab washer locks the retaining sleeve, and this view shows the one tab engaged with the slot in the sleeve, ready to be bent clear with a chisel.



All removed

Removing the sleeve enabled the gear and bearing housing to come apart, allowing spanner access. The bearing pre-load will be reset on reassembly!



Offending bearing

This inner race will have to be removed using a three-legged puller before replacing with a fresh bearing.



New parts

These are the new gaskets and bearings supplied by Agriline Products. I may have to order some extra gaskets and hydraulic O-rings, as I overlooked them in the first parts order.

remove the inner race of the broken bearing.

Different ratio

Whilst comparing the two pinion shafts it was noted that the differential ratios differ between the Massey Ferguson 35 and the MF 205 – the 205 appearing to be

a higher ratio than the 35, which would figure, as the 205 features epicyclic reduction housing in the axle trumpets, whilst the 35 half shafts are direct, with no reduction.

This won't make any difference to the procedure, as the shafts are interchangeable. New gaskets and

bearings for the task have been supplied by Agriline Products (tel: 01527 579111 or visit the website: www.agrilineproducts.com).

In the next issue I intend to cover the reassembly of the tractor and hopefully conclude the task I originally set out to do! Such trials are part of owning old machines. ■

Mower overhaul

Further progress has been made on the MF 732 mower, with work beginning on the cutter bed and PTO universal joint. Andrew Hall provides an update.



When I embarked on the project I was looking for one that was not weather dependent, as I lack hard cover for my projects, and the prospects of applying any paint to them during the winter months is extremely slim! However, this has fitted the bill very nicely as some renovation was overdue on it, having languished under a Leylandii hedge for a few years.

Cutter bed

In this issue I have started the work on the cutter bed, as the mower was a donor for a set of fingers when I restored my Massey Ferguson 779 mid-mounted mower. Fortunately, I acquired a spare cutter bed, also from a 779 mower, with a decent set of fingers, so this has allowed a new lease of life for the 732.

At some time in the past somebody had painted the mower in Stoneleigh grey and covered the whole cutter bar. This didn't do anything to improve the cutting performance of the machine, but had certainly preserved the metalwork. When extracted from the hedge, the fingerless cutter bed had survived well, but one or two bolts had been left without nuts on them, so needed some attention.

These secure the bed to the casting and are square countersunk bolts, so not easily obtained. To access these



Work on the cutter bar is about to begin with the removal of the paint applied years ago by a previous owner.

**PART
3**

I had to remove the wear plate from the casting, which had been in place for many moons. The larger bolt at its rear came off with little effort, but the countersunk plough bolt at the front edge spun when a spanner was applied, so no time was wasted and it was ground off with the mini grinder!

This had to come off anyway, as the metal behind it hasn't been protected by any paint, so was quite rusty. The two bolts are $\frac{1}{2}$ UNF threads, and after removing the wear plate they were tapped out, given a vigorous wire brushing and a $\frac{1}{8}$ UNF die run down the threads to clean them up.

The next items to remove were the guides for the inner end of the knife, which include a pack of shims to adjust the play in the knife. These were slightly rusty, but were deemed fit for further use after some cleaning up.

Paint removal

The paint that had been applied to the cutter bed needed to be removed, as my intention is to clean the cutter bar up as much as possible and reset it to cut cleanly. This was done with a flap wheel in the mini grinder, removing all the paint residue and shining up the steel at the same time.

Donor cutter bar

Attention then turned to the donor cutter bar to remove all the fingers, wear plates and knife clips. These are held on by $\frac{7}{16}$ -diameter square countersunk bolts with $\frac{11}{16}$ AF nuts, all of which came off with no argument with a little WD-40 applied. These were kept in the correct order ready for cleaning and fitting to the mower at a later stage.

PTO shaft

Next on the list was replacement of the universal joint and yoke on the forward end of the PTO shaft. This was because the original yoke was the smaller $1\frac{1}{8}$ in-diameter with an adapter, which was stuck inside. I attempted to remove it without success, so decided to replace the yoke and use a new universal joint spider too.

To fit this, the holes in the shaft yoke were polished up with emery cloth, along with the new one, to allow easy fitting of the spider cups. Starting with the shaft side, the two new cups were pressed into the yoke in the vice and the new spider inserted whilst the cups were pressed fully into the yoke, with the spider overlapping each cup to preserve alignment.

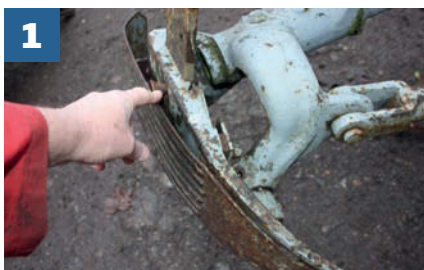
A suitable socket was then used to press each cup fully into the yoke to allow the circlips to be fitted. Care was taken to ensure each cup was lined up squarely before attempting to press them into the yoke, as any discrepancy can damage the cups and yoke.

The same procedure was used for the second part, which involved fitting the new yoke, followed by fitting the new grease nipple into the centre of the spider.

In due course a new PTO guard will be fitted to ensure safe operation of the mower and to prevent any grass wrapping around the PTO shaft when being used.

Setting up

The success of a finger mower relies on the correct setting up of the cutter bar, so I am going to take some time to cover this in future issues of *T&M*, and any thoughts of painting the mower will be on hold until some decent weather returns! ■



Countersunk bolts

These two countersunk-headed bolts will have to be removed to clean them up, as they have been without any nuts fitted for some time.



Punched out

The two bolts need to be gently punched out without damaging the threads to enable them to be cleaned up for further use.



Further cleaning

Removal of the guide plates and shim packs revealed further rust that needs dealing with before proceeding with the rebuild of the cutter bar.



Cleaning mower bed

This was cleaned up with the grinder and flap wheel to remove the old dead paint and to polish up the steel, prior to reassembling the cutter bar.



Wear plate removed

To gain access to the bolts, the wear plate had to come off after grinding the front plough bolt off, due to it spinning when a spanner was applied. The plate is rusty, so will benefit from paint anyway!



$\frac{5}{8}$ UNF die

A die was used to run along the threads to clean them up, followed by a vigorous wire brushing to remove all traces of surface rust before refitting them.



Guide & shims

These will also be cleaned up and reused. They adjust the amount of play on the inner end of the reciprocating knife, to provide a clean cut.



Further progress

A liberal coat of WD-40 was applied to prevent any rust forming on the freshly-cleaned metalwork and new nuts found for the two countersunk-headed bolts.

9



PTO shaft

For a change I then began the replacement of the front universal joint and yoke of the PTO shaft. A new yoke and spider were obtained from Vapormatic for this task.

10



Polished up

The internal holes of the yokes of both the shaft and replacement yoke were polished up to allow easy fitting of the new joint.

11



Pressed in

The new cups were pressed in whilst the spider was fitted and overlapped into each cup as pressing progressed to retain alignment.

12



Socket used

A suitable socket was used to press the cups in fully to allow the new circlips to be fitted before...

13



Grease nipple

... fitting the new grease nipple into the centre of the spider, with it angled to allow for easy grease gun access.

14



All done

The finished joint ready for fitting back onto the mower when rebuilding. A new PTO guard will also be fitted for safety.

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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

Rare Ferguson 35



Q I've read a buyers' guide for FE 35 tractors on the *Heritage Machines* website and I think that maybe I have an odd model. My grandfather bought the tractor in 1967 from a Yugoslavian agro-

cooperative that had used it for 10 years by then.

It has been painted, so I don't know what the

original paint scheme was and the cab is a farm-built example. The serial no is: SNF 42114.

My question is how can it have a Perkins three-cylinder engine and be built in 1957? Both the *Heritage Machines* website and Wikipedia state that Perkins engines were fitted from 1959. Thank you, and I hope this interests you.

Filip Palasek, Croatia

A It would appear that you have a very interesting and rare example of the FE 35 tractor. A check of your serial number confirms it was built in 1957 and the prefix letters denote that it is Perkins powered. The

prefix SNF stands for – S: Standard-width chassis, N: Perkins engine and F: Single stage clutch (non-live drive).

A scrutiny of your engine shows it to be an early Perkins P3(TA), as it features the early starter motor and inline fuel injection pump with exposed drive coupling. From this I think that your tractor may have been a prototype to test the Perkins engine to address the starting issues that the Standard 23C diesel engine had, and would have possibly just predated the acquisition of Perkins Engines of Peterborough by Massey Ferguson in 1959.

Ferguson 35

Q I have a Ferguson 35, featuring the diesel-powered 23C engine. Just like many others it is extremely difficult to start from cold. In fact, mine is reluctant to start at any time, but runs well once started and is a bit smoky and doesn't appear to burn any oil.

I have thought about a way to enable the engine to crank faster than it does currently, and I am thinking of replacing the dynamo with an alternator to put a greater charge into the battery. I'm not sure how to wire it though and any advice would be welcome.

John Shaw, via e-mail

A From what you say we don't think replacing the dynamo with an alternator will solve your starting problems, but would recommend you check out the engine first. If, as you say, the

engine runs well once started, this points to a timing issue for both valve timing and fuel injection timing.

It is important that the timing chain is set correctly with the chain taught on the tension side and that the injection pump is also set accurately. Space precludes a full procedure of retiming the engine, so I would recommend you obtain a copy of the official workshop manual to provide the correct timing instructions.

If you'd still like to fit an alternator you won't need to use the original cut-out/regulator (control box). Remove the heavy brown cable that runs from the battery live terminal on the starter solenoid to the ammeter on the dashboard, and also the brown/white cable from the ammeter to the control box.

When the alternator is fitted you need to run a fresh cable from the alternator main terminal via the ammeter to the battery live terminal on the starter solenoid. The original



dynamo wires (D & F) will be redundant and can be taped up to insulate them and the control box can be removed.

I would suggest you upgrade the ammeter to 60-0-60 amps and use a 60-amp cable from the alternator to the starter solenoid via the ammeter. You also need to ensure the tractor is wired for a negative earth for the alternator! If, however, you improve your engine's starting, you probably won't need to fit an alternator and will be able to retain the tractor's originality. A good dynamo will keep your battery charged adequately!



Bean tool frame

Q I recently acquired a Bean tool frame, as I fancied something different to work on and to display at shows. The machine is virtually complete, but as yet I haven't been able to run it, as the engine needs some recommissioning. It turns over, but lacks compression, due presumably to stuck valves.

After some research I've learned that the engine is a Ford 8hp unit, but I haven't any information regarding its specification. Also, once I strip the engine to undertake the work on it, I know I'm going to need replacement gaskets and other sundries. Unfortunately, I don't have any leads regarding spares for the engine and would appreciate

any advice and information you may be able to provide, as I'd like to complete the work on it over the winter in readiness for the forthcoming rally season.

Charles Wesley-Jones, via e-mail

A The Bean is certainly something different, and will definitely generate some conversation when seen on the rally field! As you say, the engine is a Ford Eight unit, which was used in many of Ford's smaller cars from the early 1930s to the early 1960s.

It is a side-valve engine and was very basic in its construction and cheap to mass-produce. Fortunately, the cars in which the engines are fitted are well catered

for, and spares for the engines are available from companies such as Small Ford Spares – tel: 01684 219865 or visit: www.smallfordspares.co.uk

Despite the simple nature of these engines, they aren't the easiest of units to work on. The main and big end bearings have white metal direct onto the cylinder block and connecting rods, and don't have separate bearing shells. The valves run in split guides and have flared ends.

When grinding these to re-seat them, the guides have to be in place, or alternatively there is a special tool to support the valves. The valve (tappet) clearances are adjusted by grinding the end of each valve to obtain the correct clearance. Basic specification for the engine is as follows:

Ford Eight engine	
Type	Four-cylinder inline
Bore/Stroke	2.23in (56.7mm)/3.64in (92.45mm)
Power	23.4bhp @4,000rpm
Firing order	1-2-4-3
Oil capacity	5 pints (2.85 litres)
Oil pressure	30psi (2 bar)
Cooling system	Water-cooled thermo-syphon
Ignition system	Six-volt coil
Ignition points gap	0.010-0.012in
Spark plug gap	0.020-0.022in

Fordson Major Diesel

Q The oil level in my '54 Major's rear axle was rising and the gearbox level had dropped. A friend said it might be a failed seal on the PTO driveline between the gearbox and rear axle.

I drained the oil in both the axle and gearbox and replaced the 'offending' seal, but to no avail, as it still spills oil from the front to the rear axle. Where do you think the problem lies?

James Johnson, via e-mail

A Your oil leak is almost certainly a failed oil seal on the gearbox output shaft. The tractor will need to be split between the gearbox and rear axle to access this. The seal runs on a sleeve, which may be worn at the point of contact with the seal, so it may be a good idea to remove and turn this round to present a new surface for the new seal to contact.



780 rescue

PART
8

With the winter weather too bad to prepare and apply paint, Andrew Hall finishes the repairs to the bonnet and begins work on the electrics and dashboard.



One of the problems of not having any cover to undertake the work on my tractors is that opportunities to complete the work are restricted due to the weather. If conditions had been favourable I would have had the skid unit of the tractor painted by now.

However, as previously mentioned, the bonnet has been the most challenging part of the restoration to repair and, as a result, has taken longer than first envisaged. Most of the repairs have been completed, and the February issue covered repairs to the chin panel.

Support bracket

The last remaining part to refit to the bonnet was the support bracket that is welded into the centre of the chin panel and secures the bonnet to the front casting. I cut the whole thing off when I began the repairs to the chin panel with the intention of welding it back into place when the chin panel was completed.

The bracket sits on a thick reinforcement plate, which was originally spot-welded to the chin panel. After some thought I decided to remove the bracket from this plate and to weld it onto a new piece of steel. The bracket was covered with surface rust and after some initial cleaning up I could just about make out where the spot-welds were, due



Despite languishing in the brambles for many years, my David Brown 780 is in sound mechanical condition, with mainly cosmetic and electrical work to sort it out.

to the dimples in the surface of the steel. I then centre punched them – six in total – and drilled them out with a 10mm-diameter drill in the pillar drill. This liberated the bracket from the original rusty reinforcement plate.

A measure of the old plate was made and a new piece of steel cut to size. The bracket was then thoroughly cleaned up before placing it in position and plug welding it to the newly-made plate with the MIG welder using 0.6mm-diameter MIG wire on a setting of three on the one-to-six heat setting.

Chin panel

Attention then turned to the repaired chin panel, which required some cleaning up behind it with a

flap wheel in the mini grinder. After drilling holes for plug welding, the support bracket was centred and set at the correct height, and then welded into position.

The steel of the reinforcement plate is thicker than the chin panel steel, so care was needed not to burn holes into the front surface of the panel. With this complete, the bonnet was put aside for paint preparation at a later date!

Dashboard and wiring

When the tractor was originally dismantled, the wiring loom was removed whilst still attached to the dashboard panel. The instruments are in poor condition and are to be replaced, but my intention is to retain the original loom if possible,

but to do this I needed to mark up the wiring where it attaches to the various instruments and switches.

I used masking tape and wrote on each piece where the wires fit before attempting to remove the scrap instruments. The cut-out/regulator box sits on a bracket behind the dashboard and is stupidly secured by two cross-headed screws and $\frac{1}{16}$ AF nuts.

If they had been hexagon-headed setscrews it would have been easier to remove them. The shape of the dashboard precluded using a long screwdriver, but the rusty heads meant I had to use vice grips, which resulted in shearing the screws anyway. I know what I'm going to use when I reassemble it, and it won't be cross-headed screws!

Once the loom and cut-out/regulator box were clear of the dashboard, the instruments and switches offered little resistance with the use of some WD-40 to assist. The three warning lights – oil pressure, hydraulic filter and charge – are too far gone to retain, so will be replaced.

Stop control

The final part to come off the dashboard is the engine stop control cable. It has a die-cast red knob, which unscrews. This came off with no problems, but a $\frac{1}{16}$ AF locknut was a different story. The surrounding bracket shrouds the cable and prevents the use of vice grips to grip it, as a spanner is inadequate.

The cable is in good order so I'd like to keep it, so I may have to heat the nut up slightly in order to slacken it to allow removal of the cable. The dashboard can then be cleaned up and primed ready for some of that Orchid White paint that I'm looking forward to applying when the weather allows! ■

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



Chin panel

The repaired chin panel requires some cleaning up before re-attaching the support bracket, which locates behind it.



Cut out

I cut the support bracket out of the chin panel before doing the panel repairs, leaving the reinforcement plate to be separated from the bracket and fitted to a fresh plate.



Spot-welds

Some initial cleaning showed up the spot welds, which were drilled out – allowing the bracket to be separated from the reinforcement plate.



New plate

The bracket was fitted to the new reinforcement plate to be plug welded using the MIG welder, as explained in the text.



Cleaned up

Plug welds were cleaned flush with the metal surface, but some further rust removal and treatment will be undertaken, along with the main bonnet, later on.



In position

The support bracket was placed in position prior to plug welding into place in the back of the chin panel.



Welding finished

The welding of the bonnet is now finished and a thorough de-rusting and priming will take place when the weather allows.



Dashboard/electrics

I'd like to retain the original wiring loom if possible – this came away complete with the dashboard when the tractor was dismantled.

9



Ready for removal

The loom will need to be marked to enable wires to be correctly refitted before any wires are removed from the instruments and switches.

10



Scrap instruments

All the instruments will be replaced, as they are too far gone to consider renovating.

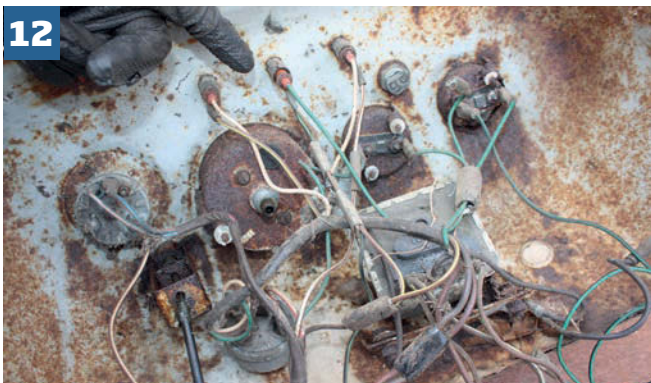
11



New parts

A new fuel gauge, temperature gauge, horn button and light switch have already been purchased to replace the originals.

12



Warning lights

Unfortunately, the warning lights are also perished beyond further use, so some of the original pattern will be sought.

13



All marked up

Masking tape was used to mark each wire before removal. 'Fuel sup' – meaning supply, and so on. This will help with reassembly.

14



Stop control

With the wiring clear of the dashboard, the remaining item to remove is the engine stop cable, which is proving stubborn due to a concealed lock nut.

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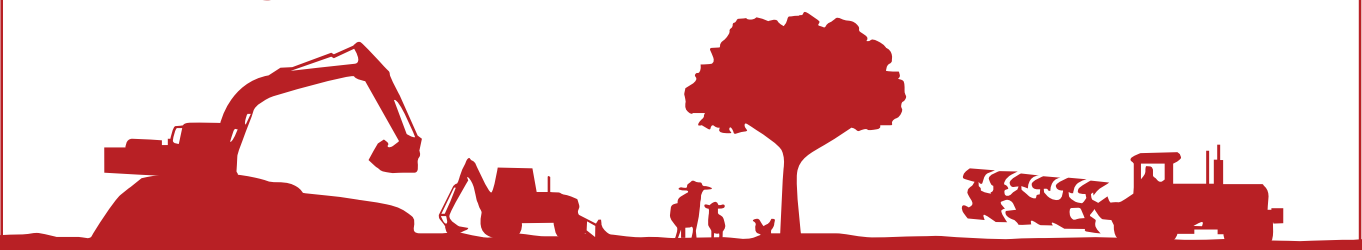
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Welcome

This month I look at how the top three agricultural auctioneers in the UK fared during 2020.

They sell farm machinery from veteran to vintage and classic to modern and in significant numbers.

How was it for them in Coronavirus-affected 2020?

As you will read, it was extremely positive in what were very, very difficult circumstances.



2020 saw record prices achieved for veteran, vintage, classic and modern tractors.

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

CHEFFINS SELLS £48 MILLION-WORTH OF MACHINERY

Cheffins, which conducts the largest monthly sale of tractors and agricultural machinery in the world, sold more than £48 million-worth of used agricultural machinery throughout 2020, across 11 monthly collective auctions, on-site auctions and vintage sales, despite Covid-19 and Brexit.

The company sold more than 4,500 tractors and plant items throughout 2020 at its monthly Cambridge Machinery Auctions, with sales to more than 30 countries worldwide, amounting to an enormous £35m.

Highlights of the Cambridge Machinery Sales in 2020 include a 2016 JCB 4220 Fastrac, 25-year limited edition, with 6,207 hours, that sold for a thumping £75,000! This was followed by a 2017 Case CVX 185 at £69,000 and a 2016 Case Magnum CVX 340 with 4,250 hours, which made £68,000.

The top ten is as follows regarding modern machinery. Please add VAT to these prices, plus buyer's premium.

CHEFFINS MODERN MACHINERY TOP 10

1 2016 JCB 4220 25th Anniversary model, (silver)
6,207 hours, 12, £75,000 (Oct sale)

2 2018 Massey Ferguson 7724 Dyna-VT, 2,950 hours, 12, £74,500 (Oct sale)

3 2018 Case IH Puma 185 CVX, 6,182 hours, 10, £69,000 (Oct sale)

4 2018 Deutz-Fahr 6165, 2,678 hours, 12, £68,000 (Dec sale)

5 2016 Case-IH Magnum 340 CVX row-track, 4,250 hours, 10, £68,000 (Mar sale)

6 2016 JCB 4220 25th Anniversary model (silver), 2,586 hours, 12, £65,600 (Dec sale)

7 Case IH Puma 165, 2,655 hours, 12, £60,000 (Dec sale)

8 Massey Ferguson 7722S, 2,048 hours, air brakes, suspension, 12, £59,500 (Sep sale)

9 2016 John Deere 6215R, 663R loader, 10, £56,000 (Jun sale)

10 2016 John Deere 6215R Ultimate Edition, air brakes, 6,096 hours, 10, £55,000 (Nov sale)

Bill Pepper, Cambridge Machinery Sales manager and Cheffins' director said: "There was a pause in live auctions at the start of the Covid-19 outbreak, meaning that sales were offered solely online until September when we reopened the gates of the saleground.

"However, we were gladdened by the spirit of online bidding throughout the summer months which still saw excellent prices paid for second-hand tractors and plant items. In fact, the online only sales had parity to live auctions in terms of totals generated throughout the summer months.

"With total sales at the monthly machinery auctions reaching over £35m, it shows there is clearly a strong demand for good quality second-hand kit from across the world.



This 2016 JCB 4220 Fastrac sold for £75,000 in October 2020.

"Whilst uncertainty remains around farm subsidies, export and trade legalities in the post-Brexit transitional months, we have seen that both dealers and end-users are still coming to the Cheffins sales to snap up the best equipment on offer, which is pleasing to see.

"Similarly, the outbreak of Covid-19 had little effect on the export market, with sales to over 30 different countries across Europe, the Middle East and Asia. Some of the strongest markets in recent months have been Spain and Germany for the newer tractors and plant machinery on offer. However, the Sudanese market has made a welcome comeback this year and has been a driver in the high prices paid for some of the older tractors, Massey Fergusons in particular."

"With sales totals increasing regularly, we can really see that both the UK and export market for second-hand machinery is booming. The cocktail of rising prices for new tractors, lack of new tractor registrations, a shortage of stock for dealers

and a drop in trade-ins has really brought the UK dealers back to our market.

"This, combined with the export trade making the most of a drop in the pound, has led to UK buyers vying against the foreign buyers and has in turn pushed up prices. We have also had a number of farmers entering stock to be sold as they see auction as the best way to achieve the highest prices for stock."

Cheffins nationwide on-site sales have also had stellar results across 2020. There have been 28 held by the company. This amounted to more than 6,000 vintage and modern machinery items sold to a total value of more than £10m. On-site sales



£14,250 was paid for this original-style Massey Ferguson 188 with Twose hedge cutter in July.



One of the top classics in 2020 was this 1990 MB-trac at £70,250, plus buyer's premium and VAT.

have incorporated a mix of end-user and dealer buyers from across the UK, as well as overseas purchasers from multiple countries.

The sales have included everything from high-value, on-site vintage auctions to smaller, dispersal sales for farmers and dealers on a national basis, taking place in Somerset, Lincolnshire, Lancashire, Bedfordshire, Greater London, Kent and throughout the Eastern region.

The highlight of the on-site calendar was the major dispersal sale on behalf of K S Coles Ltd., a market-leading vegetable grower in Somerset, which saw 600 lots of tractors and vegetable-growing equipment in September.

Notable prices for on-site sales in 2020 included £113,775 for a 2019 Fendt 724 Vario at the K S Coles sale, £111,725 for a 2013 Claas Lexion 770TT combine at the Kendall & Banks sale in Sandy, Bedfordshire, and £109,162 for a 2013 Case IH 450 Quadtrac tractor at the Edwards sale hosted in Lamberhurst, Kent.

Social distancing measures, as a result of the Coronavirus pandemic, have also led to a significant uptake in the number of timed online sales hosted by Cheffins. These sales have proved as effective for sellers as traditional live auctions and helped to ensure a consistent level of second-hand machinery being offered to the market.

Oliver Godfrey, director at Cheffins, added: "Uncertainty

around the agricultural industry and a disappointing harvest has seen many farmers look to dispose of unwanted kit as part of their forward planning. This, combined with the growth of the larger contract farming businesses, has ensured a reliable level of supply and demand throughout the year, helping to keep prices firm for the best machinery on offer.

"It can be expected that as the Agriculture Bill finally gets ironed out and the future of subsidies becomes clearer that we may well see an increase in dispersal sales, however with Sterling still weak against the Euro, we would expect to see prices remain firm as European markets look to make the most of the quality second-hand machinery available."

VINTAGE & CLASSIC VALUES TO INCREASE?

In 2020, more than 3,200 vintage items were sold under the hammer via both online sales and at the regular Vintage Collective auctions at Cheffins' saleground at Sutton, Cambridgeshire, which took place in late July and October 2020.

The gross sales for classic machinery totalled a vast £3.5m. It saw Cheffins offer 380 classic and vintage tractors, 75 motorcycles, classic commercials and more than 500 automobilia items from the summer to December. There were also nine timed online sales throughout the year.

Highlights of the vintage sales in 2020 included an Irish-



The Saunderson G was the highest-priced veteran on the 2020 UK and Irish scene, at £53,000.

owned short-nosed County 1474, in original condition, which achieved £74,000 at the on-site sale for Malcolm Beaton in Somerset. The Cambridge Vintage Sale in July also saw some spectacular prices, with £70,250 (plus commission and VAT) paid for a 1990 MB-trac 1100 and £53,000 paid for a 1917 Saunderson.

The regular collective sales at Cheffins saw impressive sums paid for vintage and collectors' items. The July auction was the first timed-online vintage sale offered by the firm, which grossed more than £900,000 and in October the sale grossed £1.2m.

William King, Cheffins MD, said: "Whilst the Covid-19 outbreak meant that we couldn't host some live auctions in the first half of the year, the results achieved at the timed on-line collective sale in July is indicative of the demand for good-quality vintage items.

"Our timed on-line sales are also increasing in regularity as both buyers and sellers become increasingly confident with the online format.

"We were pleased to be able to welcome live bidding in the October sale and are hopeful that 2021 will allow us to continue to offer visitors to Sutton, whilst of course following Government guidelines.

"This is a market which has been unaffected by the political or economic landscape, unlike many other asset classes, and vintage items continue to be hugely lucrative with values increasing year-on-year.

"With this in mind, we forecast that vintage prices will increase throughout 2021 as the market continues to gain momentum and we also expect to see a growth in both timed online sales and also on-site auctions as collectors come to appreciate these as one of the best ways to market vintage items."



Top-priced Fordson Standard in 2020 was this ex-MOD 1941 Roadless crawler, at £23,500.

SUCCESS FOR EURO AUCTIONS

Machines just kept rolling over the ramp and the show carried on through the stop-start 2020 at Leeds-based Euro Auctions. It was an unprecedented and extraordinary year on so many levels for the company in the UK.

Euro Auctions still hosted its full calendar of sales, at its redeveloped flagship Leeds auction site, providing sellers with a financial lifeline, helping to sell equipment and put cash back into their businesses.

For 2020 it was a year of extremes and sadness for many, with Euro Auctions making an early decision to try and find a way to continue to operate at its site just outside Leeds, which is now acknowledged as being Europe's biggest auction site for plant and construction equipment and, to a lesser extent, agricultural machinery.

When Covid-19 struck, more than 5,500 lots of construction and agricultural equipment were on-site at Leeds, that had been committed to the auction. Euro Auctions had three choices: to repatriate machinery 'unsold' back to sellers, leave the lots for sale at the Leeds site for an indefinite period, or to find a way to make the sale work within the new government guidelines for Covid-19.

At that first sale in late March, the gates were locked, the public were not invited, and all equipment in the yard was sold online. The Euro Auctions team from Leeds, plus the local territory managers, created more than 2,500 video clips, of '30-second' duration, of all mobile equipment for sale, which were uploaded to the Euro Auctions online sales platform.

All videos were streamed online at the point of sale, to give bidders the feel of a live

auction, with the sale conducted in 'real time' by a team of 'live' auctioneers operating from the Yoder & Frey HQ in Ohio, USA. It worked, and it worked so well that this new format was repeated and was adopted by the rest of the group, worldwide.

Statistically, the full complement of the eight sales conducted at Leeds during 2020 succeeded on many levels. The hammer total saw an increase of seven per cent over the previous year and 40,717 individual pieces of machinery were sold, in comparison to 35,700 lots in 2019.

With all sales in 2020 being conducted via the Internet, with few floor bidders, the number of online transactions rose to 75 per cent, up from 46 per cent in 2019.

Bidder accounts for the year also showed an unprecedented increase from 17,321 in 2019 to 31,259 in 2020, an uplift of 80 per cent on the previous year.

Unsurprisingly, the number of online bidders doubled, but the curious thing was the growth in first-time bidders, with many new entrants to the Euro Auctions arena. Up by 133 per cent, the number of first-time bidders boomed and online registrations tripled throughout the same the period.



County 1004 saw the hammer fall in December at £6,500.



£20,000 was paid for this Ford 7000 in December.



Ford 1910 sold for £4,250.

During 2020, Euro Auctions continued to present a good complement of agricultural equipment at all sales, which included a regular consignment of tractors. Good late and low-hour examples went over the ramp at all sales in 2020, with no shortage of consignors, as well as regular enthusiastic bidders.

As Euro Auctions has a strong international client base, from more than 95 countries, with sales conducted online a strong global audience bought well.

With prices strong at all Euro Auction sales, including agricultural machinery, both buyers and sellers were happy with final hammer prices in 2020.

NOTABLE PRICES FROM 2020 (FINAL QUARTER)

2020 New Holland 7500 (horticultural) with roll bar, 12, £12,000

2019 (unused) New Holland Boomer 25 compact, 12, £8,000

2018 Deutz 6155, 50kph, 654 hours, 4 MSV, 11, £54,500

2017 Deutz 6165 TTV, 2,346 hours, 11, £50,500

2017 Deutz 6175 TTV, 1,350 hours, 11, £53,500

2016 Deutz 6180, 50kph, cab suspension, 11, £43,000

2016 John Deere 6155M 4WD suspension, 40kph, 3 spools, A/C, 10, £38,500

2015 John Deere 6150M 4WD suspension, 40kph, 5 spools, A/C, 10, £34,000

2015 Kubota M110GX, loader, 2 spool valves, A/C, 10, £28,500

2014 Deutz 6210, 50kph, 4 MSV, air brakes, 1,795 hours, £47,500

2013 Kubota M8560, loader, A/C, 10, £17,500

2012 New Holland T7.260, front linkage, suspension, A/C, 10, £27,500

2012 Massey Ferguson 5470 Dyna-4, suspension, 10, £22,500

2011 Valtra T172, front linkage & PTO, suspension, A/C, 10, £25,000

2011 Valtra N111, suspension, 3 spools, A/C, 10, £18,500

2010 New Holland T5040, loader, 2 spools, A/C, 10, £18,000

2010 Claas Arion 640, front linkage & PTO, A/C, 10, £17,500

2009 John Deere 7530 Premium, 40kph, front linkage, TLS, A/C, 11, £63,000

2009 Valtra N111, front linkage, cab suspension, A/C, 10, £23,500

2009 Case Puma 195, cab suspension, 7,645 hours, 10, £19,500

2008 John Deere 6230 Premium, front weights, A/C, 10, £22,500

2008 John Deere 6330, loader, A/C, 10, £24,000

2008 Landini Powerfarm 85, 2 spools, A/C, 10, £17,500

2007 Deutz Fahr Agropius 95, loader, A/C, £14,000

2007 JCB Fastrac 3230, front linkage, front suspension, 4 spools, £28,000

2006 Massey Ferguson 6480 Dyna-4, front linkage, 10, £18,500

2005 JCB Fastrac 3220, front suspension, 4 spools, A/C, 10, £27,000

UPCOMING DROMORE, NI AUCTION 19th & 20th February 2021 @ 9.00am

72-74 Omagh Road, Dromore, Co. Tyrone, BT78 3AJ



2009 Kubota L5040



John Deere 6210



Case CS78



2011 JCB TM220



09-10 JCB 536-60 Agri Super
- choice



2016 CAT 303.5D - choice



2019 Case 770EX - choice



2015 Bobcat S590



2018 Toyota Hilux

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AMAZING YEAR FOR H J PUGH



The Ferguson Twose road roller made £24,000 at Brent Thomas' sale on 5 September.



£15,000 was paid for this MF 135 at H J Pugh's sale of the late Terry Frances' collection in October. This was the highest price paid for a 135 in 2020.



Incredibly, £22,000 was paid for this French-built MF 158 at the same sale.

2020 was an amazing year for H J Pugh, based at Ledbury in Herefordshire, and included three record-breaking tractor and stationary engine sales.

Director Henry Biss said: "In many of our auctions, we have exceeded expectations for tractor and stationary engine prices in our sales, particularly in September and October, even with these being mainly online.

"We had a very strong start to the year on 11 January, when the company sold a County 1164 with blade and rear winch for £18,500 at an on-site sale."

Howard Pugh, Henry Biss and James Pugh moved inside for the sale of items on behalf of Phil Light and Peter Allan on 18 January, where they sold many rare stationary engines and a 1950 Turner Yeoman of England Mk2 (no. 162) for £15,200 (grade 4), the highest price for one of these tractors in some years.

Also sold was a rather 'dusty' 1953 Landini L45 hot bulb single-cylinder tractor that moved on at £7,600.

More than 100 tractors were sold at the Tractor World Spring sale in late February, including some entries from Italy. The organisers were lucky this event went ahead as heavy rain prior to the show meant that the River Severn burst its banks and caused substantial flooding in the area. On the showground, ground conditions were surprisingly good, with more than 11,000 people attending across the weekend.

Even though the monthly Hazle Meadows sales went very well throughout the year, featuring vintage, classic and modern tractors. The delayed late Doug Moule sale saw a Ferguson TE-F 20, made on the final day of production, sell for a record £6,300. This was overshadowed by Ian George's 1947 Field-Marshall Series One

Contractor Mk2, no. 3185, that went on to sell for a record price of £16,500.

That was just the start, as the cancelled 2 May Brent Thomas sale was rescheduled for 5 September. It was held over two days with the main sale on the Saturday taking place in excellent weather conditions.

Late in the day the superb Ferguson salesman's demonstrator model made a staggering £10,600. This was £4,000 more than the previous record for one of these clockwork models. It has successfully been shipped across the world to the Robinson family in Western Australia.

The likable Brent Thomas' detailed knowledge of Ferguson machinery made the sale extremely popular, with record prices in every row you looked at. The Ferguson-Brown A, no. 909, was not much better than the example H J Pugh sold for £14,000 at Tractor World Spring in February, but who would have thought Howard Pugh would knock the hammer down at an amazing £31,000?

Other successful lots included a Ferguson beet topper that was sold at a fantastic £10,200, in grade 4 condition, and the Ferguson Twose roller that saw the hammer fall at an amazing £24,000! It's one of only two known with the rear tank and the price was exceptional given that the pre-sale estimate was £12,000-£14,000.

An original 1946 Ferguson TE-20, no. 69, finished things off at £9,000. It was an unforgettable sale!

Henry Biss went on to say: "In October we had two more amazing record-breaking sales. In the middle of the month we had a wonderful collection of vintage and classic tractors

from the estate of the well-known Terry Francis from Pembrokeshire, which is a very strong agricultural collectors' area. These tractors were varied and colourful and mostly well restored with plenty of money spent on them."

Amazingly, a Massey Ferguson 168 with cab went under the hammer at £20,500. A French-built Massey Ferguson 158 four-wheel drive made an outstanding £22,000, yet another record. A French 1938 Le Percheron 25 hot bulb was purchased for an amazing £20,000.

"At the end of October, we held our biggest sale of the year at Osborne Farm, just outside Exeter, Devon, with 240 classic and vintage tractors being sold on behalf of Imbert (Bert) May. It was an important two-day dispersal sale that comprised the whole of his private collection, the line-up of vehicles in the field was incredible and a sight to behold!" said Henry.

Highlights had to be the two that sold for more than £70,000 each, both record-breaking prices! The highest hammer price of the sale was for a Doe 130, selling for £76,000, closely followed by a County 1184 TW military tractor with agricultural specification and a manual gearbox at £71,000. Perhaps the most outstanding price was the £39,000 for an original Massey Ferguson 188 – £22,000 over the estimate.



The record-breaking Doe 130 sold for £76,000. Bert bought the tractor on 4 May 2019 for £50,500, just a few miles away from where the tractor was sold on 30 October!

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ONLINE TIMED AUCTION

Manor Farm, Burton Pidsea, Hull, East Yorkshire HU12 9DJ
Of Potato Harvesters, Tractors, Sprayer
and Specialist Potato Equipment

Commencing at 7.30am Thursday 18th February 2021 and closing from
12Noon Tuesday 23rd February 2021



Including: **Potato Harvesters:** Grimme Tectron 415 4 row self-propelled potato harvester (13), Grimme Tectron 415 4 row self-propelled potato harvester (10), Standen Pearson T3 3 row trailed potato harvester (09); **Tractors:** Fendt 939 Vario Profi Plus tractor (18), Fendt 828 Vario tractor (16), CAT Challenger MT865C rubber tracked crawler (13); **Sprayer:** Challenger Rogator RG655B self-propelled sprayer (12), **Potato Grader:** Miedema SBC1251 2.55m wide grader with 20t bulk hopper (01); **Equipment & Implements:** Grimme GL32B 2 row cut potato planter (09), Baselier 5.5m HFT6LKB550 hydraulic folding potato topper (14), Baselier LKA280 2.8m topper (09), ScanStone 5.5m Super Tiger bed tiller (18), ScanStone 5.5m Super Tiger bed tiller (15), Lemken Diamant 11 9 furrow reversible plough (13), Vaderstad Rexius Twin 830 8.3m raptor tines (09), Kuhn GF7802 tedder (18), Qty of 1.25T potato boxes.

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A really lovely example, good set of close tread tyres, solid tinwork, starts easily on the handle and runs well on both two and petrol.



Ford Force 3000
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A late Ford in good condition. Solid tinwork. Good tyres all-round. Starts runs and drives well. Brakes & hydraulics working well.



Massey Harris 33D
£4,000
Rare. Canadian built tractor thought to be 1 of around 128. Good running order, hydraulic pump, spool valves, belt pulley & PTO

MANY MORE TRACTORS AVAILABLE. PLEASE GET IN TOUCH

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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 P-Z

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
RENUALT							
PE-1	1926-30	£8,200	£10,300	£17,800	£12,400	£17,200	NA
YL-E Vineyard	1933-38	£2,800	£3,300	£6,900	£4,600	£7,400	NA
304E	1944-47	£1,100	£1,800	£2,400	£2,300	£2,800	NA
R3040	1947-48	£900	£1,600	£3,500	£1,900	£2,800	NA
R3041/3042 3043 3044 3045 3082	1949-55	£950	£1,600	£1,900	£2,200	£2,600	NA
3050 7050 7051 7052	1956-60	£1,300	£1,800	£3,000	£3,100	£3,400	NA
Master 717 4 x 4	1966-70	£720	£1,900	£3,400	£2,900	£3,900	NA
ROADLESS							
Fordson Irish & N crawler	1930-39	£3,900	£5,300	£9,600	£9,800	£11,200	NA
Fordson N crawler	1939-45	£5,700	£8,200	£18,700	£12,700	£15,700	NA
Fordson N RAF crawler f/winch	1939-45	£5,750	£9,200	£23,500	£14,200	£18,500	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Fordson E27N DG4 h-track p/p	1945-52	£5,100	£6,100	£8,200	£6,400	£8,400	NA
Fordson E27N DG4 h-track P6	1948-52	£5,900	£7,800	£12,100	£8,200	£9,200	£10,200
Fordson E27N Hi-clear p/p	1951	£6,200	£4,900	£8,200	£7,100	£8,600	NA
Fordson E27N E Full-track p/p	1950-52	£4,400	£16,000	£19,200	£12,800	£15,400	NA
Fordson E1A Major Half-track	1953-62	£3,600	£4,200	£11,400	£7,100	£9,200	NA
Fordson E1A Major J17 crawler	1953-64	£2,800	£3,800	£6,400	£4,600	£6,200	NA
Fordson E1A Major 'V' row crop	1955-64	£1,900	£2,900	£6,300	£4,100	£7,800	NA
Fordson Power Major H-track	1958-60	NA	£4,100	NA	NA	NA	NA
Power-Super-NP Major	1956-64	£3,800	£5,600	£12,900	£8,200	£14,200	£24,000



The major surprise at the Cheffins Vintage Collective in October 2020 was the excellent price of £23,500 for this 1941 Roadless N with front winch.



Finding a good SFV 201 is very difficult, but they are easy to transport for the single-cylinder hot-bulb fan.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Dexta	1960-64	£5,900	£7,300	£12,100	£9,400	£14,800	NA
Super Dexta	1963-64	£5,900	£7,000	£14,500	£10,800	£16,200	NA
Ploughmaster 6/4	1962-64	£7,200	£13,000	£18,200	£16,000	£21,800	NA
Land Rover 109	1961-64	NA	NA	£14,500	NA	NA	NA
IH B-450	1963-70	NA	£12,200	£16,400	£13,200	£17,000	NA
IH B-614	1966-68	£6,800	NA	£18,400	NA	£16,000	£20,000
IH 634	1969-72	NA	£8,900	£18,700	£15,500	£18,200	NA
IH 444	1973-75	NA	£10,500	NA	NA	£14,500	NA
Ploughmaster 65	1964-68	£5,900	£7,800	£14,000	£9,900	£11,700	£19,400
Ploughmaster 90	1965-66	£7,400	£8,100	£16,500	£9,300	£13,200	£17,200
Ploughmaster 46	1966-72	£6,800	£8,000	£14,200	£9,800	£12,900	NA
Ploughmaster 75	1968-75	£4,200	£6,900	£16,500	£10,500	£14,650	NA
Ploughmaster 80	1968	NA	NA	£20,000	NA	NA	NA
Ploughmaster 95	1966-74	£7,600	£7,900	£16,600	£14,450	£19,700	NA
115	1968-75	£6,900	£8,600	£17,800	£12,600	£16,500	NA
115 High Clearance	1969-76	£6,900	£7,900	£16,100	£9,700	£10,900	NA
115 Long Wheelbase	1972	NA	£5,800	NA	NA	NA	NA
120	1971-83	£6,900	£12,600	£21,400	£13,900	£26,900	£31,000
94T	1971-75	£6,800	£9,800	£18,800	£9,800	£32,200	£34,900
105	1974-76	£5,300	£8,200	£16,000	£9,870	£15,700	NA
Ploughmaster 78	1975-83	£6,500	£9,600	£21,000	£12,800	£19,800	£30,200
98	1975-82	£9,650	£14,600	£23,400	£21,700	£25,600	NA
118	1976-82	£10,400	£15,900	£25,400	£26,200	£24,900	£32,400
780 & S	1979-81	£9,500	£11,500	£23,100	£18,600	£33,000	£36,200
980 & S	1979-83	£12,900	£15,000	£25,300	£19,000	£26,000	£34,200
116 Jewelltrac	1983-84	NA	£19,000	NA	NA	NA	NA
ROCK ISLAND							
F 18-35	1927-37	£1,850	£4,800	£10,300	£6,800	£10,600	NA
G-2 15-25	1929-37	£2,700	£4,700	£8,200	£7,400	£9,200	NA
ROLLO							
Croftmaster	1954-60	£650	£950	£1,900	£1,760	£1,980	NA
RUSHTON							
Rushton 14-28	1929-32	£14,000	£22,500	£26,400	£25,000	£31,600	NA
Rushton Roadless tracks	1932-37	£7,100	£14,300	NA	NA	NA	NA
SAME							
Sametto DA 25 (2WD)	1952-58	NA	£3,950	NA	NA	NA	NA
Sametto DA12DT 4x4	1953-56	£2,600	NA	NA	£5,500	NA	NA
Sametto DA25DT 4x4	1953-59	NA	£3,400	£5,400	NA	NA	NA
Leone	1962-72	£1,800	£3,900	£9,250	£6,400	£7,400	NA
Drago 4 x 4	1972-76	£1,900	£2,400	NA	£2,650	£3,800	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Saturano 80	1978-86	NA	NA	£3,500	NA	NA	NA
SAMSON							
Sieve-Grip 6-12	1916-20	£18,400	£27,500	£29,250	£67,500	NA	NA
Sieve-Grip 10/12-25/S-25	1917-20	£9,900	£24,500	£25,000	£21,500	£27,400	NA
Standard M	1919-22	£6,600	£9,738	£14,200	£6,700	£11,200	NA
SAUDERSON & MILLS & CROSSLEY							
Universal/Model G	1916-30	£19,760	£44,000	£54,000	£51,000	£51,000	NA
SAWYER-MASSEY							
20-40	1917-22	NA	£73,770	NA	NA	NA	NA
27-50	1917-22	NA	£47,842	NA	NA	£32,200	NA
11-22	1918-22	£12,760	£23,760	NA	NA	£40,000	NA
30	1910-27	NA	NA	NA	£145,350	NA	NA
SCHLÜTER							
DZM25-DS15F/H	1938-56	£2,050	£4,800	£8,900	£4,900	£7,800	NA
AS222	1958-59	£3,400	£4,900	£7,000	£5,300	£10,400	NA
SEARS ROEBUCK							
New Economy	1938-40	NA	NA	NA	£1,300	NA	NA
SFV							
FV1 38-44	1946-50	£4,200	£6,800	£ 9,200	£8,800	£10,200	NA
201 25hp	1953-58	£2,000	£2,400	£3,800	£3,200	£5,400	NA
302 27-30	1950-58	£3,100	£4,100	£5,700	£4,900	£8,100	NA
401 40-45	1950-52	£3,900	£5,400	£8,700	£8,300	£9,800	NA
402 40-45	1953-58	£3,600	£5,600	£10,300	£10,900	£11,700	NA
551 55-60	1951-57	£8,900	£10,300	£11,200	£20,200	£24,200	NA
552 65hp	1957-58	£9,100	£12,500	£29,000	£16,200	£27,300	NA
Super 202 27hp	1958-60	£1,700	£2,400	£4,900	£4,100	£5,100	NA
403D 38-40 (some in Case colours)	1958-64	£3,600	£4,700	£10,800	£10,900	£13,600	£14,200
202 (some in Case colours)	1960-62	£2,300	£3,100	£5,200	£4,600	£7,400	NA
Super 204 (some in Case colours)	1960-64	£2,900	£4,200	£9,100	£10,800	NA	NA
SHEPPARD							
SD-2	1950-57	NA	£3,200	NA	NA	£7,410	NA
SD-3	1950-57	£2,900	£3,400	£7,400	£3,900	£11,342	NA
SD-4 Model 16 engine	1950-58	NA	NA	£8,865	NA	£9,120	NA
SILVER KING							
SR38	1937-39	£2,600	NA	NA	£3,900	£5,300	NA
SR42-234 (rowcrop)	1945-53	NA	NA	NA	NA	£4,600	NA
SINGER							
Monarch Mk3	1953-56	£960	£1,000	£1,700	£1,600	£2,000	NA
STEIGER							
1700-2200-3300	1963-69	£5,400	£6,100	NA	£6,700	£9,900	NA

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.



Track-Marshall prices were up and down in 2020 and have not seen any significant improvement.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Wildcat Series 1 & II	1969-76	£5,900	£7,100	£12,100	£8,400	£12,200	NA
Cougar Series II	1973-76	£6,700	£8,500	NA	£8,100	£11,800	NA
Cougar ST270 Series III	1976-83	£8,400	£9,830	£17,600	£9,700	£14,400	NA
Panther ST310 Series III	1976-83	£7,300	£10,500	£14,500	£12,300	£15,800	NA
STEYR							
180-180A	1947-59	£1,800	£3,800	£4,100	£3,400	£4,100	£4,200
80A	1950-56	£1,900	£2,950	£3,800	£3,100	£3,400	NA
84E	1956-64	£1,200	£2,000	£2,500	£2,800	£3,900	NA
280A	1958-72	£1,900	£2,200	£3,000	£2,800	£3,400	NA
188	1960-66	£1,550	£2,000	£3,100	£2,800	£3,400	NA
30B - 430B	1960-76	£1,600	£2,900	£3,300	£3,000	£3,400	NA
548 - 650	1968-81	£2,000	£3,700	£4,800	£4,600	£5,700	NA
JJ THOMAS							
95-100	1973-80	£8,900	£10,800	£17,400	£13,900	£17,500	£27,500
95-120	1980-82	£9,800	£10,600	£11,200	£11,900	£18,400	NA
THIEMAN HARVESTER							
Ford B & V-8 model	1936-40	NA	£3,100	NA	NA	£4,100	NA
TILLSOL							
18/30	1919-22	NA	NA	NA	£39,473	NA	£61,887
TRACK-MARSHALL							
Track-Marshall crawler	1956-59	£2,900	£3,200	£10,400	£5,500	£7,900	£10,000
55 crawler	1959-69	£1,800	£2,000	£8,100	£4,800	£6,900	NA
70 crawler	1961-69	£1,200	£1,700	£4,900	£2,900	£5,100	NA
TM 56 crawler	1970-75	£1,900	£2,800	£5,000	£4,200	£5,200	NA
TM 75 crawler	1970-81	£1,500	£2,900	£5,000	£4,100	£5,400	NA
TM 90 crawler	1970-80	£1,000	£1,900	£6,300	£5,600	£7,600	NA
TM100 Perkins crawler	1970-81	£1,200	£2,000	£7,200	£5,900	£8,200	NA
TM105 Ford crawler	1970-82	£1,200	£1,800	£6,900	£5,100	£6,900	NA
TM110	1982-87	£1,100	£1,700	£5,400	£4,400	£5,400	NA
TM120 with hydraulics crawler	1980-89	£1,900	£3,900	£7,900	£6,400	£8,200	NA
70 Britannia crawler	1981-89	£2,500	£3,900	£6,800	£6,200	£8,200	NA
TM135 crawler	1980-89	£2,400	£2,900	£7,600	£5,400	£8,100	NA
TM155 crawler	1984-96	£2,900	£4,000	£10,600	£6,600	£8,300	NA



This grade 2 Turner Yeoman of England sold for £7,700 in late October 2020.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
TM200 rubber tracked	1989-92	NA	NA	£18,400	NA	NA	NA
TRANTRON							
Series One	1976-83	£4,700	£6,600	£12,700	£9,800	£10,850	NA
Series Two	1983-88	£5,900	£9,900	£15,700	£10,200	£11,200	NA
Series Two with loader	1983-88	NA	£6,200	NA	NA	NA	NA
TRUSTY							
Steed MK1 four-wheeler	1948-50	£550	£750	£970	£850	£1,100	NA
Steed Mk2	1950-57	£800	£950	£1,100	£1,000	£1,400	NA
TURNER							
Yeoman of England V-4 inc Mk2-3	1949-54	£5,200	£7,200	£16,250	£12,800	£17,200	£20,500
Yeoman of England V-4 Mk2-3 Hi-Clear	1951-54	£4,700	£6,100	£10,900	NA	£14,700	NA
TWIN CITY							
40-65	1913-20	NA	NA	NA	£68,300	NA	NA
16-30	1916-18	£26,500	NA	NA	NA	NA	NA
12-20	1919-28	£2,900	£6,900	£8,900	£8,200	£10,000	NA
17-20-35	1919-26	£8,000	£10,000	£12,400	£11,600	£15,000	NA
22-44	1919-26	£14,700	NA	NA	NA	£54,754	NA
18-28/21-31	1924-31	£3,100	£3,000	£7,200	£6,400	£8,100	NA
27-44	1926-35	£6,200	£8,400	£19,000	£10,400	£11,465	£12,800
KT & A	1929-38	£1,200	£1,800	£2,900	£3,100	£4,700	NA
MTA	1934-38	£900	NA	£4,400	NA	NA	NA
URSUS							
45hp C45/C451	1947-65	£4,200	£5,300	£9,300	£5,950	£8,900	NA
45hp Road Express	1950-58	£4,700	£6,400	£8,750	£7,200	£10,200	NA
C-355	1958-74	NA	£1,700	£2,900	£2,700	£3,400	£3,900
VALMET							
15 & A First production model	1952-55	£2,135	£2,900	£3,700	£2,400	£2,200	NA
361D	1961-64	£1,800	£2,600	£3,900	£3,300	£4,900	NA
VICKERS							
Vickers Aussie 15-30 MK1/2/3	1924-32	£10,900	£14,200	NA	£22,000	NA	NA
VR-180 crawler	1952-58	£5,100	£8,200	£12,750	NA	NA	NA
Vigor crawler	1958-62	NA	NA	£10,750	£9,100	£21,200	NA



Perhaps a disappointing price for the oldest known Weeks-Dungray, at £41,000 in October, but it was certainly well publicised by the auctioneers.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
GEORGES VIDAL							
Vineyard crawler	1931-38	£1,000	NA	NA	NA	£3,200	NA
VERSATILE							
D-100 - G-100 diesel & petrol	1966-67	NA	£3,900	NA	£6,400	NA	NA
D-118	1968-70	NA	£4,450	£4,000	NA	NA	NA
145	1968-71	£3,700	£4,950	NA	£6,300	£9,100	NA
700 Series 1	1974-76	NA	£6,900	NA	NA	NA	NA
VOLVO							
T-24	1952-6	NA	NA	£2,800	NA	£4,200	NA
650	1974-80	NA	£2,100	£5,700	£3,400	£9,750	NA
WAGNER							
WA9	1961-68	NA	NA	£8,200	£3,900	NA	NA
WA14	1961-68	NA	NA	£10,600	NA	NA	NA
WALSH & CLARK							
Cable and TE engine	1915-26	NA	NA	£58,000	£50,000	NA	NA
TE		NA	NA	£66,500	NA	NA	NA
WEEKS OF MAIDSTONE							
Simplex	1915-17	NA	NA	NA	£41,000	NA	NA
New Simplex	1917-20	NA	NA	NA	£38,500	NA	£46,000
WHITE							
MM A4T-Plainsman 1400-1600	1970	NA	£6,400	NA	£8,400	NA	NA
White Field Boss 4-150/180	1974-82	NA	NA	£7,950	NA	NA	NA
WHITLOCK							
Fordson Major Dozaloader	1954-59	£1,400	NA	NA	NA	NA	NA
Fordson Major Power Shovel	1960-5	£1,250	£2,400	NA	NA	NA	NA
105 P/Force 3000 L/Backhoe	1965-71	£1,000	£1,900	NA	NA	NA	NA
405 grab loader (F 5000 based)	1965-67	NA	NA	£6,200	NA	NA	NA
105 IH B-414 V backhoe	1966	NA	£1,250	NA	NA	NA	NA
WINGET							
Winget	1965-69	£620	£950	£3,200	£1,000	£2,700	£5,200
ZETOR							
Z25A & K	1946-61	£2,100	£2,900	£5,900	£4,100	£7,600	NA
Z15	1947-48	£2,400	£2,900	£6,400	£4,700	£7,100	NA
Super 42	1955-60	£2,700	£2,900	£5,200	£3,900	NA	NA
Super P	1956-58	£3,800	£5,900	£9,200	NA	NA	NA



Zetor prices were up in 2020, but not rising at the same rate as other marques.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Super 50	1960-68	£2,400	£2,900	£3,900	£4,300	£5,200	NA
2011	1960-67	£1,600	£2,450	£4,600	£3,100	£5,400	£6,400
3011	1960-67	£1,700	£2,700	£4,850	£3,600	£5,600	£6,700
3045	1963-67	£1,950	£2,750	£5,750	£3,900	£5,900	NA
4011	1960-67	£1,800	£2,800	£5,700	£2,900	£4,900	NA
4016	1963-67	£2,000	£2,750	£5,850	£3,400	£5,900	NA
2511	1968-77	£1,450	£1,500	£5,200	£2,900	£5,200	NA
3511	1968-72	£1,650	£2,100	£5,100	£2,950	£5,400	NA
4511	1968-72	£1,700	£2,600	£5,300	£3,100	£5,600	NA
5511	1968-72	£1,750	£2,700	£5,900	£3,200	£5,800	NA
5545	1967-72	£1,100	£2,100	NA	£3,000	£3,900	NA
8011	1969-82	£2,100	£3,900	£5,200	£3,800	£5,900	NA
8045	1969-75	£1,900	£3,300	£6,200	£3,900	NA	NA
4712	1972-78	£1,800	£2,600	£4,400	£3,100	£4,100	NA
5711	1972-78	£1,850	£2,650	£4,800	£3,800	NA	NA
5745	1972-78	£1,750	£2,750	£4,800	£3,200	£5,900	NA
6711	1972-78	£1,750	£2,750	£4,600	£3,200	£5,100	NA
6718	1972-78	£1,800	£2,700	£4,700	£3,900	£5,950	NA
6748	1972-78	£1,900	£2,900	£4,200	£3,900	£6,450	NA
12011	1975-84	£2,400	£4,900	£7,100	NA	NA	NA
5911	1977-80	£2,300	£3,600	£6,200	NA	NA	NA
6911	1977-80	£2,150	£3,600	£4,650	£3,900	NA	NA
6945	1977-80	£2,300	£3,900	£6,800	NA	NA	NA
12045	1978-87	£2,300	£3,800	£8,600	NA	NA	NA
5011	1980-86	£1,800	£2,900	£6,300	NA	NA	NA
6011	1980-84	£1,800	£3,100	£5,500	£3,400	NA	NA
7011	1980-84	£1,800	£2,850	£5,600	£3,700	NA	NA
7045	1980-84	£1,900	£2,950	£5,800	£3,900	£5,200	NA
12145	1983-91	£2,200	£3,900	£9,200	£6,950	NA	NA
5211	1983-92	£2,100	£4,300	£7,800	£5,900	NA	NA
5245	1985-92	£2,200	£4,100	£6,800	£4,600	£5,900	NA
7211	1985-99	£1,950	£3,900	£6,400	£4,700	£6,300	NA
7245	1985-99	£2,100	£4,100	£7,200	£5,900	£7,400	NA
8111	1985-91	£2,300	£4,600	£8,200	£7,100	NA	NA
10145	1985-91	£2,500	£4,900	£8,800	£7,900	NA	NA
9520	1991-99	£2,950	£7,700	£10,900	£8,200	NA	NA
9540	1991-99	£3,000	£7,900	£11,000	£8,900	NA	NA
9620	1998-99	£3,000	£7,900	£9,200	£9,300	NA	NA
9649	1998-99	£3,200	£7,100	£10,950	£9,500	NA	NA

CONTINUES NEXT ISSUE

NEXT ISSUE: ALLIS-CHALMERS ■ ALLDAYS & ONIONS ■ ATLAS TOPP-STEWART
AULTMAN TAYLOR ■ AUSTIN ■ AVERY ■ A D BAKER ■ BALILLA (ALFA-ROMEO)

FEBRUARY

15 – CAMBRIDGE MACHINERY

SALE. Machinery
Showground, Sutton, Ely,
Cambridgeshire CB6 2QT.
Cheffins, tel: 01353 777767.

18 – ONLINE SALE OF

TRACTORS, Machinery,
Plant & Commercial Vehicles.
Harrison & Hetherington - www.harrisonandhetherington.co.uk

18 – FARM DISPERSAL

SALE. Bromakin Grange,
Bedale, Northallerton,
North Yorkshire DL8 2EX.
Northallerton Auctions
Ltd, tel: 01609 772034.

18-23 – ONLINE TIMED

AUCTION of Modern Farm
Machinery & Specialist
Potato Equipment. Brown &
Co, www.brown-co.com

19 – WESSEX MACHINERY

SALE. Southern Counties
Auctioneers, tel: Simon
Whaley 07971 571612.

19-20 – AUCTION.

72-74 Omagh
Road, Dromore, Co. Tyrone
BT78 3AJ. Euro Auctions,
tel: 02882 898262.

25-7 MARCH – ONLINE TIMED

AUCTION - South West
Collective Sale of Tractors,
Vehicles, Agricultural,
Horticultural & Building Related
Machinery, Implements &
Equipment. www.stags.co.uk/pages/online-auctions
Tel 01769 572042

MARCH

5 – YORK MACHINERY SALE –

Times Online Auction. York
Auction Centre - www.ylc.co.uk

6 – ANNUAL COLLECTIVE MACHINERY SALE.

Spalding, Lincs. Longstaff
Auctions, tel: 01775 766766.

6 – MONTHLY MACHINERY & SMALLHOLDERS SALE.

Holsworthy Livestock
Market, New Market Road,
Holsworthy, Devon EX22 7FA.
Kivells, tel: 01409 253275.

11 – IMPLEMENT SALE.

Muirglen,
Hyndford Road, Lanark ML11
9AX. Lawrie & Symington,
tel: 01555 662281.

15 – CAMBRIDGE MACHINERY

SALE. Machinery
Showground, Sutton, Ely,
Cambridgeshire CB6 2QT.
Cheffins, tel: 01353 777767.

16-17 – ONLINE AUCTION OF

**KIPS GARAGE MUSEUM
COLLECTION.** Aumann
Auctions USA, www.aumannvintagepower.com

18 – ONLINE SALE OF

TRACTORS, Machinery,
Plant & Commercial Vehicles.
Harrison & Hetherington - www.harrisonandhetherington.co.uk

20 – IN ASSOCIATION WITH

MARK WOODWARD 4x4 Land
Rover & Vintage Spares Day -
Auction of Tractors, Vehicles,
Engines, Implements & Other
Collectables. Hazle Meadows
Auction Centre, Ledbury,
Herefordshire HR8 2LP. H J
Pugh & Co, tel: 01531 631122.

23 – DISPERSAL SALE OF

VEHICLES, farm Machinery,
Implements, Livestock
& General Equipment.
Pithayes Farm, Church
Road, Whimple EX5 2TG.
Stags, tel: 01769 572042.

25 – ONLINE SALE OF

IMPLEMENTS, Plant,
Machinery. Dingwall &
Highland Marts, www.dingwallhighlandmarts.com

25-27 – SPRING CLASSIC

AUCTION USA. Mecum
Auctions, www.mecum.com

27 – EAST DEVON SPRING

COLLECTIVE SALE of
Tractors, Vehicles, Farm
Machinery, Livestock &
General Equipment. Honiton
Showground, Stockers Farm,
Gittisham, Honiton EX14 3AW.
Stags, tel: 01769 572042.

29 – INTERNATIONAL READING

**CONTRACTORS PLANT
AUCTION.** 31 Great Knollys
Street, Reading, Berkshire
RG1 7HU. Thimbleby &
Shorland, tel: 01189 508611.

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

2 – YORK MACHINERY SALE –

Times Online Auction. York
Auction Centre - www.ylc.co.uk

3 – DISPERSAL SALE OF

TRACTORS, Crawlers,
Implements, Tools.
Buckinghamshire. H J Pugh
& Co, tel: 01531 631122.

3 – MONTHLY MACHINERY & SMALLHOLDERS SALE.

Holsworthy Livestock
Market, New Market Road,
Holsworthy, Devon EX22 7FA.
Kivells, tel: 01409 253275.

8 – TIMPNER TRACTOR COLLECTION AUCTION

USA. Online Only. Aumann
Auctions USA, www.aumannvintagepower.com

8 – IMPLEMENT SALE.

Muirglen,
Hyndford Road, Lanark ML11
9AX. Lawrie & Symington,
tel: 01555 662281.

10 – DISPERSAL SALE OF

TRACTORS & Farm
Machinery. Bodmin Area.
Kivells, tel: 01409 253275

12 – CAMBRIDGE MACHINERY

SALE. Machinery
Showground, Sutton, Ely,
Cambridgeshire CB6 2QT.
Cheffins, tel: 01353 777767.

13 – MID DEVON SPRING

COLLECTIVE SALE of
TRACTORS, Vehicles, Farm
Machinery, Livestock & General
Equipment. Uplowman Court,
Uplowman, Tiverton EX16
7DW. Stags, tel: 01769
972042.

13 – KEYSTONE MUSEUM

**EXCESS INVENTORY
REDUCTION.** Online Bidding.
Aumann Auctions USA. www.aumannvintagepower.com

14 – AUCTION OF PEASE

**MINNEAPOLIS MOLINE
COLLECTION.** Online Bidding.
Aumann Auctions USA. www.aumannvintagepower.com

15 – ANNUAL WALFORD CROSS MACHINERY SALE

OF TRACTORS, Vehicles,
Agricultural Machinery
& Miscellaneous Items.
Walford Cross Sale Field,

Taunton, Somerset TA2
8QW. Greenslade Taylor
Hunt, tel: 01278 410278.

15 – ONLINE SALE OF

TRACTORS, Machinery,
Plant & Commercial Vehicles.
Harrison & Hetherington - www.harrisonandhetherington.co.uk

22 – TOY & TRANSPORT

AUCTION. Burwash Road,
Heathfield, East Sussex TN21
8RA. Watsons Auctioneers,
tel: 01435 862132.

24 – CAMBRIDGE VINTAGE

SALE. Machinery
Showground, 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

30 – WESSEX MACHINERY

SALE. Southern Counties
Auctioneers, tel: Simon
Whaley 07971 571612.

MAY

1 – MONTHLY MACHINERY & SMALLHOLDERS SALE.

Holsworthy Livestock
Market, New Market Road,
Holsworthy, Devon EX22 7FA.
Kivells, tel: 01409 253275.

6 – IMPLEMENT SALE.

Muirglen,
Hyndford Road, Lanark ML11
9AX. Lawrie & Symington,
tel: 01555 662281.

15-16 – GOODWOOD MEMBERS MEETING.

Tel: 01243 755055.
17 – Cambridge Machinery Sale.
Machinery Showground,
Sutton, Ely, Cambridgeshire
CB6 2QT. Cheffins, tel:
01353 777767.

19 – ONSITE AUCTION OF AGRICULTURAL TRACTORS, FARM MACHINERY & EQUIPMENT.

Scaldwell,
Northamptonshire NN6 9JY.
Cheffins, tel: 01353 777767.
www.cheffins.co.uk

19 – MACHINERY SALE.

Exeter
Livestock Centre, Matford
Park Road, Matford Business
Park, Marsh Barton Trading
Estate, Exeter, Devon EX2 8FD.
Kivells, tel: 01392 251261.

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POA. Very good condition. Please call 07779 921934, Wales.

104727

ALLIS-CHALMERS D272



£1,650. 3 cylinder diesel. c/w with Operator's Instruction Book. Please call 07836 544478, East Midlands.

104894

ALLIS CHALMERS D272

£2000. repainted, runs, needs new electrical control box (supplied). Please call 01775 710418, East of England.

ALLIS-CHALMERS M



POA. Running nice, original barn find. Please call 07855399487, South West.

104898

ALLIS-CHALMERS U



Electric start. Starts and runs well. Good tyres. Please call 07855399487, South West.

104902

ALLIS-CHALMERS B

POA. 4 Speed, straight axle, for restoration. Please call 07798 782797, East of England.

105538

CASE CS86



£13,800. 52 reg, Steyr built, front weights, from local farm..a good solid tractor from a local farm. Good value. Please call 01539620636, North West.

(T)
105465

CASE CC



1935, £4,000. Original condition with pto pulley. Supplied new by Ernest Doe's with V5. Please call 07989 270486, East of England.

105755

CASE 1594



POA. good runner for restoration or tidy up. Please call 07821 184799, South West.

105798

CASE INTERNATIONAL 3434B



£2,995. C Reg. Power Loader complete with bucket. Power steering . Good tyres 60%. Excellent starter, runs and drives well. . Mechanically good. Includes working compressor but requires the belt. . Logbook included. Owned since 1994. Retirement forces sales. Please call 07932 854035, West Midlands.

104461

CITROËN MICROMAX



POA. - to be restored - engine turns. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world.

105285

CASE CC

1935, POA. original condition with V5. Contact Alan Fowkes on 07594/636575 or 01245 475272.

DAVID BROWN 990



£3,500. With VQ cab been barn stored, runs and drives well, hydraulics need checking, an unusual example. Please call 07821184799, West Midlands. (T)

104747

DAVID BROWN 2D



£3750. Air cooled twin cylinder diesel, runs well, breaks are sharp, fun to drive, a hard little tractor to find. Please call 07759918265, Lincolnshire.

DAVID BROWN 1390



4wd very sound. Please call 07821184799, South West. (T)

104750

DAVID BROWN 25C



1956, POA. Petrol/TVO. Restored. Good Hydraulics. No crack in the block. Good Tyres all round. Please call 01544 340444, South East.

104905

DAVID BROWN CROPMASTER



POA. Nearly finished being Restored. On the button. All in good working order. Good Tyres. Please call 01544 340444, South East.

104906

DAVID BROWN 50D



£32,000. Restored. 6 Cylinder Diesel. All in good working order.. Good Tyres. Please call 01544 340444, South East.

104910

DAVID BROWN 4X4



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

105275

DAVID BROWN 950



POA. great project to finish, runs well. Please call 07821 184799, South West.

105449

DAVID BROWN 990



POA. very sound original ex farm. Please call 07821 184799, South West.

105450

DAVID BROWN 885



POA. with log splitter very sound useable tractor. Please call 07821 184799, South West.

105451

DAVID BROWN 990



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105462

DAVID BROWN 995



1975, £1,400. 67hp. Superb engine. Starts and runs very well. No lift arms or drop arms. Previously used by ourselves on potato carts; before us it belonged to a contractor- hence cab colour and Selectamatic decals. Stored undercover these last 15 years. A sound tractor to use or restore. Please call 07778 048 770, East Midlands.

105541

DEUTZ D8006



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

105278

FARMALL FCC



£3,500. Farmall FC Rowcrop Tractor. Restored. Petrol. Please call 01544 340444, South East.

104904

FERGUSON TEE NARROW

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104597

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105556

FORD 3000



£3,200. Very attractive, come and try before you buy, good value. Please call 07860237598, Scotland.

104625

FORD 6610

£6,500. Q cab with Steel Fab loader. Loader has two reconditioned lifting rams and new Euro 8 plate ready for any attachment. Tractor had a new battery last year with new filters, oil etc, all round. Has done 5,610 genuine hours. Cab + seat and interior are in very good condition for age. Also fitted with new front tyres and later type H pattern gear lever. £6,500 plus vat. Contact - Ian Giblin on - 07990 553474.

FORD 8210



POA. good working example needs tidying. Please call 07821 184799, South West.

105453

FORDSON SUPER MAJOR



POA. could be a New Performance, needs an engine rebuild. Sensible offers. Please call 01544 340444, South East.

104907

FORDSON F



1923, POA. 95% complete good barn find example. Please call 07821 184799, South West.

105452

FORDSON F



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

105463

FORDSON SUPER DEXTA



£3000. Starts, runs and drives, hydraulics and pto work, breaks want sorting out, reasonable tinwork, good winter project, no v. Please call 07759918265, Lincolnshire.

FORDSON SUPER DEXTA



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GUALDI 30



POA. the italian field marshall. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world.

105292

HART PARR 28-50



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

105282

INTERNATIONAL W9

POA. Electric start, nice original condition, running. Please call 07855399487, South West.

104901

INTERNATIONAL MCCORMICK 434



£1,500. needs an engine rebuild. It's been taken apart, but we have all the bits here, so it's complete. Please call 01544 340444, South East.

104908

INTERNATIONAL B46

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105692

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105775

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104463

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Orsi Astore – good runner



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104749

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)
104751

JOHN DEERE D



POA. Electric start, very nice running tractor. Please call 07855399487, South West.
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105276

JOHN DEERE 730 D



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105280

JOHN DEERE 2140



POA. good early restoration. Please call 07821 184799, South West.
105454

JOHN DEERE 3130 LS



1977, £6,000. 91hp. Power Steering. Hi-Lo gears. Unusual LS model. Air intake stack and pre-cleaner through the bonnet. No cab with correct wings. Beautiful machine to look at and drive. Ready for work, show, or road runs. Repainted and rallied in 2019, sold to make space. Please call 07778 048 770, East Midlands.
105540

JOHN DEERE 3036E



2017, £12,999. john deere 3036e compact tractor year 2017 diesel one owner with flail toppler. Please call 01249 740377, West Midlands.
105795

JOHN DEERE R



POA. good ex farm working example. Please call 07821 184799, South West.
105796

JOHN DEERE 2040 2WD



1980, £6,750. good runner with Fleming 6 ft HYD Box,. Please call 01508 530614, East of England.
104457

KUBOTA L1500



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105800

LAMBORGHINI LAMBORGHINI 2R



POA. Good runner. Please call 32 56 61 62 60, Rest of the world.
105277

LAMBORGHINI 1R



POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world.
105287

LANDINI L25



POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world.
105286

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

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

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

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1956, POA. Good runner. info@pietverschelde.com). Please call 32 56 61 62 60, Rest of the world.
105288

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1955, POA. Good runner. info@pietverschelde.com). Please call 32 56 61 62 60, Rest of the world.
105289

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105327

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£3,995. Long PTO DL engine and runs well. Please call 01249 740377, South West.
104742

MASSEY FERGUSON 135



£3,995. Multi power, long PTO and runs well. Please call 01249 740377, South West.
104743

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POA. Engine rebuilt, starts easily, very sound. Please call 07821184799, South West. (T)
104748

MASSEY FERGUSON 44



POA. ELECTRIC START RUNS VERY WELL VERY ORIGINAL. Please call 07855399487, South West.
104900

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£6,500. MF20 for sale c/w pickup hitch, recently restored, brand new rims + tyres, thousands spent, comes with irish log book. Please call 07936 457534, Ireland.
104911

MASSEY FERGUSON FE 35



£2,500. Original cond. 4 cylinder engine, with no mod. Starts unaided, very little use, runs well. Please call 07971 230709, North West.
105326

MASSEY FERGUSON FE 135



6000 hours, £6500.00. 80% original paintwork, foot throttle, all original parts, as new tyres, hydraulics, pto, lights all work, starts instantly, has v5. Please call 07759918265, Lincolnshire.

MASSEY FERGUSON 550



POA. ex barn find, std gearbox. Please call 07821 184799, South West.
105455

MASSEY FERGUSON 265 4WD LOADER TRACTOR



1984, £7,999. 2 stick gear box perkins engine showing. Please call 01249 740377, South West.
105461

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£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.
105553

MASSEY FERGUSON 135



£5,500. with Mill Loader Full Service Good condition. Please call 07846 487522, South East.
105694

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MULTI-POWER**



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105774

MASSEY FERGUSON 420



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

105784

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)

105799

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-HARRIS 102



1943, Electric start, runs and drives. Please call 07855399487, South West.

104897

MASSEY-HARRIS 55



Electric start, runs and drives. Please call 07855399487, South West.

104903

NUFFIELD 465



£6,800. with log book. Fully restored. 4 new tyres. Please call 07920 199179, Wales.

104729

NUFFIELD UNIVERSAL 3



POA. Good ex farm. Please call 07821 184799, South West.

105797

ORSI ASTORE



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

105279

**OTO SINGLE CYLINDER
TRACTOR**



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

105293

PAMPA T01-0107



POA. engine overhauled – high speed gear. Please call 32 56 61 62 60, Rest of the world.

105274

RENAULT 95X 4WD



1995, £9,250. Off small holding. Please call 07968 044770, Wales.

105269

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

SFV 201 VINEYARD



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

105290

SALE Highlight
FERGUSON 717
3 TON TIPPING
TRAILER



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

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

PRICE: £3,250
TEL: 01751431358



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.



TRACK MARSHALL TD8



£3,500. Excellent starter and runner, good tracks and running gear. Winner of best original at Astle Park. Please call 07507405660, North West.

105264

WINGET 550



1968, POA. older restoration, new tyres and battery. Further details and price call. Please call 01485 570205, East of England.

105150

OTHER MACHINERY SALE

AXMINSTER MORTICER JET

£150. As new. Please call 01953 888567, East of England.

104593

ACTO MOTO MOWER



1926, £300. . One family owned from new. Last used two years ago, so will require the usual reconditioning. Please call 07798 840419, East of England.

105444

ABC MARINE ENGINE



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

105283

BAMFORD SD1 3.5HP ENGINE



£875. on frame with AC Generator 2.7KVA 115/230 VAC and starter motor. Please call 07785257655, West Midlands.

105268

BOMFORD 467

£1,200. with 3 Point linkage cable controls. Please call 07843729006, South East.

104458

BEAVER TAIL TRAILER



£1,450. 3.5 tonne 16' trailer, with ramps and spare wheel. Please call 01904738552, Yorkshire and the Humber.

104844

CASE 50HP STEAM



POA. Very good boiler. Please call 32 56 61 62 60, Rest of the world.

105281

CROSSLEY



POA. Gas engine. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world.

105284

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

CONVENTIONAL BALE SLEDGE

£150. In working order. Not flat 8 type. Please call 01363 772965, South West.

105475

ELEKTRA BECKUM

£395. HC260M. used once, as new. Please call 01953 888567, East of England.

104592

FRONT LOADERS INTERNATIONAL FORE END LOADER

£300. Fits international B414. Comes with bonnet protection, all pipes and pins etc. Please call 01162 363941, East Midlands.

104620

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 DRILL PLOUGH



£300. Good solid working order. Please call 07742 350738, Ireland.

105267

FERGUSON SPRING TINE CULTIVATOR

£375. With 9 tines. Please call 01363 772965, South West.

105474

GENERATORS



£2,950. PTO Generators. 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. Please call 01981 251922, West Midlands.

104719

HOWARD ROTATOR FORDSON



£500. Made for a standard fordson this is a rare item. Please call 07901 600259, Yorkshire and the Humber.

105794

KVERNELAND 2 FURROW MATCH PLOUGH



£5,000. 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.

105552

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 PETTER



£200. Water cooled diesel engine was used in a generator so done little hard work. Please call 07775 646007, East Midlands.

105625

LEMKEN SUBSOILER



£175. Subsoiler. Please call 07768 891320, West Midlands.

105686

MUCK SPREADER



£2,100. 2 cubic yard muck spreader. In very good condition all bearings replaced, New chains and bolts, shot blasted and re painted to a high standard. Good tyres Ideal for small tractor/ small holding. Please call 07790 066621, East Midlands.

105554

MERLIN PORTABLE



1935, POA. Good boiler. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world.

105291

POST KNOCKING



POA. Post Knocking with a "pecker". We can supply a choice of outfits to suit machines from 1t to 10t+, or cups only for your existing hammer. Please call 01981 251922, West Midlands.

104718

POST HOLE BORERS



£1,350. Augertorque post hole borers. Vast range suit 1t to 50t excavators. Sample package; suit 1t to 3t excavators, being X2500 drive + SP hitch + any TCT auger to 300mm. Please call 01981 251922, West Midlands.

104722

PERKINS POWER PART FUEL FILTERS

POA. Pt no 26561117, for Massey 3-cyl & many engine applications inc M.F. 135, 148, 155, 165, 168, 175, 185, 188 etc. £6.50 each. Contact Ian Emery - 01245 420297.

POST KNOCKER



POA. Perimeter Post Knocker. Good condition. Please call 07792591819, Wales.

104909

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 Basilidon 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.



POST HOLE DIGGER

£500. New, Danuser pto driven post hole digger with 6" auger + original brochure, ideal for any tractor including small Massey or Ford. A top-quality machine at £500 - Contact Alan Fowkes on 07594/636575. For Sale - 1940s Ransomes trailed potato spinner original condition, Bamfords (Royal) trailed mower on tyres in good order, Ferguson cultivator frame with Garrett's tines fully adjustable, WN Nicholson Cake Crusher good condition on wheels, Grayston Bros of Laxfield No3a flour mill good condition all complete on wheels. Very good 2 furrow trailed Cockshut plough sensible offers on all of the above items. Contact Alan Fowkes on 07594/636575 or 01245 475272.

PERKINS L4 ENGINE



POA. From 780 MF Special Combine, Driven in shed 15 yrs ago, water was drained. fuel tank and radiator in good cond. Please call 07970 945631, South West.

105782

ROLLER SCREEDER



£1,650. Concrete roller screeder. Drive with tractor, digger or power pack. Full range of tube lengths. Sample package; drive + guide + 10m hose set + 5.2m tube. Please call 01981 251922, West Midlands.

104717

RICHARDSON TWIN AXLE



£2,600. twin axle braked caged trailer 2000kg. In excellent condition only for sale as I have no more use for it.hardly used. cag is lined with plywood, cage and plywood easily removed. Cage measures 64 ins wide,99ins long,33 ins high. Drawn at 43 ins. drp down rear door. Please call 07798872221, Yorkshire and the Humber.

105148

RICHARDSON TWIN AXLE

£2,600. twin axle braked caged trailer 2000kg. In excellent condition only for sale as I have no more use for it.hardly used. cag is lined with plywood, cage and plywood easily removed. Cage measures 64 ins wide,99ins long,33 ins high. Drawn at 43 ins. drp down rear door. Please call 07798872221, Yorkshire and the Humber.

105149

RANSOMES SIX FURROW PLOUGH



£2,600. Hexatrac Six-furrow plough, shot blasted and painted. Complete with discs and skimmers, some spares, good condition. Please call 07885 705493, South East.

104723

RANSOMES RSL9 2F PLOUGH

POA. For information on all of the above please Contact Alan Fowkes on 07594/636575 or 01245 475272.

RANSOMES TS59E

£750. two-furrow plough, excellent condition, dry stored, skimmers beam mounted, adjustable land wheel, all complete & straight with very good YL183 metal, including points & original skimmers etc, getting hard to find in this condition £750 ono Contact Ian Emery - 01245 420297.

RANSOMES 3 FURROW PLOUGH



POA. TS90 three-furrow plough with good YL mouldboards. Open to sensible offers. Please call 07885 705493, South East.

104724

RANSOMES TS59



£670. 2 Furrow, match winning plough, includes deep dive topline, left-hand disk, good shares, adjustable cross shaft and depth wheel - excellent "ready to use" plough. Please call 07768 834785, West Midlands.

105151

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

**Email: axeengatvs@gmail.com
Call: 01460 220731 or 07722 117805**

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).



RANSOMES TWO FURROW PLOUGH



£440. Barn stored. Please call 07846 487522, South East.

105695

RANSOMES TS59E



£750. 2 furrow plough, straight, excellent all round condition, always dry stored, very good YL 183 metal, beam mounted skimmers, good discs, complete with spare points and original skimmers etc. Please call 07989 270486, East of England.

105754

RANSOMS HEXATRAC



£3,000. 6furrow plough shot blasted and painted disc's and skimmers some spares good condition. Please call 07885 705493, South East.

104464

3 ROWCROP FERGUSON WHEELS

£100. including centres, need new tyres Please call 01775 710418, East of England.

SELF TIP CART

£250. good tyres, wood needs attention Please call 01775 710418, East of England.

SB BREAKER



£3,600. top quality solid body breakers. Easy servicing robust parts. New 1.5t £2800, 3t £3600. Price carriage paid ready to fit and use. Please call 01981 251922, West Midlands.

104725

STATIONARY ENGINES 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

STIHL HS 80

POA. petrol Hedge cutter, new carb, runs well, twin sided cutter bar, good order, £80 ono. Please contact Chris Neal on 07966 - 539716

SNOW REMOVER ROMET



£395. blows snow off paths nearly new petrol engine can be seen working. Please call 07976 421725, East Midlands.

104920

TREE CUTTER



£950. Wood Shear cut small trees standing up to 4 inch or 10 cm also used as wood grab nearly new made in sweden kelfri hang on end of a fork lift time plug hydraulic pipes into auxillary to operate. Please call 07976 421725, East Midlands.

104918

WRIGHTS HAND PLOUGH

£50. Please call 01775 710418, East of England.

WOOD SPLITTER



POA. Firewood cone splitter. Use with Augtorque drive motors. Can supply as a complete outfit, without post hole augers or cone for your existing drive. Please call 01981 251922, West Midlands.

104721

WOOD SPLITTER



£350. cone driven by a large hydraulic pump on a Manitou back plate plug in hydraulic quick release into fork lift auxillaries. Please call 07976 421725, East Midlands.

104919

WORTHINGTON SIMPSON STEAM DRIVEN FEED PUMP

£650. Fully refurbished and attached to a Stuart cast iron bedplate. 3 x 1.5 x 3. Please call 07956 895355, East of England.

105263

WESSEX



£185. Single furrow reversible plough for 16/20hp tractor. Please call 07768 891320, West Midlands.

105687

YORK ZINGLE AXLE



1958, £1,000. I think its 28ft (I need to measure it). Good tyres. Very good chassis. Solid floor. Was delivered to me on the road. Please call 07903 723013, Yorkshire and the Humber.

105491

TRUCKS AND LORRIES FOR SALE

AEC MERCURY



1971, £14,950. As featured in a number of publications. Dry stored Clean and tidy. Engine. AV760 - 6 cylinder. Gearbox. 760 - 6 speed with overdrive. Please call 07733 101513, Scotland.

105229

BEDFORD OL



1948, £16.50. Bedford O Type, original Hydraulic Tipper, 1948, fully restored, drive anywhere. Please call 07717 834262, Hants., South East.

104648

BEDFORD CF



1977, 99546 miles, POA. Long wheelbase Bedford CF350 with Edbro tipping gear. Heavy duty purpose built body by McKinney's of Portsmouth. TK gearbox. Truck runs well. Please call 07340 047705, South East.

105604

DENNIS



1956, £14,500. owner all history. Please call 01454 774717, South West.

104615

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

LDV CONVOY



1998, 90100 miles, £1,500. Great Condition. Used to carry race car, electric winch, ford diesel engine, MOT 12 months, radio, good clean interior, loading lights. Please call 07770 993769, Yorkshire and the Humber.

105509

LEYLAND REDLINE



1957, £10,000. Comit. with 4 in line 20ft flat trailer. Please call 07766 886419, Yorkshire and the Humber.

105142

LEYLAND CLYDESDALE



1978, £14,995. 16 tonne, chassis cab, subject to pull rebuild, build sheets are available. Please call 07769 357319, Scotland.

105532

MORRIS THREEPENNY BIT

1961, 94330 miles, £6,000. FG. Lorry refurbished, stainless steel exhaust, no HGV. Please call 01202577376, South West.

104808

MORRIS THREEPENNY BIT



1949, £10,500. morris 5 ton flat bed never been restored drives great ,rear tyres are cracking and nsr brake binding would probly do with restore but no major issues I put a fordson fire engine on back and it never struggled to pull or carry the torque in this morris is unbelievable for year ,the Reg no o the picture is not the one on the truck it's just to stop anyone taking Reg no off while on sale. Please call 07584 166714, South West.

105698

SCANIA 143



1991, £12,000. Mechanically perfect. Owner driven on private work for the last 17 years. Please call 35386 2437407, Ireland.

104554

VOLKSWAGEN 24.25



1987, £2,495. 2.4 diesel pickup. 165351 Km, 1 previous owner ,all original lovely old truck requires renovation contact for details. Please call 07880 891134, Yorkshire and the Humber.

104856

VOLVO F



£8,500. Flatbed, beavertail, 23ton tagaxle, Hyab 6ton, Pre-mot 5 yrs ago, Barn stored since , Rams for hyab and winch need refitting. Please call 07885 482250, East of England.

104698

PARTS AND ACCESSORIES FOR SALE

AEC MK2 TRANSIT WHEELS

£40. 2x Bit of surface rust otherwise good condition, tyres perished though. Please call 07557 677078, East of England.

105134

AIR CLEANER

POA. For trusty steed fitted with a norton engine. Please call 01794 340786, South East.

104579

AUSTIN ENGINE



£150. 11.9 HP Prob. circa 1935/39. Engine rotates freely. Mobile fire pump engine. Please call 01359 259615, East of England.

104896

AUXILIARY IGNITION RR



£300. Rolls Royce auxiliary ignition magneto. Fits 20/25 and 25/30 models and probably others. comes with drive shaft. End cap is missing as in picture. Please call 01482814139, Yorkshire and the Humber.

104921

BELT PULLEY



£35. Cat D" Series. Please call 01387 820 288, Scotland.

105546

BEDFORD J TYPE ROOF LINING



£85. New black roof lining, may fit A and D types. Please call 07999 624422, South East.

105114

BEDFORD DISTRIBUTOR



£25. Bedford 28 h.p. distributor for 'k' models (may be suitable for others) in good order but no drive gear or carbon brush. Please call 01142 461465, Yorkshire and the Humber.

105502

BEDFORD ROOF LINING



£90. Bedford J type new black roof lining, may fit A and D types. metal rib extra Can send for a price. Paypal or bank transfer. Please call 07749 586757, South East.

105677

BOSCH STARTER MOTOR



1978, £144. USED Bosch starter motor as fitted to Ford tractors when Lucas were on strike. Ideal for accurate restoration. Good condition & starts engine. Please call 01889 500303 or 07850 525693 (T) Staffs

CATERPILLAR SPARES



POA. Early D4 Caterpillar Spares including track parts, donkey engine parts, + others. Please call 07792 393510 , North West.

104914

CASE LA STARTER MOTOR



£400. Working. Please call 07821 184799, South West.

105250

CAMSHAFT & FOLLOWERS DB990



£108. Used Good Condition. Please call 01889 500303 (T) Staffs

CRANKSHAFT

£50. removed from 1953 Ferguson TEF. Needs grinding. Please call , South East.

CHAINTRENCHERS



POA. Chaintrenchers by Augertorque. Range to fit Excavators from 3t upwards. Also suit skidsteers. Please call 01981 251922, West Midlands.

104716

CROSSLEY ENGINE PARTS



POA. gas engine parts , not sure what HP engine they came off All good used condition best offer or will exchange Also Petter M 1.5hp Parts for sale. Please call 01205 480693, East of England.

104892

DAVID BROWN 25/30 LOADER VALVE.



£78. May fit others. Please call 01889 500303 Staffs (T)

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

DAF CAB

POA. 2800/3300/3600. very good condition. specific trim still fitted. Please call 07961 562873, Yorkshire and the Humber.

105801

ERF FOUR DOORS



£150. Reasonable condition. Please call 07759 198070, South East.

104874

ERF THREE FRONT GRILLS



£100. Good condition. Please call 07759 198070, South East.
104875

ERF FRONT GRILL

POA. reasonable condition. Please call 07759 198070, South East.
104876

ERF GRILL



£100. ERF bottom grill, see pic attached. Please call 07759 198070, South East.
105674

ENGINE BLOCK



£375. IH BD154 engine block (434) no frost damage or rot. Please call 07764575780, South West.
104733

FODEN BRAKE



POA. Neates Trailer Brake as used on foden timber. Please call 01968 661198, Scotland.
104601

FENDERS



POA. Ford 8000/9000/8600/9600 original fibre glass/metal rear fenders. Please call 07808 911101, Yorkshire and the Humber.
104726

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.

FERGUSON T20 REAR WHEELS



£150. Recently re sprayed 60% Tread, minor cracks. Please call 07775 792421, West Midlands.
105783

FODEN FORWARD GRILL



£80. Good condition. Please call 07759 198070, South East.
104873

FODEN FRONT GRILLS AND LIGHTS

£60. Front. Please call 07759 198070, South East.
104878

FODEN GRILL



£60. Reasonable Condition. Please call 07759 198070, South East.
104879

FODEN HALLMASTER AND FLEETMASTER



£60. front and bottom panels also lights, see pic attached. Please call 07759 198070, South East.
105673

FODEN HUBCAPS



£550. Hubcaps in excellent condition with nuts. Please call 07836 211749, South East.
104473

FORD TRANSIT CONNECT



2005, £120. Transit Connect engine parts. All engine parts including:- complete cylinder head, diesel pump, turbo, clutch assembly, flywheel etc. The engine was running ok when stripped. The parts do not include block, crankshaft, conrods and pistons. All the other parts are included, except the injectors. The engine was replace due to a crankshaft problem but was running when stripped. I kept the parts for spares and scrapped the block etc. No longer have the van therefore do not need the spares. Tel: 07762 227657. South Essex, South East.
105382

FORD DRAWBAR



£114. USED. Fits 5/7000, 56/66/7600, 67/7700, when fitted with auto hitch. c/w pin & clip. Good condition. No welds or cracks. £114 including VAT. Please call 01889 500303 or 07850 525693 (Staffs).

FORD SUPER MAJOR INJECTION PUMP



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

FORD 400 CAB FRAME



£150. including cross bars, windscreen, front lower panels with glass, side windows, mudguards. No doors, back windows or roof. Please call 07739 518980, West Midlands.

105691

FORDSON MODEL F WINGS



POA. 3 pairs of Standard Fordson/Model F Long Wings. 1 pair is American, 2 pairs are Irish, all in reasonable condition. Also other Fordson parts for sale. Ring for further details. Please call 07792 393510, North West.

104913

FORDSON MAJOR STEERING WHEEL

POA. Refurbished steering wheels for Fordson DKN Major, Nuffield 10/66, Fordson Dexta, also MF 780 Combine. Contact - Jeffrey Giblin - 01245/231309.

FORDSON MAJOR CLUTCH

£250. Double clutch for Fordson Major. £250 exchange - Contact Jeffrey Giblin - 01245/231309.

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 INJECTORS



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

FORDSON SUPER DEXTA HYDRAULIC TOP COVER



£270. Cross shaft & bushes good. Buyer to collect. Please call 01889 500303 Staffs (T).

FLYWHEEL



£120. to suit IH 574 etc with 11 inch clutch. Buyer collects. Please call 01889 500303 or 07850 525693 (T) Price includes VAT.

GRILL SET



£160. IH 276 / 434 front grill set. Please call 07764575780, South West.

104735

GOODYEAR TYRE



POA. Goodyear 11.25 x 24 old pattern. Please call 07423 839175, Scotland.

105777

HORTICULTURE

£20. Ridger body to fit Howard rotovator. Please call 07398 277787, North West.

104849

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 OBSOLETE PARTS



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

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.

IH 434 BRACKETS



£180 plus VAT. IH 434 & 414 etc loader brackets, early McCormick drive-in loader. Good used condition. Buyer to collect. Please call 01889 500303 or 07850 525693 Staffs (T)

MAY HILL TRACTORS



REPLACEMENT PARTS FOR:

MASSEY FERGUSON

FORD

FORDSON

DAVID BROWN

CASE INTERNATIONAL

LEYLAND



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- NEXT DAY DELIVERY AVAILABLE
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- GOODS DESPATCHED DAILY
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01452 831820



IH BACKPLATE



£90. Fits most 3 & 4 Cyl models from 454 to 785. £90 inc VAT Buyer to collect. Please call 01889 500303 or 07850 525693 Staffs (T)

IH GEARBOX



£300. . USED. Working when removed . Missing the PTO input gear. Casing good. High range gear good. Buyer to collect. Please call 01889 500303 or 07850 525693 Staffs (T)

IH SUMP



£60. USED. Removed from 684 but may fit others. Buyer to collect. £60 including VAT. Please call 01889 500303 or 07850 525693 Staffs (T)

LEYLAND 154 REAR WINGS

£200. Box style, rear wings complete, no distortion or rust, all bolts and brackets included. Please call 01535271514, Yorkshire and the Humber.

105629

LEYLAND 4.98 FUEL PUMP



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

LAND ROVER TOW HITCH



£250. SERIES 1 Agricultural plate/tow hitch. Please call 07971 412497 , South West.

105548

LISTER DIESEL ENGINE PARTS



POA. Air cooled used parts For models LD,LR,LT, SL,SR,ST, HA,HB, TS,TL, some new parts available. Please call 01205 480693, East of England.

104893

MARINE ENGINE



£150. BRIT MINOR. 4 HP. Unfinished project. Please call 01359 259615, East of England.

104895

MINIAPOLIS MOLINE MODULE



£350. Starter Motor. Please call 07821 184799, South West.

105249

MASSEY FERGUSON 35 INJECTION PUMP



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

MASSEY FERGUSON TRACTOR PARTS



£30. link arm ends category 1. Please call 07971 412497 , South West.

105549

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON WHEEL RIMS

£60. pair mf 135 wheel rims. 9 x 28. fair cond. buyer collects. Please call 01872862936, South West.

105718

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON SEAT COVER KITS



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

MULTIPURPOSE LOADERS QUICKIE QUICKIE LOADER



£5,000. taken off new holland t5100a, Very good condition, brackets and hoses included. Please call 07546403535, South East.

105626

NUFFIELD V8 PERKINS ENGINE



£2,500. Used for fire engine same engine Nuffield 465 in decembris edition Perfect order can be seen running Can be shipped. Please call 353 876677294, Ireland.

104730

NUFFIELD 465/ 345 STEERING BOX



£144. USED. Also fits Leyland. Please call 07850 525693 or 01889 500303 Staffs (T)

NUMBER PLATE BRACKETS



£50. IH 276 / 434 seat pan £50. IH 275 / 434 number plate brackets £30 and £35. Please call 07764575780 , South West.

104734

OPICO TURBO



£400. to fit MF690. Good order, complete with stainless steel silencer. Will be ready removed from tractor. Near Exeter. Please call 01647 252730, South West.

105145

LISTER PETTER



£200. water cooled diesel engine No 4200803 LP W4 A081. Used in a generator so not been overworked. Please call 07836733950.

RANSOMES CRAWLER PLOUGHS



POA. Jumbotrac, Solotrac, Duotrac, Elite, TS46, Multitrac. EPIC, YL, UD bodies. Bought for using at our working weekend but never going to get them all done. Mostly good metal but need a bit of freeing off and odd parts. Please call 07778 048 770, East Midlands.

105543

RANSOMES TS59 LANDSLIDES

POA. short & long, left & right-handed + heels also many other Ransomes plough parts – Please Contact Jeffrey Giblin.

SPARES

POA. DB 990 Implematic and Nuffield DM4 for spares. Call for more details. Please call 07866 246292 , West Midlands.

104728

SPARES



£45. Foot step IH 275 / 414 £45. B275 light brackets c/w bonnet fixings £70 per pair. Please call 07764575780 , South West.

104731

SPARES



£85. I H 276 / 434 foot plates £75 and £85 IH 275 / 414 foot plates also available. Please call 07764575780 , South West.

104732

SHEPHERDS HUT TURNTABLE PLATES



£110. cash. collect only. Please call 07876 353346, South East.

105689

SCANIA FRONT GRILL AND SIDES



£200. Scania Series 3 front panel mudguards and all trims. Please call 07759 198070, South East.

105672

SANKEY TRAILER



£850. Very good condition Ideal for use with steam engines or Land Rover. Nato hitch included. Please call 01726 842357, South West.

105537

SCIROCCO CAB DOORS



£270. Pair of used Scirocco Multi Comfort cab doors for MF35/65/135/165. May fit others. Buyer to collect. Please call : 01889 500303 or 07850 525693 (T).

TIP TRAILER



£2,500. Excellent Cond. Always dry stored. Perfect horse manure T. Please call 01964 527870, Yorkshire and the Humber.

105685

TIPPING TRAILER



£1,500. Halls 1.5 ton drop side tipping trailer. Very little use paint still on floor. Please call 07768 891320, West Midlands.

105688

TRANSPORTATION



Tractor and Machinery transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

TRAILER



£700. Well made but no longer needed. Please call 07951348106, South East.

105266

TRAILER



POA. small car trailer. winch and ramps. some welding needed. Please call 07551603949, Wales.

105133

QUICKIE LOADER

£150. for International tractors, fit most Internationals from 235 Please call 01775 710418, East of England.

TIMING GEARS DB



£180. DB 990 AD447 Timing Gear set Good Condition USED. Please call 01889 500303 Staffs

TYRE



POA. India farm tractor old pattern 11.25x24 tread 90 %. Please call 07423 839175 , Scotland.

105778

TYRE

POA. Fire stone old pattern 11.25x 28 odd size, ex cropmaster. Please call 07423 839175 , Scotland.

105779

TYRE



POA. Pair 12.4 .11x28 India farm 50% tread. Please call 07423 839175 , Scotland.

105780

TATA 5 THAMES TRADER GEARBOX

£220. very rare no bell housing. Please call 07557 677078, East of England.

105135

UNIPOWER



POA. Neates trailer brake as fitted to unipower timber . working order. Please call 01968 661198, Scotland.

104604

VOLVO



£60. VOLVO F6/7 HEADER TANK. Part no. 1542523 1670. Good condition. Been fitted inside a vehicle as water tank. Please call 07836 244887 , South East.

104471

WEATHERPROOF COVERS FOR CAV SWITCHES



£POA. Switches. Visit www.vintageelectrics.co.uk. Please call 07624 496516.

MISCELLANEOUS FOR SALE

APPLE PEELING AND CORING MACHINE



£250. Apple peeling and coring machine, fully working, Hampshire, 07717 834262 , South East.

104656

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

ALBION 5A BINDER PARTS LIST.

£5. Poor Condition but complete and legible. Please call 07774 773350, East of England.

105793

BADGE



£75. Gardner engine solid brass badge mounted. Size 12 inches x 6 inches. Please call 07720 950920, East Midlands.

104450

BEDFORD DINKY MODELS



£45. Two superb collectable dinky bedfords. Please call 07903904199, North West.

105271

COVENTRY CLIMAX FIREPUMP



£1,200. Coventry climax firepump with 5 buckets 2 large extinguishers and a load of firefighting equipment, including hoods, boots and several hose. Please call 01787376552, East of England.

105147

DAF DINYFODEN



£75. Two 1947 /55 Dinyfoden fuel tanker and tailboard wagon both collectable and not Chinese copies. Please call 07903904199, North West.

105272

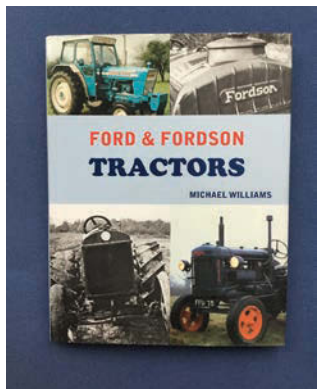
DINKY FODENS



£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

FIELD MARSHALL HARDBACK



£3.75. FORD and FORDSON .HARDBACK.128 CLEAN WHITE PAGES. GREAT PHOTOS, new condition. Please call 07399 359072, South East.

105551

FORD W/S MANUAL

1964, £30. Covers 2000-3000, 4000, 5000. well used but i believe complete. Please call 07836 352355, South East.

104626

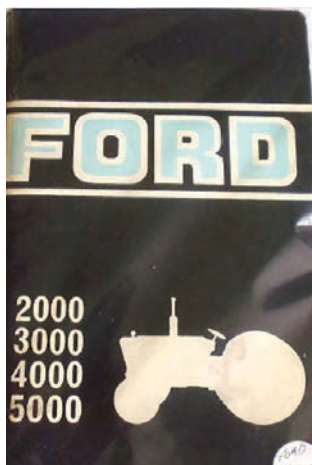
FORD PAINTING



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

FORD INSTRUCTION BOOKS



£28. Ford Instruction Book. Please call 01994232893, Wales.

104846

FORDSON FARMING DVD



£5. DVD. Please call 01473658804, East of England.

104737

GALVANISED WATER TANK



£250. 8 feet long x 43 inches high x 70 inches wide 2.5 inch outlet tank in good condition will hold approx 1500 gallons. Please call 07976 421725 , East Midlands.

105790

HAND GRINDER



£35. Hand grinder ryobi with battery charger and battery working order. Please call 07976 421725 , East Midlands.

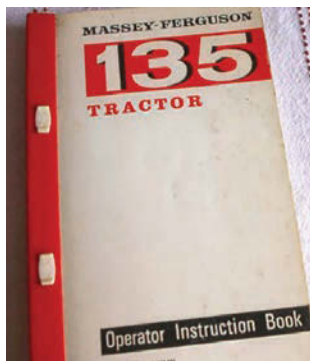
105787

HD GARAGE ITEM

£200. Clarke Heavy Duty Garage Item number CIG81020 Size 20'x10'x8' Never been out of box. Please call 01482814139, Yorkshire and the Humber.

1048924

INSTRUCTION BOOKS



£30. Massey ferguson Book 1st print. Please call 01994232893, Wales.

104845

KYMCO MAXXER QUAD



6572 miles, £1,300. 2012, 217cc automatic petrol. orange. 2 axle ridge body only used on road. good clean cond. all brakes renewed. Please call 01579 532123, South West.

105803

LARGE ENGINE TROLLEY

£375. Large. Please call 07951348106, East of England.

105786

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

LAMPS



£150. Pair of wooden battery operated engine lamps,suit 4 or 4.5 inch miniature engine. Please call 07464 549223, South West.

104334

.LISTER PETTER LT1/ LV1 AND 2 PARTS LIST

£15. Lister Petter LT1/ LV1 and 2 Parts List, plus the LV range Workshop Manual. also poa - Hydraulic pump and casing for LT1. Please call 07774 773350, East of England.

105792

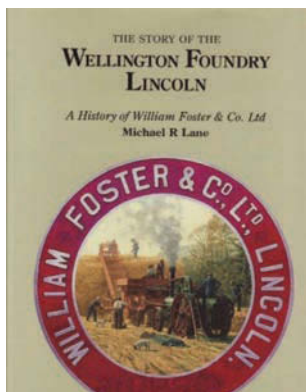
LITERATURE



£15. Folder containing comparative data on hydraulic excavators. Folder containing comparative data on loaders 1960;s. Please call 07771 564458, East of England.

104327

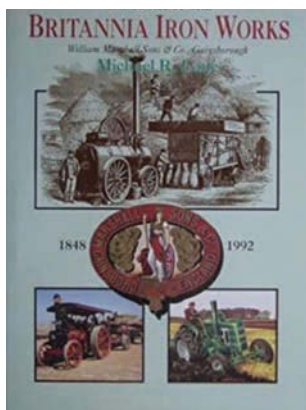
LITERATURE



£80. The Wellington foundry by Michael lane. History of fosters of Lincoln including the Tank. Excellent condition. Please call 07720 950920, East Midlands.

104452

LITERATURE



£100. The Wellington foundry by Michael lane. History of fosters of Lincoln including the Tank. Excellent condition. Please call 07720 950920, East Midlands.

104453

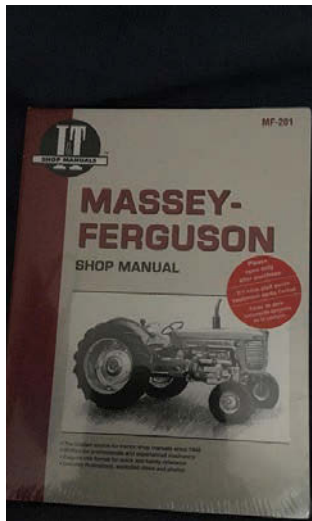
MASSEY FERGUSON WORKSHOP SERVICE MANUAL



£50. Massey Ferguson 400-7 and 500-7 combines workshop service manual excellent condition. Please call 01823 480378, South West.

105717

**MASSEY FERGUSON
WORKSHOP MANUAL**



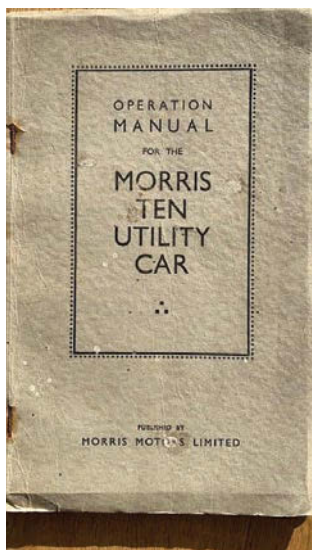
£16.75. MF201.BRAND NEW,STILL WRAPPED.COVERS PETROL and DIESEL MODELS MF65 to MF1155. Please call 07399 359072, South East.
104571

**MCLAREN SHOWMANS
COMPOUND**



Double Crank Compound built to a high stand hydraulic test to 2025. looking to part ex for a 6 inch foden. Please call 07481 606010, South East.
105802

MORRIS MANUAL



1940, £20. Operation manual for Morris Ten Utility car , original copy in A1 condition. Please call 07801199001, South West.
104572

MULTIFUEL STOVE



£375. Brosny 30 multifuel stove aprox output 90,000 b t u , it is able to do hot water and heat radiators, with connecting flu pipe. Please call 07711508200 , Yorkshire and the Humber.
104916

MAJOR PASTURE TOPPER



£850. sale 9ft, has been sandbasted and resprayed with pto and new guard can be loaded onto your transport. Please call 07711508200 , Yorkshire and the Humber.
104917

OPERATING INSTRUCTIONS

£25. HOWARD GEM ROTAVATOR Operating Instructions £10, Service and Repair manual. Parts List (copy) £10, HOWARD Mounted Rotavator 1960 Handbook and updates £15,. Please call 07761827053, East of England.
104915

OIL CANS



£800. 39. various sizes and names in wooden box. Good condition. Offers in the region of given price. Please call 07535 645525, North East.
104057

POLES



POA.Feering /Ranging Poles(3) Red/ white plastic covered metal points 6ft. 6" long. Please call 07889732081, Scotland.
104247

POST DRIVING CUPS



POA. Post driving cups for mounted breakers. We produce in house and can supply cups for most breakers or can supply complete outfits. Please call 01981 251922, West Midlands.
104720

STAINLESS STEEL WATER TANK



£250. 94 inches long x 49 inches high x 58 inches wide 2.5 inch outlet tank in good condition. has a ball cock. Please call 07976 421725 , East Midlands.
105791

STONE TROUGH



£2,300. Very Large, well mossed Stone Trough. 71" x 32" x 24" high. Please call 07773 997437, East of England.
105545

SECURITY PANELS



£15. Security panels 7 feet x 7 feet x 3 inches in good condition 2 gates or doors on hinges total number is 10 panels. 15 each. Please call 07976 421725 , East Midlands.
105789

TAMKIN BROS POTATO SPINNER



£330. Unusual static exhibit for shows but would need a bit of painting. Please call 01889 500303 or 07850 525693 (T) Staffs.

THREE STRAND NEW NYLON ROPE

£150. White three strand new nylon rope, 26m x 16mm £30, Polyester three strand rope, White, 61m x 19mm, Orange, 50m x 20mm, Blue, 36m x 16mm, £150 the lot. Please call 01562 884454, West Midlands.

VR4



£300. Scintilla Vertex VR4 magneto. Please call 01482814139, Yorkshire and the Humber.

104923

WALL MOUNTED SHELVES



£35. Wall mounted display shelves for scale models, trophies or china ware. Approx. 36" X 30" X 4.5". Made from recycled timber, complete with mounting brackets.

£20 each or both for £35. Please call 01295 730543, South East.

105693

TRUCKS AND LORRIES WANTED

BEDFORD TK

POA. fly wheel exhaust manifold clutch pressure plate for 33d diesel engine. Please call 0781 582109, East Midlands.

105321

BEDFORD KM

POA. looking for info on two remaining Bedford km reg number vhp 629s and kbl 836p these are the remaining Bedford from my dads fleet he had and memories as a kid any help be good. Please call 07881 788446, Scotland.

105481

SCANIA 143

POA. Scania 143 or 144 wanted. PRICE CAN BE PLUS VAT IF NEEDED. , West Midlands.

104686

TRACTORS AND MACHINERY WANTED

DAVID BROWN POWER LOADER.

POA. or similar. Please call 07837062708, East Midlands.

105312

FORDSON DEXTA

POA. Looking for information on Fordson Dexta, registration VWX 353. Purchased new from Harrogate Motors. Sold c1993 to Co. Durham area. Any info please call. Please call 07817 613026, North East.

105146

FORDSON MAJOR DKN

Wanted. petrol / paraffin fuel tap. Please call 01245/231309

GREEN'S ECONOMISER ENGINE

POA. Wanted a complete Greens economiser engine in any condition as long as complete - good offer made for right one!. Please call 07770469631, Yorkshire and the Humber.

105265

INTERNATIONAL B12

2 Furrow Plough. Please call 01395 567804 or 07980 798601, South West

MASSEY FERGUSON 130

Wanted: Massey Ferguson 130 in reasonably good condition. Tel: 01733 844203. , East of England.

105214

MASSEY FERGUSON 135/148

With a Herefordshire registration tidy condition NO yard scraper tractor please No vat would be Good private collector. Please call 07974345088 , West Midlands.

105776

STONE MIXING MACHINE

POA. Tractor driven, will collect. Please call 01633 482619, Wales.

104569

PARTS AND ACCESSORIES WANTED

AMBULANCE

POA. Good price paid. Wanted. FTD-7 ten bolt Power Take Off. Used to be fitted to 1960/70's Dodge Power Wagons with the NP 201 Transfer Case. Please call 01691 600640, Wales.

105539

CLUTCH ASSEMBLY

POA. Clutch Assembly and forks for kramer KL12 tractor fuel lift pump for same sametto v twin. Please call 01984 640811, South West.

104580

FORD CYLINDER HEAD



POA. Cyl. Head WANTED for Ford 1910 Shinbaura T853A engine. Please call 00353872926534, Ireland.

105781

GARDNER

POA. Carburettor suitable for a Gardner 1V, early 1900's. Please call 01788823943 , West Midlands.

104465

GEAR WHEEL



POA. 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.

105550

INTERNATIONAL 434

Wanted. Speed Amplifier hydraulic pump and epicyclic gear wheels. Tel: 07881 944022 or 01271 83091.

MASSEY FERGUSON PALLET TINES AND FRAMEWORK

POA. for a massey ferguson 203 industrial loader. Please call 07981213648, East Midlands.

105622

MARINE ENGINE

POA. Coventry Victor 7/9 H.P. marine diesel as fitted to ships lifeboats in the 1950s. Please call 01436 842952, Scotland.

104825

MAGNETO

POA. Magneto for Lister 1D stationary engine. Please call 353 86 8169886 , Ireland.

104468

MAGNETO

POA. Bosch low tension magneto. It has to suit a Ruston and Hornsby ip engine. Please call 0035387 9676668, Ireland.

105542

POTATO SPINNER



POA. Authentic Ferguson Potato Spinner PTO clutch part (which attaches to the tractor). This can be in either original or restored condition. To fit a Ferguson potato spinner. Please phone Fred. Please call 07719 177527, South East.

104922

SE PARTS

POA. Srationaly engines parts wanted. Please call 07732 590856, Yorkshire and the Humber.

104926

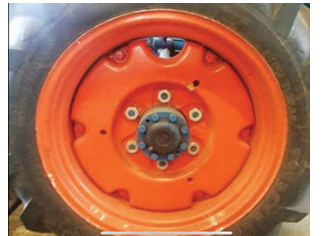
SCAMMELL EXPLORER HUB PULLER



POA. Please Call. Please call 07557 677078, East of England.

105136

WHEELS



POA. pair of roadless front heavy cast wheel centres as per photo. Distance or condition not a problem. Please call 07795 192645, East of England.

105690

WATER RAM PUMP HYDRAM

POA. WANTED, SMALL WATER RAM PUMP, BLAKES HYDRAM, GREEN AND CARTER OR ANY MAKE CONSIDERED. Please call 07958381278, South East.

104459

MISCELLANEOUS WANTED

NAME PLATES

POA. Wanted, name plates from Kent, Essex, Suffolk, Norfolk. Please call 01227 462893, South East.

105806

SERVICES FOR SALE

DAVE ALLEN TRANSPORT



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

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

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Cropmaster 880/900/950/990, Seletamatic 990/995/885/1212, Oliver 60/70/80/90,

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Nuffield & Leyland, Cockshut 30/40/50, MM - UTS-ZTU, Massey Harris 44

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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! I should be getting ready to head for Tractor World Spring but, sadly, it's all off. We can only hope things will come right later in the year.

A person who many of you will know is Maurice Houghton and I am sad to announce that he succumbed to Covid-19 in the early hours of Saturday 23 January, aged 83. Maurice was a great champion of Ferguson, Massey Ferguson and John Deere equipment, having worked for F A Standen for more than 50 years as a mechanic/technician.

In retirement he restored tractors and implements with his son, Gary, also a motor technician and former stock car racer. Together they created some award-winning tractors, including a Ferguson 35. In September 2019 the Houghtons took another first prize at the Haddenham Steam Rally for their 12-stud axle Ferguson F-JE-A30 trailer, which certainly looked the part.



Maurice and Gary Houghton at the 2019 Haddenham Steam Rally with their prize for the Ferguson trailer they had just restored.

Maurice was always willing to help Ferguson and Massey Ferguson fans and will be sorely missed by all those that knew him. I and the T&M team send our sincere condolences to Maurice's widow, Janet, son Gary and the family at this sad time.

On to other matters now and I have been asked by a number of our Irish friends how they stand when exhibiting a tractor post-Brexit, particularly at our Tractor World shows and at the GDSF, as well as when bringing a tractor over to the UK for auction. After investigating, this is what has come to light and would like to thank Cheffins and Bonhams for their help with this matter.

Q. When bringing a vehicle into the UK from the EU for display purposes, or for private entry in a rally (e.g. GDSF, NVT&HS, Tractor World), would you have to pay VAT to come into the UK?

A. *If a vehicle is brought in by the owner then no import tax is due if it is for private use and not for sale etc. If not brought in by the owner, then there are temporary import regimes that can be used, like a carnet for instance.*

Q. When importing a car for sale (e.g. Goodwood or Sutton) then 'exporting' it back to the owner in the case that it doesn't sell, is VAT payable?

A. *Any UK VAT liability is removed on export and any EU import VAT should be avoided, providing proof of export is available. The vehicle should be imported and exported by a known, VAT-approved shipper so that the UK VAT need not be paid. Otherwise it is paid and refunded once the export proof has been provided.*

Q. There is still the matter of the Phytosanitary (Plant Health) certificate. Is it needed on a historic tractor when it is being exported?

A. *As yet we do not have an answer, but will inform you should this change. I would imagine that this certificate would be needed if the historic tractor has been brought in to attend a show or private event. It would certainly not apply to a 'historic tax class' (30 years old) car, steam engine or commercial vehicle,*



The New Holland 76 pick-up baler press is a great piece of original kit that you don't see every day.

but we await clarification from DEFRA on the matter of historic tractors.

Finally, I was looking at a 1948 New Holland 76 self-tying pickup baler press in Somerset in late July, which came to the UK in cases from Pennsylvania, USA, and was used all of its life on a farm not far from where I was looking at it.

It would become the market leader by far and the key to its success was that he held the bale under compression using a telescopic con-rod that had an automatic latch. This made the plunger stop when the chamber was full, then missed a stoke while the bale was automatically tied. This was unique at the time.

The baler was better balanced than others and used thicker twine that kept the bale together far better than some on the market. It was imported to the UK after WW2 and sold by companies like T H White, A J Ward and A T Oliver of Bedfordshire, as well as others.

This example has been well looked after over the years and was one of the first to come to the UK. It's fitted with a Wisconsin air-cooled engine and even has all of the original literature with it. It was great to see it and I would like to be in the field when it works next – something I can only dream of at moment, given the abundance of snow and ice as I write! Stay safe.

Peter Love

Group Editor-at-large, Kelsey Media

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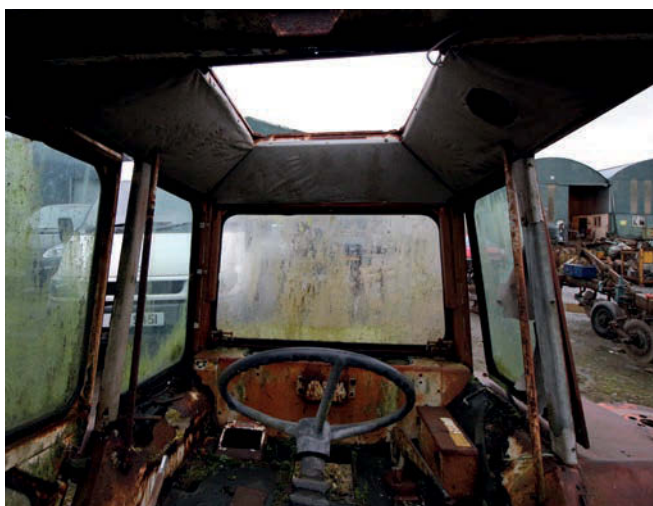
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Blue gold

Willie West, from Dumfriesshire, is unusual in that his contracting fleet comprises only one tractor – built in the 1980s! We discuss his weapon of choice.



Cabbed crusader

Restoring a cab can be one of the most daunting parts of any restoration. James Connolly talks to a man that has made it his mission to resurrect them.



Five minutes with...

We'll have the first in a new series that sees us find out more about some of the most prolific collectors and restorers from the UK and Ireland through a series of quick-fire questions.

Note: Planned features in *T&M* may be subject to alteration, due to circumstances beyond our control.

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