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Tractor & MACHINERY



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DYNAX-S50



Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated

Tractor & Machinery

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The bottom end of our IH 523's D-179 engine prior to its overhaul.

Welcome!

Hello and welcome to the September issue of *Tractor & Machinery*. I hope you enjoy reading about the Linssen brothers' Massey Ferguson fleet as much as I did. I find it fascinating that their tractors have clocked so many hours with minimal problems.

It is testament to their fastidious approach to servicing and maintenance and it makes me wonder whether the tractors in the Lambert 'collection' will enjoy such longevity, without major issues arising.

Our IH 523 has already fallen at the first hurdle, given that it had only clocked around 5,000 hours before needing an engine rebuild. This is hardly surprising, given that one of its former owners used it like a car for many years, travelling to and from the local shop at low revs, and not giving it any hard work.

This was its downfall and a rather undignified episode in the tractor's history, given that these Neuss-built engines have a reputation for longevity.

The other tractors in the collection have clocked anywhere between 3,000 and 7,000 hours, so hardly earth-shattering totals, and

unlikely to increase massively due to the fact that each racks up less than 50 hours per year.

A diesel engine benefits from good, hard work and although the tractors don't do a great deal, we try to give them a significant workout whenever possible, to improve their chances of a long life.

By the time you are reading this we will have given two of them a run out to a local classic vehicle event, and although this is no substitute for a day's ploughing, it will have provided some exercise and presented an opportunity to give them a good clean!

If I'm completely honest, attending the event is as much for me as it is to display the tractors for others to enjoy. It will have been almost two years since I took a tractor to an event and it will be great to meet up with like-minded people, as well as see some familiar faces. I am really looking forward to it!

Until next time, all the best.

Scott Lambert, Editor: tm.ed@kelsey.co.uk



Main cover image: The Linssen brothers' 21,500-hour MF 3060. Photo: John Meijers.

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IN BRIEF

Apprentice promotion

Sealey's brand-new apprentice promotion has launched! If you or anyone you know is currently doing a vehicle maintenance and repair, plumbing and heating or welding apprenticeship, then this one's not to be missed!

It features more than 190 deals with discounts up to 55 per cent off list price and there's a free welcome pack with every purchase too. You'll just need to opt into Sealey's e-newsletter and register your claim on the website (sealey.co.uk).

The promotion is valid until 31 December 2021.

T&M to your door!

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Blue Force update

Blue Force has announced that the chosen charities for its Suffolk Working Day, set to take place on 5 September by kind permission of R H Forrest & Co., are St. Elizabeth Hospice and the East Anglian Air Ambulance.

A JustGiving page for donations has been established (justgiving.com/team/BlueForceWorkingDay2021) for those that would like to make a donation to these two worthy causes.

The entry fee for exhibitors is £20, while visitors are asked to pay £5 per car. The event takes place from 10am to 4pm at Mowness Hall, Stonham Aspel, Suffolk IP14 5JJ.

For further details, please contact Peter Earl on 07843 570183.

British Ploughing

The British National Ploughing Championships & Country Festival will be celebrating 70 years when the event is held on 9-10 October 2021 at Mindrum Mill, Northumberland, by kind permission of D Harvey & Son.

Entries are coming in from all sides for the event. Space for trade stands, shopping stalls and agricultural machinery demonstrations is being snapped up after many shows have been cancelled. As there are fewer to attend, visitors are actively looking for somewhere else to go and this year, the 70th British National Ploughing Championships & Country Festival will give them something different than the norm.

Ploughing entries are coming from ploughmen and women from all over the country, with some competitors travelling more than 400 miles to take part in the championships – from as far afield as Devon, the Isle of Wight and Kent.

They will compete in one of 15 different ploughing classes over the two days – including world style conventional and reversible, vintage classes for trailing, hydraulic and classic ploughs, horticultural ploughing, crawlers, tractor high cut and heavy horses.

There are also tractor club classes for Ferguson, Ford & Fordson and David



Competitors in action at the 2019 event.

Brown. In five classes, the top 10 competitors from the first day will take part in a Plough-Off Final on the Sunday to find the British Champion in each section.

There will be something for everyone alongside the ploughing competitions, from steam ploughing engines, vintage tractors and machinery displays and working vintage demonstrations. Machinery manufacturers and local dealers will have an area for demonstrating the most up-to-date machines they have for sale and for those farmers who want to shop or browse, there will be agricultural trade stands with everything from tyres to tools. More shopping will be available with shopping stalls and country crafts.

The event is a huge outdoor affair, so social distancing should be very easy and it will be run according to government legislation at the time. For further information, please visit the website: ploughmen.co.uk

Scottish spectacular

MORE THAN 80 vintage tractors created a spectacular sight during a special tractor run that raised more than £2,000 for charity.

The Mearns Vintage Vehicle Club (MVVC) staged one of its special events on the roads from Laurencekirk to Brechin on Sunday 25 July, attracting interest from many members of the general public along the way.

All proceeds will be split between the Aberdeen Royal Infirmary Cancer Ward and the Friends of ANCHOR unit at the same hospital, the central hub of

cancer and haematology care for north-east Scotland.

Mike Robertson, of MVVC, said: "It was a great day and even more popular than we expected on every level. We had 86 vintage tractors, which was our largest number to date, and we had a great reception from people on the journey and at Soltyre, who made us feel very welcome.

"The icing on the cake was raising over £2,000 for cancer charities. Everyone either knows someone who has been affected by cancer or has been directly

affected themselves, so it's fantastic to be able to play a small part in supporting these fantastic charities."



Left-right: Sye Bruce – MVVC Chairman, Mike Robertson – MVVC, and Bob Anderson – Soltyre regional director.

Open weekend

Literature specialist Gibbard Tractors is holding an open weekend on 2-3 October for collectors of sales brochures, manuals, instruction and parts books.

"We held our last open day in early 2020 before the pandemic took hold," Stuart Gibbard told us. "It was a great success, with many visitors saying that we should make it a regular event for literature collectors to get together and chat about their hobby. Of course, with the lockdowns, that couldn't happen."

With restrictions easing and with so many enquiries from customers wanting to visit, Stuart and his wife, Sue, felt that the time was right for another event. "We've chosen the first weekend in October because that was traditionally the date of the Spalding Model Tractor Show," said Stuart, "but as that was held earlier this year in June, it left the date free for us."

As well as an excellent array of tractor literature of all ages, there will also be a wide selection of items for steam, combines, farm machinery, earthmoving equipment, trucks and Land Rovers on offer, along with early and out-of-print tractor and farming books, back issues of old farming and machinery

magazines, badges, collectables, posters and ephemera.

"Because there have been almost no shows, and we can't list everything on our website, this is an opportunity to see our full stocks," Stuart explains. "We will also have many bulk clearance items such as the larger manuals and more modern brochures and magazines – we need the space so no sensible offer will be refused!"

The open weekend will be held on the premises (restrictions permitting) at 196 Moulton Chapel Road, Moulton Chapel, Spalding, Lincolnshire, PE12 0XB from 10am to 4pm. "If there is anything special that you are looking for, then give us a call beforehand," says Stuart. "Depending on his farming commitments, we also hope to have a colleague in attendance selling some rare model tractors."

Gibbard Tractors is a family-run business that has been collecting and dealing in tractor literature for almost 40 years. The company is always keen to buy similar items and collections. Much of the literature is available to buy via the website (gibbardtractors.co.uk), which will also have updates on the open weekend or call 01406 380740 or 07971 547763 for details.

IN BRIEF



An Allis-Chalmers ED-40 in action.

Finger-bar mowing

On Sunday 18 July, Chardstock Vintage Tractor and Machinery Club held its finger-bar mowing event, by kind permission of club chairman Bob Waldren.

Approximately seven acres was mown by various combinations, including a Massey-Harris Pony with mid-mounted mower, a Massey Ferguson 35 with a 732 mower, Allis-Chalmers ED-40 with 732 mower and an MF 135 with a 732 mower. There was also a Bolinder-Munktel 470 spreading the grass using a Westmac/Stoll UM410 tedder.

A refreshment stall was present, with social distancing and hand sanitiser keeping everyone safe and the attendees agreed how nice it was to get back to some sort of normality and to meet old friends.

A total of £276 was raised for Dorset Air Ambulance and Cancer Research, which will be presented at the club's Christmas dinner.

Ford parts auction

Somerset-based former Silsoe and McCormick test engineer James Bacon and his father, Alastair, a well-known tractor dealer, have organised an online charity auction in September 2021.

Any spare or unwanted Ford parts are required to raise funds for research into Motor Neurone Disease, which James was diagnosed with in 2018, and Duchenne muscular dystrophy, following the diagnosis of a young family friend.

Once the auction has ended, parts can either be sent directly to the winning bidder by the person that has donated them or collection can be arranged. For more information, visit: the Facebook page (<https://tinyurl.com/partsauction>) or donate via justgiving.com/fundraising/Part2play

Air ambulance benefits from Shropshire run

A road run took place on Sunday 25 July, with £2,139.50 raised for Midlands Air Ambulance, writes Shaun Middleton.

The event was well attended, with more than 50 tractors of various ages and sizes, starting at the picturesque Batchcott Hall Farm, by kind permission of Mrs Judith Borlase. From there a scenic route of approximately 20 miles was enjoyed through the Shropshire countryside, with a pause at The Red Lion in Longden Common, for lunch.

Gareth Jones' Valtra Prostock tractor puller was on display and he was on hand to explain the tractor to interested people, as well as driving a Massey Ferguson 3125 on the route also. A raffle also took place at the lunch stop, with the winners very appreciative of their prizes.

A great day was had by all, drivers spectators and helpers alike, and a real sense of bringing communities together

was achieved thanks to those that supported the event – friends, family and local businesses, such as Rea Valley Tractors, Severn Farm Machinery, Pontesbury Tractors and Edwards & Farmer Ltd. – all of which were extremely generous with raffle prize donations.

A special mention should go to Roger Parry & Partners, as the company provided many items to make the day run like clockwork.



Shaun Middleton addresses participants at the start of the run.

The key to longevity

John Meijers visits Jac and Peet Linssen and their high-hour Massey Ferguson fleet.

Brothers Jac, 56, and Peet Linssen, 59, appreciate Massey Ferguson tractors and their Perkins engines, having used them on their mixed farm for many years. In the south of the Netherlands, in the province of Limburg, on the edge of a town called Horn by the River Maas, the brothers' farm consists of dairy and beef cattle, as well as potatoes, sugar beet, barley and maize.

They also grow around 10 acres of leeks for the fresh market, which keeps them busy during the winter months, and the type of soil varies from heavy river clay to sandy loam. There is a long history of successful farming in this region.

In this part of Limburg there was a Massey Ferguson dealership that played a major role in the transition from horse to

tractor. It was a successful dealership with many clients in a 30-mile radius.

Jac and Peet's grandfather bought the 100-acre farm in 1936. Their father, who sadly passed away in January 2020, was three years old at the time. The first tractor on the farm, in 1953, was a Ferguson TE-D 20 and in 1965 it was joined by a MF 135 that would become the main workhorse – a role it held for 11 years.

This 135 was traded in for one of the last 135s produced, in 1976. It is still on the farm and still has several roles, such as rolling with dual wheels, sowing sugar beet with a Kleine six-row drill, tedding hay and pulling a six-ton trailer. In the summer, there are numerous little chores for it.

At the moment it has 17,596 hours on it. It has been repaired, due to parts that have become worn out – like the power

Jac and Peet Linssen's 1976 Massey Ferguson 135 has been on the farm since it was new and has clocked more than 17,500 hours!



Drilling sugar beet is one of the 135's main roles.



take-off shaft. The splines become worn over the years and the tractor is now on its third shaft. The three-point linkage has also received some replacement parts.

During its working life the Perkins engine has only been touched once, for something other than routine maintenance. Last year, the head gasket started to leak and so this needed to be addressed. When the head was taken off, the honing lines were still visible on the liners. They looked like they had just been installed at the factory. After inspection, it was deemed unnecessary to skim the cylinder head, too.

Although it has been mechanically reliable, the brothers decided that it needed a cosmetic refresh around 15 years ago and so the tractor was resprayed.

17,500+
HOURS



HUGE HOURS

In 1979 they bought a new, two-wheel drive MF 265 to become the main workhorse. Sadly, they traded in the Ferguson TE-D 20.

Interestingly, after 300 to 400 hours, the MF 265's A4.236 engine was worn out because of a factory fault in the air inlet. The engine was rebuilt with new liners and pistons. It proved to be a very

good tractor, but it had a few annoying little problems. The battery was big, but still not big enough to start the tractor easily during frosty weather.

It racked up an impressive 23,000 hours in its time on the farm, with no further problems, and was traded in for a four-wheel drive MF 3060 in 1990. This tractor became the main workhorse on the brothers' expanding farm.

At the moment it has 17,596 hours on it. It has been repaired, due to parts that have become worn out - like the power take-off shaft. The splines become so worn over the years and the tractor is now on its third shaft



The hour meter has been round once already. How many more revolutions will it do?

At first they were a little sceptical about the electronics employed in the tractor's design, but during its time on the farm the Massey Ferguson 3060 has proved to be very reliable. In its heyday the tractor was used for all of the ➤

21,500+
HOURS

The 3000 Series brought electronics to the fore and despite initial concerns, this 3060 has proved to be extremely reliable.



major jobs and performed faultlessly. It is now displaying more than 21,500 hours!

Jac has been involved in match ploughing since the age of 18. He enjoyed great success with the 3060 and became National Ploughing Champion in the reversible and conventional classes several times over, thus representing the Netherlands at the World Ploughing Championships.

Due to increasing acreages and more intensive work for the 3060, the brothers decided to purchase a new tractor in 1996. The new model was a four-wheel drive Massey Ferguson 6110 – the

smallest model in the 6100 Series, powered by the brilliant A4.236 engine.

The model was short-lived, possibly due to the fact that a tractor of around 70hp was deemed small by this stage, and the Linssens' example was not without its faults either.

On the whole it has proved to be a good tractor, with the exception of power loss through the transmission and issues with non-hardened selector forks. They wore very quickly and were replaced under warranty, but the issue re-occurred once the warranty period had expired.

Another strange thing is that the hour meter seems to be counting the hours slowly. The brothers estimate that it has at least a few thousand hours more on it than the clock shows.

Jac and Peet are extremely complimentary about the tractor's engine. The Perkins-built A4.236 first saw use in the Massey Ferguson 175 tractor, introduced in the 1960s, and was also latterly used by Massey Ferguson to power the 187 combine – a model for smaller acreages available with a choice of cutter bars from 8ft 3in (2.5m) to 10ft (3m).

In its heyday the tractor was used for all of the major jobs and performed faultlessly. It is now displaying more than 21,500 hours!



Look at the pedal wear!



An impressive tally of hours, but there are no plans to retire the tractor yet.

11,000+
HOURS

Production of the 6110 was short-lived, but the Linssens are very happy with their example.



KEY TO SUCCESS

Its five-inch stroke provided good torque (258Nm at 1,200rpm in the MF 175 and 275Nm at 1,400rpm in the MF 6110), but its days were numbered and it would be the 1004-4 and 1006-6 engines that were the mainstay of the 6100 Series.

The brothers' 6110 is predominantly used for drilling, spraying, some ploughing and with a Grimme two-row potato harvester. It now has more than 11,000 hours on the clock.

In 2004, an MF 5455 joined the ranks. The tractor features a Perkins 1104D-E44TA engine, producing 105 rated horsepower, but boosted to 125hp for transport applications in third and fourth gears. It became the prime mover on the farm, undertaking the ploughing, power harrowing, sub-soiling and pulled a 12-ton trailer. It has never let them down in the 10,000 hours that it has racked up and has proved to be a very effective piece of machinery.

With increasing hours on all of the tractors' engines, Jac and Peet's latest acquisition is a used MF 5712S Dyna-4, that they bought with only 500 hours on the clock. This is the first Massey

Ferguson tractor that they have owned that is not powered by a Perkins engine – with power coming from a 120hp SISU unit.

It handles everything with ease and the brothers only hire a contractor for harvesting sugar beet and chopping maize for silage. ➤

As well as drilling, the tractor's roles include bed forming for potatoes.



HIGH-HOUR MFs

With such outstanding performance and longevity, the MF brand looks set to be an essential part of the Linssens' business for many years to come, but what is the key to their tractors' success?

Jac and Peet put it down to two things. The first of these is maintenance, servicing and repairs. They do everything themselves in the farm's comprehensive workshop and ensure that service intervals are strictly adhered to, with good-quality parts and correct-specification oils used.

Secondly, they believe that knowing how to operate a tractor, without abusing it, is essential if it is to provide years of trouble-free service. This particularly applies when the engine is cold. Driving at low revs just above the engine's maximum torque gives lower fuel consumption and a longer-lasting life. The most striking point was when Jac informed me that the 3060's rev counter has never been above 2,000rpm!

This fastidious approach to maintenance and operation has served the brothers well and I look forward to a return visit to see how their tractors are faring in a few years' time. ■

10,000+
HOURS



The Tier III MF 5455 is the youngest tractor on the fleet to be fitted with a Perkins engine.

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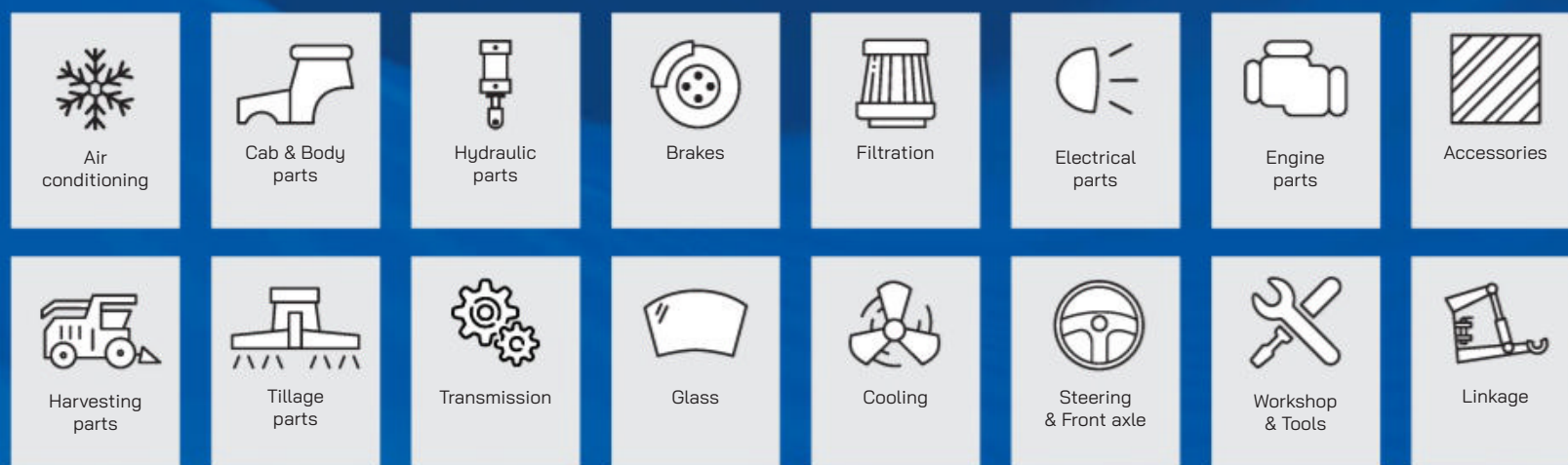
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Beryl and Nick Horsburgh get ready for a ride on the 1947 David Brown VTK1.

A dream come true

Peter Love went to meet Nick Horsburgh and his wife, Beryl, and their David Brown Thresherman.

Nick Horsburgh always wanted a David Brown Thresherman. He and his brother, Malcolm, witnessed J J Armfield & Co. Ltd.'s example driving by their house regularly in the early 1950s, and the seed was sown.

Although this type of tractors is always called the 'Thresherman', it was officially known as the David Brown Heavy Duty Tractor (Threshing Model) and designated the VTK1. Just 185 were made between 1946-47 and this one is a late example – first licensed on 16 August 1947 and one of just six made that year.

In the paperwork that Nick obtained with the tractor, it was listed at £748. Compare that with a Perkins P6-powered Fordson E27N Major, that was about to

enter the market at £535, and I know what I would be buying. The 'blue' tractor would be running on cheaper diesel fuel, with more power, and probably would be more reliable.

This type of David Brown tractor goes back to the 1941 VIG1/100 that was built to the Air Ministry's specifications for towing heavy bombers around war-time airfields and came with a heavy winch and vacuum braking for trolleys and the like.

During 1942 the VIG1/462 was developed. This featured a Brockhouse torque converter in place of the regular clutch and proved to be very successful for the Royal Air Force. The VIG1/100 and VIG1/462 were well liked and did what was expected of them, particularly in the hands of the RAF.

After WW2, David Brown saw a gap in the market for an agricultural contractors' tractor, with its main purpose being to shift the threshing drum, trusser, and associated tackle from farm to farm. The company tested prototypes of the VIG1/100 for forestry and threshing applications and the tractor proved itself to be more than capable for the latter.

The new model went into production as the VTK1 and was based on the VIG1/100, with a TVO engine, winch, heavy-duty rear towing hitch, front hitch and front-mounted belt pulley. The price, a heady £750, proved to be its downfall – as it was twice the price of a regular tractor.

As well as the price, the David Brown VTK1 was held back because of a lack of

raw materials and the fact that you needed to be in the possession of a War Agricultural Executive Committee permit to buy one.

CONTRACTING

One of the lucky ones to have a permit was J J Armfield & Co. Ltd., of Stuckton, near Fordingbridge in Hampshire. The company undertook agricultural contracting and engineering, as well as forestry, hence why a VTK1 was ideal for the type of work. The tractor purchased was registered GAA 5.

Nick Horsburgh's grandfather used to work with the gang when needed, whether it be in timber extraction or helping threshing the crops, and seeing the outfit drive by the house at Blisford left an everlasting impression on Nick.

Over the years Nick kept tabs on the VTK1, which has three of J J Armfield & Co. Ltd.'s addresses listed in the original buff log book – the last being Stockton Iron Works, near Fordingbridge.

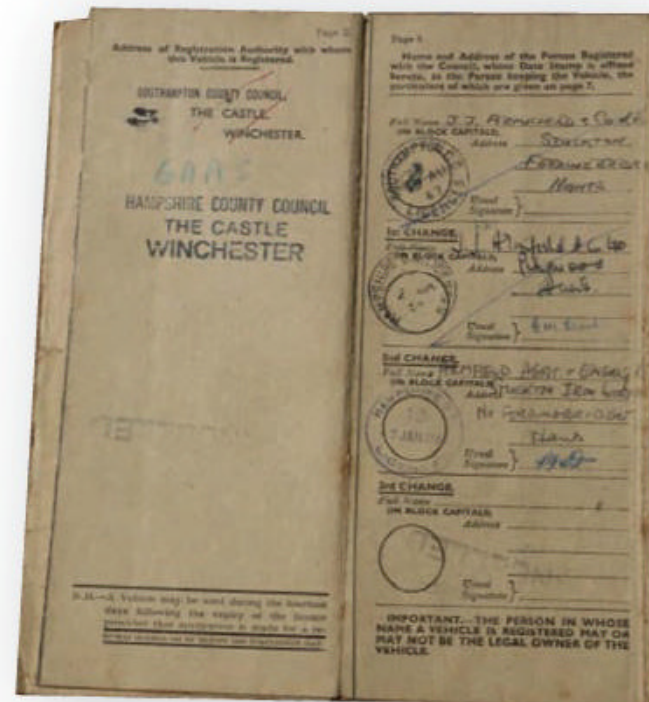
The tractor ended up in a rundown wood shed and Nick and his brother asked the company if they could buy it. They were told that the matter would be

considered, but did not hear anything else. Time went by and when the owner died the next thing Nick and Malcolm knew the tractor had been sold to Campbell Samson, who had a fine collection called 'Bygone Days' at North Gorley.

The new owner took the VTK1 to Peter Noble's team at Ringwood, who thoroughly restored the tractor. Upon the tractor's return to the Samson collection it was not used much over the years, but did appear at the Great Dorset Steam Fair.

Upon Campbell's death, his nephew, Christopher, placed the tractor on the market. Nick and his brother spotted it and had to purchase something they had tried to buy more than 40 years earlier. Those fond memories from their early days lingered on and the tractor became theirs in November 2020.

It had not run for some time and after cleaning the ignition and fuel systems and unblocking the tank, it eventually fired. Since then they have changed the oils and made good what's needed and today GAA 5 lives on in its native county of Hampshire. It still features a 1978



The original log book.

licence disc in its holder, that cost £6.65p at the time.

To think that Nick and Malcolm have been able to purchase their beloved tractor is a wonderful feeling. It has so many happy memories attached to it and you could see this from the smile on Nick's face as he drove around the country lanes on the edge of the New Forest, with Beryl by his side. ■



At the rear there's a heavy-duty winch, sprag and multi-position hitch.



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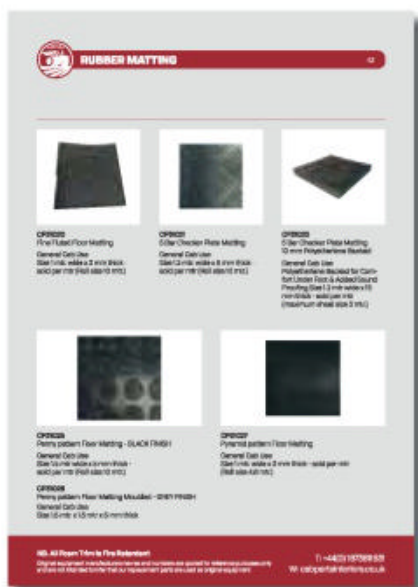
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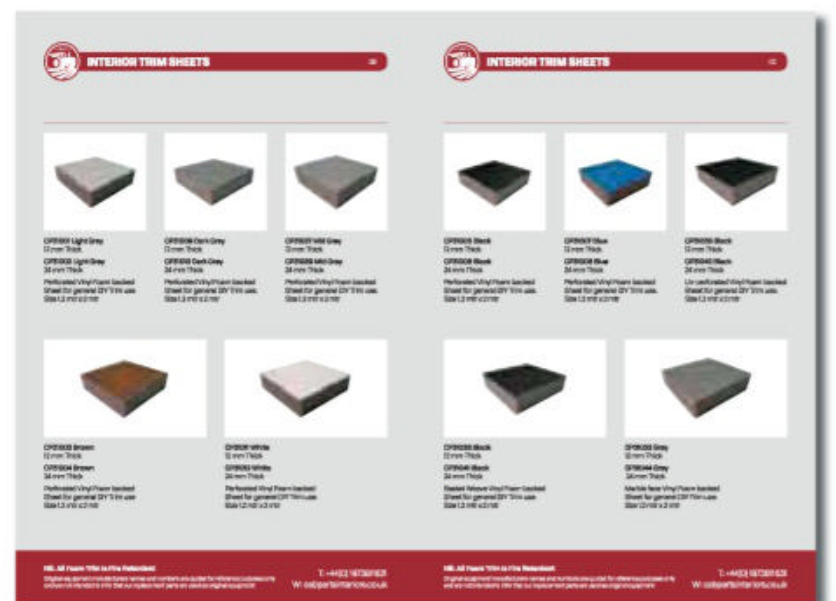
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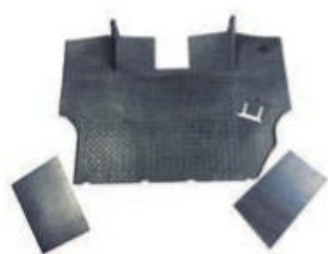
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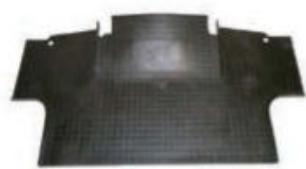
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Mannheim magic

We examine the highs and lows of John Deere's four- and six-cylinder 40 Series tractors, built in Europe.

The impressive John Deere 3640. All images from John Deere literature.



Introduced in 1979, when it was launched at *The Momentum* dealer meeting in Moline, Illinois, John Deere's 40 Series did not set the world alight, but would later herald the arrival of a huge leap in operator comfort when it became the first range to be fitted with the Sound-Gard 2 (SG2) cab.

In this series profile, we are concentrating on the European-built four- and six-cylinder models available following the launch of the SG2 cab, in 1981, but three-cylinder tractors also catered for those requiring something smaller.

At the launch, all models were fitted with the Operator Protection Unit (OPU), with the four-cylinder tractors being the 62hp (DIN) 1640, 70hp (DIN) 2040 and 82hp (DIN) 2140, while the two six-cylinder offerings were the 92hp (DIN) 3040 and 100hp (DIN) 3140.

The introduction of the SG2 really made potential buyers take notice and it

was at this point that the new cab became a standard fitment on six-cylinder models. The SG2 was, according to former John Deere Ltd. employee Peter Leech, only an option on the four-cylinder tractors as it was considered to be too high – in terms of both cost and height – for tractors with a power output of 90hp or less.

This cab, it's fair to say, divided opinion – but it was clear that it was stylish, comfortable and quiet. Despite almost everyone using a tractor's left-hand door, some moaned that the SG2 only had one door and that it wasn't in the traditional position.

Of those that dared to try the new cab, many were pleasantly surprised. Initial concerns about the unusual method of entry and the fact that the edge of the door created a line near the centre of the windscreen, were pleasantly surprised to find that it was aligned with the exhaust and air pre-cleaner (where fitted) to make forward vision as unimpeded as possible.

The 40 Series was important as it provided offered buyers a host of models to suit their needs, but it soon became apparent to Deere that there wasn't enough choice – in terms of power and specification.

"The 2040S wasn't introduced until one year later, in 1980," Peter explained. "The reason being that the horsepower gap between the 70hp 2040 and the 82hp 2140 was thought to be too big for customers that wanted to trade in the very popular 2130 (75hp) and there was initially some resistance to the turbocharged engine in the 2140 – the first turbo engine in a Mannheim-built tractor.

"So, the 2040S, with 75hp, was introduced quickly to plug that gap and to give a direct replacement for the 2130. The designation S was purely because there were no numbers left between 2040 and 2140."

Deere owners, and those convinced by the salesman's spiel on the benefits of ➤



The interior of the SG2. The right-hand console meant that all of the major controls fell easily to hand.

the SG2, embraced it, but those wanting something less expensive come the end of the Sekura-built OPU on the 40 Series looked to the JD X-E Series. At first glance it was an SG2 with a yellow roof (see the JD 2140 on page 21), but

open the door and you would find central, floor-mounted gear levers akin to the OPU.

It may have addressed the issue of cost, being cheaper than the SG2, but it did not necessarily deal with the issue of

height. It was not enough for those negotiating low buildings, such as cattle sheds, and sales were being lost to competitors as a result.

“The engineering team tried hard to develop a lower, cheaper cab based on the Sound-Gard design,” Peter explained. “That was how the factory was configured and the best manufacturing possibility would be provided with as much commonality with the standard frame and parts as possible. This wasn’t possible and the time it took to find that out frustrated a lot of people within the company.”

The result was the MC1, and for further detail on the development of this cab you can read more in the July 2020 issue of *T&M*, but the crux is that a cab was produced to suit livestock farmers and those that wanted something more ‘traditional’ from a cab.

Built at Deere’s Brucshal factory, the MC1 proved to be a great alternative to the OPU, SG2 and X-E – with a cab height as low as 2.43m, depending on tractor model and tyre size (it was available for three- and four-cylinder models up to the 2040S).

POINTS TO NOTE

Front axle

- Two-wheel drive axle can suffer from worn track rods (new spherical inserts and pins are available)
- Steering ram rods are often scored/damaged (replacement rods are available)
- ZF APL 345 axle fitted to four-wheel drive 2140, 3040 & 3140 is strong and reliable
- Lighter APL 325 axle used on four-wheel drive 1640 & 2040 has not lasted as well
- 3640 has APL 350 axle – heavy-duty version of APL 345
- Early tractors fitted with side-drive axles (APL 1352 on the 1640 & 2040, APL 1552 on the 2140, 3040 & 3140) without caster angle steering

Engine

- If looked after, engines good for 15,000-plus hours
- Balancer shaft bushes can fail on poorly-maintained four-cylinder engines
- Still possible to find good, used six-cylinder engines

Transmission

- New clutches still available
- Flywheels often worn beyond skimming (new replacements available)
- SG2 hydraulic clutch-release system can require attention to master/slave cylinders
- Synchromesh gets worn on high-hour tractors
- SG2 range gear shift tube often cracks/breaks (replacement requires cab removal)

- PTO clutch can suffer if tractor has been used with equipment that requires a high torque load

Brakes

- Wet brakes have long service life if transmission oil level is maintained and brakes not abused

Hydraulics

- Closed-centre system
- Internal transmission pump wears over time often causing shuddering hydraulic lift
- Internal hydraulic system leaks can be an issue on high-hour tractors
- High-pressure hydraulic pump can suffer loose inlet valve seats that damage pump beyond repair

- Genuine pumps are extremely expensive (good-quality replacements available)
- Load control lower link sensing shaft often leaks (seals easily replaced)

Cab

- Hard to find good, used SG2 cabs
- Six-cylinder cabs have generally lasted better than ones fitted to four-cylinder tractors
- Range of replacement parts and glass available
- Demand for good, used doors – but not easy to find
- Electrics can be problematic and limited range of components available (new or used)
- Tatty interior common (aftermarket trim is available)

- XE & LP version of SG2 cab – gear levers central on floor
- Prior to MC1 cab was Sekura LPU, fitted by Sekura in the UK
- Replacement mudguards available, but parts (new and used) generally limited for all cabs
- MC1 left-hand door frames particularly hard to find

Pick-up hitch

- Often worn out on high-hour tractors
- Two types fitted by dealers – ARM (by dealers) and Axla (by factory)
- Good used hitches and parts are difficult to source
- Limited range of new parts available for both types

It came into its own around low buildings where its visibility made it particularly attractive, but it was not without its foibles. There were no pendant-style pedals, side-mounted gear levers or flat floor, but this did not matter to the cash-conscious farmer. It was frustrating given the ergonomic niceties of the SG2, but the MC1 was still pleasant.

Two rear-hinged, fully-glazed doors made entry and exit much more conventional and, once seated, the ergonomics of the MC1 were good. The gear levers sprouted from the floor, adjacent to the dash panel, with the PTO control between the two – reminiscent of the earlier models, the parking brake on the left-hand side of the seat and the hydraulic controls on the right.

The dash panel itself had the familiar, large dial in the centre, with rocker switches either side, as well as hand throttle, engine stop knob and heater and blower controls. Ahead of this, on a sloping section facing the windscreen, and joined by one on each side of the dash binnacle, were two adjustable vents to direct hot cold air where desired.

In common with other 'European market' tractors, the windscreen was



The MC1 was a good alternative to those looking for attributes the SG2 could not offer.

hinged at the top to allow natural ventilation from the front and both side windows were also openable – hinged at the rear to aid the ingress of fresh air.

The cab was mounted on four rubber blocks, but noise levels were higher than

the equivalent SG2-cabbed models, and despite any questions about its quality in comparison to the top-spec cab, the MC1 proved popular. It was a decent alternative for those that liked the 40 Series but wanted something other than the SG2.

John Deere parts specialist Nick Young explained that 40 Series tractors are still useable classics and, mechanically, have generally lasted well. The cabs of all types will often let the tractor down and if you are considering purchasing one, try to find a tractor with a good cab and check that the dashboard works correctly.

Nick said: "Remember that they are around 35 years old and parts, if available, can be expensive!"

Over the next few pages we will take a look at the specifications of the four- and six-cylinder models from the SG2 era, but for an overview please look at the 'Points to note' panel on the opposite page.

* Thanks to Nick Young and Peter Leech for their specialist knowledge. ■



The interior of the John Deere MC1 cab. Note the floor-mounted gear levers and lack of pendant-style pedals.

USEFUL CONTACTS

JF Agricultural Engineering Ltd.
Stoke Hammond, Buckinghamshire
Tel: 01525 370477
jfsales.co.uk
Used John Deere tractors

Nick Young Tractor Parts
North Owersby, Lincolnshire
Tel: 01673 828883
nytractorparts.co.uk
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THE COMPETITION

DB 1290
Ford 4610
IH 585L/XL
MF 675



JOHN DEERE 1640

As the smallest of Deere's 40 Series models to be fitted with the SG2 cab, the 1640 had to deliver on all fronts. Those that bought an SG2-cabbed model felt that the comfort outweighed the additional expense, or got a good deal from the local sales rep that made it an attractive proposition!

It may not have had masses of power, but the four-cylinder produced maximum torque at just 1,200rpm. With a rated speed of 2,500rpm, this made the direct-injection unit an interesting engine. It performed better than you would expect of a 62hp (DIN) tractor, with plenty of grunt for a model of this size.

SPECIFICATION: JD 1640

Engine	JD 4239DL
Power	62hp (DIN)
Cylinders	4
Torque	151lb/ft (205Nm)
Clutch	Dry disc
Transmission	8 fwd, 4 rev or 16 fwd, 8 rev
Lift capacity	4,760lb (2,159kg)*
Wheelbase	2WD: 89.8in (2,280mm) 4WD: 90in (2,285mm)
Height	103in (2,620mm)**
Weight	2WD: 7,020lb (3,185kg) 4WD: 7,650lb (3,470kg)
Front tyres	2WD: 7.50-16 4WD: 11.2-24
Rear tyres	13.6-36
Produced	1979-86

* Lower links horizontal
** To top of SG2

SPECIFICATION: JD 2040

Engine	JD 4239DL
Power	70hp (DIN)
Cylinders	4
Torque	170lb/ft (230Nm)
Clutch	Dry disc
Transmission	8 fwd, 4 rev or 16 fwd, 8 rev
Lift capacity	4,760lb (2,159kg)*
Wheelbase	2WD: 89.8in (2,280mm) 4WD: 90in (2,285mm)
Height	103in (2,620mm)**
Weight	2WD: 7,020lb (3,185kg) 4WD: 7,650lb (3,470kg)
Front tyres	2WD: 7.50-16 4WD: 11.2-24
Rear tyres	13.6-36
Produced	1979-86

* Lower links horizontal
** To top of SG2



THE COMPETITION

DB 1390
Ford 5610
IH 685L/XL
MF 675

JOHN DEERE 2040

You won't find many examples of the John Deere 2040 around today, purely because the 2040S was the one that fitted the bill for farmers looking for a tractor of this size. It was too much of a step down, in terms of power, from a 2130 and the 2140 was a big step up, hence the

introduction of the 2040S a year after the initial launch of the 40 Series.

Like all of the four-cylinder tractors in the range, if well maintained the engine will happily clock 10,000 without major fault, but the balancer shaft bushes can fail if the tractor is not serviced regularly.

**THE
COMPETITION**

DB 1390
Ford 5610
IH 785L/XL
MF 690



JOHN DEERE 2040S

Those that were looking to trade in their JD 2130 for a new model wanted **this one**. It was introduced later, following demand for a like-for-like replacement of the John Deere 2130, and found favour amongst smallholders and stock farmers.

Pushing out a useful 75hp (DIN), the 2040S can be found with all cab options and makes for a very versatile tractor. It

proved extremely popular in four-wheel drive form and once fitted with the ZF centre-drive front axle with caster angle steering, it became a much more agile machine.

With a narrow track width possible and the two-door MC1 cab fitted, the John Deere 2040S is also ideal for ploughing matches.

SPECIFICATION: JD 2040S

Engine	JD 4239DL
Power	75hp (DIN)
Cylinders	4
Torque	181lb/ft (246Nm)
Clutch	Dry disc
Transmission	8 fwd, 4 rev or 16 fwd, 8 rev
Lift capacity	5,620lb (2,549kg)*
Wheelbase	2WD: 89.8in (2,280mm) 4WD: 90in (2,285mm)
Height	104in (2,645mm)**
Weight	2WD: 7,365lb (3,340kg) 4WD: 7,995lb (3,625kg)
Front tyres	2WD: 7.50-16 4WD: 11.2-28
Rear tyres	16.9-34
Produced	1980-86

* Lower links horizontal
** To top of SG2

SPECIFICATION: JD 2140

Engine	JD 4239TL
Power	82hp (DIN)
Cylinders	4T
Torque	199lb/ft (270Nm)
Clutch	Dry disc
Transmission	8 fwd, 4 rev or 16 fwd, 8 rev
Lift capacity	5,620lb (2,549kg)*
Wheelbase	2WD: 89.8in (2,280mm) 4WD: 90in (2,285mm)
Height	104in (2,645mm)**
Weight	2WD: 7,620lb (3,455kg) 4WD: 8,335lb (3,780kg)
Front tyres	2WD: 10.00-16 4WD: 11.2-28
Rear tyres	13.6-38
Produced	1979-86

* Lower links horizontal
** To top of SG2



**THE
COMPETITION**

DB 1490
Ford 6610
IH 885L/XL
MF 690

JOHN DEERE 2140

Despite the benefits of turbocharging having been evident since the introduction of the Ford 7000 in the early '70s, customers were sceptical about the 2140 and it took a while to find its place in the market.

Once convinced that a turbocharged four-cylinder engine had a place in a Deere,

loyal customers made a leap of faith and others loyal to rival brands made the switch too.

With plenty of power and torque in a compact package, the 2140 proved to be just what was needed at the time – an era when 80-90hp tractors were still at the forefront of many farming operations.

THE COMPETITION

DB 1490/1690
Ford 7610
IH 956XL
MF 698T



JOHN DEERE 3040

As the smallest of John Deere's six-cylinder models, the 3040 found itself pitted against the International 956XL – one of the best tractors of its generation. It had the advantage of a clutch-less splitter, but the engine did not have the torque of the Neuss-built D-358 – or the exhaust note!

At 92hp, the engine was never really under strain and this has proved to be the tractor's trump card – with high-hour reliability reported by many owners. This, coupled with a dependable transmission, has ensured that the 3040 remains a popular choice with those looking for a tractor in this power bracket.

SPECIFICATION: JD 3040

Engine	JD 6359DL
Power	92hp (DIN)
Cylinders	6
Torque	231lb/ft (313Nm)
Clutch	Dry disc
Transmission	16 fwd, 8 rev
Lift capacity	7,685lb (3,486kg)*
Wheelbase	2WD: 100in (2,550mm) 4WD: 102in (2,580mm)
Height	110in (2,795mm)**
Weight	2WD: 9,175lb (4,160kg) 4WD: 9,790lb (4,440kg)
Front tyres	2WD: 10.00-16 4WD: 12.4-28
Rear tyres	16.9-38
Produced	1979-86

* Lower links horizontal

** To top of SG2

SPECIFICATION: JD 3140

Engine	JD 6359DL
Power	97hp (DIN)
Cylinders	6
Torque	236lb/ft (320Nm)
Clutch	Dry disc
Transmission	16 fwd, 8 rev
Lift capacity	7,985lb (3,622kg)*
Wheelbase	2WD: 89.8in (2,280mm) 4WD: 90in (2,285mm)
Height	104in (2,645mm)**
Weight	2WD: 7,365lb (3,340kg) 4WD: 7,995lb (3,625kg)
Front tyres	2WD: 10.00-16 4WD: 13.6-28
Rear tyres	2WD: 18.4-34 4WD: 18.4-38
Produced	1979-86

* Lower links horizontal

** To top of SG2



THE COMPETITION

DB 1690
Ford 7610
IH 956XL
MF 699

JOHN DEERE 3140

At just shy of 100hp, the 3140 was always destined to be a popular model for progressive farmers. The smooth six-cylinder engine was never under strain and had the torque required for a tractor of this power output.

Like the others in the range, it was restricted somewhat by the ZF side-drive front axle – but was a different animal when fitted with the centre-drive unit and 12-degree caster angle steering, permitting

a 50-degree steering angle. Nick Young said: "The ZF APL345 axle fitted to the 3140 is a strong, reliable axle. Used parts for this axle are often available."

Available in two-wheel drive configuration, the 3140 was also a good option for those that needed power and manoeuvrability, rather than traction.

At the rear it may not have had the lift capacity of its bigger brother, but it coped well with a four-furrow reversible plough.

**THE
COMPETITION**

Case 1694
Ford 8210
IH 1255XL
MF 2640



JOHN DEERE 3640

The range-topping John Deere 3640 may not have the draw of its successor, the 3650, but it is still a very competent tractor to this day. It was often seen with a five-furrow reversible plough, but Deere suggested that it was capable of operating a three- and four-furrow push-pull plough combination when equipped with a front linkage.

As the largest model in the range, power delivery was key and putting it down sufficiently meant that the tractor was only available in four-wheel drive configuration.

The 3640 was often the prime mover on large arable farms and estates, and so high hours and subsequent wear are all part of the territory when buying one of these tractors today.

SPECIFICATION: JD 3640

Engine	JD 6359DL
Power	112hp (DIN)
Cylinders	6
Torque	290lb/ft (392Nm)
Clutch	Dry disc
Transmission	16 fwd, 8 rev
Lift capacity	11,647lb (5,283kg)*
Wheelbase	102in (2,582mm)
Height	111in (2,820mm)**
Weight	10,564lb (4,780kg)
Front tyres	13.6-28
Rear tyres	18.4-38
Produced	1984-86

* Lower links horizontal

** To top of SG2



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IH BTD-6

The landmark events in agricultural machinery production that proved successful for manufacturers and features that set the standard for others to follow.

All images from International Harvester promotional literature.



The IH BTD-6 may not have heralded the arrival of a new concept, but it became the benchmark for tracklayers in the UK. With its origins in International Harvester's TracTracTors, the engineers at IHGB could not take full credit for the design of this 'new' machine for the British market, but it's fair to say that the additions and refinements over the years turned it into the crawler to beat.

The likes of Caterpillar, Fowler and Track-Marshall were all enjoying a slice of track-laying action during the 1950s, but IHGB was just getting started and would still be doing well in the crawler market when others had fallen by the wayside.

Things started modestly, with a 40hp version of the BT-6 introduced in 1953. Powered by the same engine as the BMD tractor, the BD-264, the 4,327cc four-cylinder engine may not have had bags of power, but thanks to a 5¼in stroke it had plenty of torque, at very low revs.

With the Super BMD tractor, introduced in 1953, came an improved version of the 264cu in, indirect-injection engine. Two years later, the BT-6 would have the same power output, 50bhp, and this is the version that would go on to set the standard for other crawler manufacturers to follow.

The torque output of the revised BT-6 was 194lb/ft at just 1,100rpm! Rated speed was just 1,450rpm. With this sort of performance, 47.9hp was achievable at the belt and 40.6hp at the drawbar. This equated to drawbar pull of 10,500lb (4,770kg) in first gear at rated engine speed.

A 13-inch (33cm), single-plate clutch, with over-centre engagement, transferred drive to a five-speed transmission – with speeds of 1.5-5.4mph (2.4-8.7kph) possible at rated engine speed. Reverse was a modest 1.7mph (2.7kph), but a high-speed reverse option of 3.5mph (5.6kph) was available in

place of third gear. This was particularly useful when the BT-6 was used in construction with a bullgrader or Drott equipment fitted.

Whatever the setting, the BT-6 proved its ability, helped by a range of options that saw it find favour in the hands of thousands of owners. Most common was a four-roller track frame with 14-inch shoes, but 12-, 16-, 18- and 20-inch shoes and a five-roller frame gave the crawler greater versatility.

For those that didn't need the torque of a diesel, or had no desire for it, a distillate-powered version of the crawler was available from 1955-57. The BT-6, as it was designated, produced 42½hp and proved not to be popular. Just 10 were made in the first year, 25 in the second and 13 in the final year.

Come the end of BT-6 production, IHGB introduced an alternative for those not needing all of the BT-6's 50hp. The BT-640, first produced in 1957, was essentially a de-rated BT-6 with less of the 'bells and whistles'. It sold reasonably well and was produced for more than five years.

Sales of the BT-6 were pretty consistent throughout the late '50s and first half of the '60s, slowing down as the 1970s approached. Just 74 BT-6s were built in the first year and peak production occurred in 1961, when almost 2,500 were built.

In 1966, a standard-spec BT-6 (four-roller track frame and 14-inch, clipped-corner tracks) cost £1,919-15-0. A five-roller frame added £90-4-0.

The final build year, 1975, saw 134 leave the line – bringing production at Doncaster to a close.

It may have been basic, with limited power, but the BT-6 proved ideal for British agriculture. Perfect for top work, like rolling and drilling, as well as heavy-draft operations, the BT-6 was the right crawler at the right time and took sales away from all of the other manufacturers producing tracklayers with a similar power output. ■

FACTS & FIGURES

BT-6 'MkI'

Derived from TD-6 TracTracTor

Power: 40hp

Production: 1953-55

No. built: 1,850



BT-6 'MkII'

Power: 50hp

Production: 1955-75

No. built: 20,533



BT-6

Power: 42.5hp

Production: 1955-57

No. built: 48



BT-640

Power: 42hp

Production: 1957-62

No. built: 210



TD-6-B

Power: unknown

Production: 1970-71

No. built: 53

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A Ransomes C79 'Zed Bar Cultivator' behind a Ford 5000. All images from Ransomes promotional literature.



More than ploughs!

Ransomes is a name synonymous with ploughs, but there were many more strings to the company's bow. We take a look at some.

The Ransomes story began in the mid-1700s when Robert Ransome was born, in Norfolk. By his early 20s he had opened an ironmongery store in Norwich and before long he had branched out into the production of cast iron plough shares. These proved to be a successful part of his business and he patented his process of tempering the shares, selling them across East Anglia.

By the end of the 1780s he moved the business to Ipswich in Suffolk, where it

flourished – thanks largely to new ideas relating to the production of plough parts and how standardising them meant they would no longer have to be made by a farmer's local blacksmith.

Ransome registered a patent for the standardisation of plough parts in the early years of the new century and before long numerous outlets were selling the company's plough parts across the east of England.

Robert Ransome's son, James, joined his father's growing business, having established his own foundry, and

Ransome & Co. became Ransome & Son. It would later become Ransome & Sons, when Robert's younger son, Robert Jnr., joined the business. The company had changed its name again, by 1825, to J. & R. Ransome – following Robert Snr. relinquishing his role in the company.

The founder died in 1830 and it was at this stage that his grandson, James Allen Ransome, joined the fold, with the company becoming J. R. & A. Ransome, and from then on diversification was one of the firm's biggest strengths.

Lawn mowers, railway components and steam engines were all produced by the company, which by this point had moved to the famous Orwell Works, but agricultural implements remained at its core – with plough production ramping up to the point that the YL model was introduced in the early 1840s. It was also during this period that the company changed its name again, after Charles May became a partner, to Ransomes & May.

EYES OF THE WORLD

Further success was enjoyed following a plethora of Ransomes & May's products being exhibited at the Great Exhibition in 1851, but Charles May left that year and was replaced by James Allen Ransome's nephew, William Sims, leading to an inevitable name change once more – to Ransomes & Sims.

Steam engines were popular in agriculture by this stage, for pulling balance ploughs and powering threshing tackle, and thanks to the expertise of John Head, a former apprentice at the company that had risen through the ranks, these machines became a key part of Ransomes & Sims' portfolio – resulting in Head's promotion and the establishment of Ransomes, Sims & Head in the late 1860s.

William Sims subsequently relinquished his interest in the company and with John Jefferies made a partner in 1880, Ransomes, Head & Jefferies was born. This was short-lived, as the death of John Head saw Sims join the fold once again and Ransomes, Sims & Jefferies (RSJ) was established in 1884, becoming a limited company in 1911.

By now the core elements of RSJ's business were steam engines, threshing machines, ploughs, cultivators, potato diggers and hay rakes. Success continued and at the end of WW2 RSJ joined forces with Ford to build a range of mounted implements for the Fordson E27N – badged as FR. ➤



The C90 heavy-duty toolbar.

Thanks to the popularity of the tractor, ploughs quickly became RSJ's 'bread and butter' products, but the company was keen to offer a host of implements that would appeal to farmers not just in Britain, but across the globe.

Come the mid-1950s, RSJ was marketing tillage equipment, threshing machinery, balers, combine harvesters and the MG Cultivator, and in the 1960s the company bought up others to expand its offering, as well as participating in several 'badge engineering' opportunities.

It is at this point that we will set aside the general history of Ransomes, Sims & Jefferies and look at some of the products that it offered during the last 40 years of its existence as an agricultural machinery manufacturer. Not all were built in Britain, but the Ransomes name was prominent and an important part of the company's history.

TILLAGE

Cultivators had been produced by Ransomes since the 1800s, but mechanisation of the farm invariably led to larger machines like the 'Dauntless' trailed model from the 1920s onwards. The introduction of the three-point linkage and additional power meant that tractors could lift and pull more – leading to large, mounted cultivators like the Tillorator.

Heavy-duty cultivators, like the C87 of the 1970s, enabled effective stubble cleaning and pan busting, but for deep cultivations, sub-soiling and mole draining, RSJ offered a range of

substantial implements like the C90 toolbar to which various tines and the like could be attached.

The company had also offered disc harrows since the golden age of the horse, but these too evolved into both tractor-drawn and mounted examples. The HR20 was a linkage-mounted disc harrow that could be offset, introduced in the early '50s, while trailed models like the THR 3001 were produced throughout the '60s.

With an increase in power and the popularity of crawlers, RSJ continued to produce larger and wider disc harrows to further increase productivity. These culminated in a working width of more than 15 feet, in the 1980s, with F. W. Pettit of Lincolnshire having a hand in the production of some models.

Badge engineering also came into play with Ransomes range of power harrows. Built in Italy and launched in the mid-1980s, the initial range of three models could be used with 540rpm or 1,000rpm PTO shafts.

The revised range, launched following the sale of RSJ's farm machinery division to the Electrolux Group in 1987, included models with a working width of up to four metres.

Other badge engineering in the tillage sector included a range of rolls produced by R. Hunt & Co. of Essex, due to Reuben Hunt becoming chairman of RSJ in the early '50s. Available in 'gangs' of three rolls, working width culminated at 24 feet in the late '60s – but rolls ceased to be part of the company's product offering shortly after.

CEREAL HARVEST

From the early days of the company, threshing machines had been an integral product line and although these were phased out in the 1950s, RSJ did not dismiss the concept altogether.

Pull-type combine harvesters were offered from the first half of the 1950s and rather than spend precious time and resources developing its own models, RSJ turned to Swedish firm Bolinder-Munktell for a badge-engineered solution.

The MST 42 had a 42-inch threshing cylinder and required a tractor of at least 25hp to operate it, while its replacement,



A special brochure for the Crusader and Cavalier.

The Ransomes Johnson Chieftain automatic two-row planter.



the MST 56, took the concept further. A five-foot cut, choice of reels and the option of a tank, rather than a bagger model, made for an altogether more interesting proposition.

By this point it was the late '50s and self-propelled combines like the Claas SF, Claes MZ and Massey-Harris 27 had established themselves in the field. Not to be outdone, RSJ designed its own combine and it was ready for the harvest of 1958.

The 902 was powered by a four-cylinder diesel, available with a 10ft or 12ft cutter bar and was capable of six tons per hour. The machine proved itself, but not one to rest on its laurels, RSJ set about designing another model.

The result was the 801, with an eight-foot cut, followed a year later, in 1964, by the 902's replacement, the 1001.

These numbered models were replaced by the Crusader and Cavalier respectively – the latter ready in time for the 1967 harvest and the former debuting at the Smithfield Show the same year.

RSJ's final combine, the Super Cavalier, replaced the Cavalier in the mid-1970s – but production was short-lived, as 1976 marked the end of combine harvester production for the company.

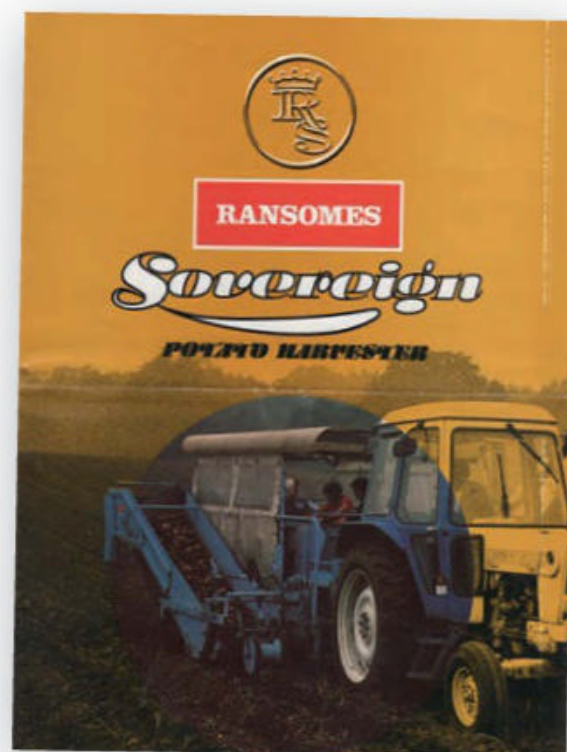
ROOT CROPS

For those growing small amounts of potatoes for bagging, RSJ had been producing potato diggers for many years – in both 'plough' and 'spinner' format from the days of horse-drawn machinery.

FR and later versions catered for those that wanted to harness the power of a tractor, but it was not until RSJ purchased Johnson's (Engineering) Ltd. of March, Cambridgeshire, in the late '60s, that it was able to offer an extensive range of potato equipment that included two-row elevator diggers.

A process of amalgamation ensued, as both Johnson's and RSJ were importing Faun equipment, but this meant that a host of potato-harvesting equipment was now available from RSJ. Perhaps the most famous piece of badge-engineered equipment was the Ransomes Faun potato harvester – captured superbly in 1:32 form by Britains!

This was a single-row machine with a rear sorting platform and was commonly



A leaflet for the Sovereign potato harvester.

seen with a side-mounted elevator to dispense the crop into an adjacent trailer, but a bagging-off platform mounted on the front of the tractor was also an option.

The acquisition of Johnson's (Engineering) Ltd. also spawned a collaboration with RSJ engineers to produce a trailed, single-row potato harvester in the early '70s. The Monarch had a large sorting area and bagging platform, or could be purchased with an elevator. It was replaced by the Sovereign later that decade.

When it came to sugar beet, the story was remarkably similar. RSJ had offered a range of primitive horse-drawn and tractor-mounted beet lifters over the years, but the acquisition of the Catchpole Engineering Co. Ltd. of Stanton, Suffolk, in the late '60s, gave it access to a range of harvesting machinery. ➤

With the takeover of Catchpole Engineering Co. Ltd. came the chance to market the Super Cadet sugar beet harvester.





Pettit of Lincolnshire produced a range of trailers for Ransomes, as well as International Harvester.



TIM trailed sugar beet harvesters were imported from Denmark in the early '80s.

The Catchpole 33 tanker harvester was in production and the design of the self-propelled Powerbeet harvester was being finalised when RSJ took over. The Powerbeet was similar in concept to the Standen self-propelled sugar beet harvesters, in that the idea was for the tractor skid unit to be removed at the end of the season and used as a tractor once more.

RSJ took the self-propelled design up a level with the introduction of the Hunter in the mid-1970s, but the concept did not last long. Badge engineering came to the fore once again when RSJ began to import TIM trailed sugar beet harvesters from Denmark in the early '80s.

DRILLS

The humble seed drill was not an implement that the company had enjoyed particular success with, but its acquisition of Johnson's (Engineering) Ltd. gave it another string to its bow.

Johnson's had purchased Smyth of Suffolk in the years preceding its takeover by RSJ and although this drill technology was now considered outdated, it was yet another line that RSJ could capitalise on in terms of spare parts and the like.

Rather than try to update the Smyth drill, RSJ turned to badge engineering once more – importing Danish-built Nordsten mounted drills from the late '60s. The Lift-o-matic range encompassed models with working widths of up to six metres and proved very popular. More than 10 models appeared with a Ransomes Nordsten decal into the early '80s.



Sprayers, like the Cropguard, were produced with tank capacities from 85 to 155 gallons.

TRAILERS

Lastly on our whistle-stop tour of Ransomes machinery is the humble trailer. This is an implement that RSJ never produced to its own design, instead relying on F. W. Pettit of Lincolnshire to produce trailers on its behalf.

First seen in the 1950s, Ransomes trailers during this period were usually three-ton tipping models, but other versions mimicked the versions available in Pettit livery. Capacities increased significantly in the latter half of the 1960s, with capacities of up to 10 tons available to suit the tractors that were increasing in size.

A 12-ton tipper and high-lift models appeared in the 1970s, bringing the range of single- and twin-axle trailers to a climax.

OTHER EQUIPMENT

Space prevents us from going into further detail and from including information on other implements marketed under the Ransomes banner, but aside from the extensive range of ploughs, the company offered numerous lines of equipment to suit customers' needs.

Sprayers, lawn mowers, turf equipment and Motor Garden Cultivator models were all pivotal to the success of Ransomes, Sims & Jefferies Ltd. before its eventual sale to Textron Inc., of the USA, in 1998.

Today, the Ransomes name still exists in Ipswich, as Ransomes Jacobsen Ltd., a subsidiary of Textron Inc. It supplies high-quality turf equipment under several different brands. ■

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STAR LETTER



New Holland balers

Dear T&M,

I read with interest Chris Marlow's letter regarding New Holland balers in the August issue. It brought back memories of when I worked for the Glamorgan WAEC, in 1945, at Stormy Down RAF airfield in South Wales.

The airfield runways were grass, so there was a couple of hundred acres of grass to cut. The baler, which was the first of its kind I had ever seen, was, I think, a Massey-Harris with another name added. The foreman at the time was Matt Hughes, who decided it would be used as a stationary baler using a hay sweep fitted to the front of a Standard Fordson – only moving the baler to a new part of the field when needed.

Two men fed the pick-up reel with a couple of hay pikes and my job was looking after the couple of wooden spacers that determined the length of the bale. As Chris mentioned, these blocks had two grooves front and back and the two lads threading the wires through had to make sure the wires went into the correct slots, otherwise the block ended up as part of the bale.

To get the right size of bale you had to watch the outgoing bale pass an upright on the bale chamber, then watch the ram of the baler going on the back stroke, otherwise you could have a smack on the hand, or far worse. In addition, the petrol engine mounted on the top of the drawbar end was going full blast, so communications were mainly carried out by sign language – happy days!

If I remember correctly, the end product was a two-man job to lift the bales, but in fact it was a great improvement on the days of hay sweepers, pitching poles and hayricks. We then ended up with a massive

stack of bales and when the bosses from Cardiff came on sight to view the job, they sent a tarpaulin sheet down from the depot that weighed a ton.

There were no front loaders about at that time, so some thought had to go into how to get the sheet on top of the rick. As the location – Stormy Down – indicated, it was a very windy position and so we thought we could use the wind to help us. So we pegged the sheet down on the windward side of the rick, with four of us holding on to lengths of rope fitted through the appropriate eyelets, and on the count of three flicked the sheet up, which was caught by the wind and took off straight over the rick.

Unfortunately, one of the lads had wrapped his length of rope around his right wrist and was taken airborne over the rick, resulting in a damaged shoulder. He was taken to the RAF sick bay on site and was back in work for the afternoon – these were the days long before Health & Safety was invented!

Another pick-up baler I came across was a bit of a 'Heath Robinson' affair. One of the large estates in the South Wales area came up with the idea of a stationary baler being turned into a wire-tying baler. An engine was fitted to the bale chamber, a metal chute was fitted over the drawbar to deflect the bales out the front end and the normal hay elevator affixed to the rear, as if fitted to the rear of a hay wagon.

A couple of seats were welded to the sides, for those that tied the wires, and normal steel needles were used. I think it was pulled by an International W-9. This again was in the mid-1940s and I recall German prisoners of war working on the machine.

Basil George, via e-mail

SL: Fascinating recollections – thank you, Basil!

WIN!

In each issue the Editor will select a star letter and the sender will receive either a 3W rechargeable inspection lamp or a 5W rechargeable aluminium torch, courtesy of Jack Sealey Ltd.
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MF 600 Series

Dear T&M,

Having recently arrived at the classic tractor stage (with a restored MF 35X), I saw your magazine whilst on a rare (post Covid-19) holiday in the Borders. I read and smiled at the article in the July issue about the MF 600 Series.

Having been at Silsoe, I joined MF at Stoneleigh at around the time the 600 Series was in full swing and we were preparing for the 300/3000 Series introduction. I remember working with Chris Clack and many other colleagues at the time in the marketing and product management team – Dennis Schweiger, Claudio Pagani, Eric Fredrickson, Stig Dieckman, Roger Dean to name but a few. All based at Stoneleigh.

I particularly remember the 699 you showed, fitted with the Allman sprayer and photographed in front of the buildings at Stoneleigh. If I remember rightly, we took it across to the Royal Show and with those tyres on it was interesting to drive!

Nigel Baseley, via e-mail

SL: I have received many comments about that particular MF 699 – it definitely struck a chord!

Matbro correction

Dear T&M,

Thank you for printing our letter in the July issue regarding the Matbro Mastiff loader that we have purchased.

It has Super Major axles and a Brockhouse torque converter as you stated, but it has a Ford six-cylinder engine – not a four-cylinder unit. If anyone can help us identify it, please get in touch.

James & Milly Burt, via e-mail

SL: Apologies for this mis-print. If anyone can help James and Milly, please contact me in the first instance: tm.ed@kelsey.co.uk

WRITE TO THE EDITOR: Scott Lambert, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL **E-MAIL:** tm.ed@kelsey.co.uk

Big, blue & Versatile

Jonathan Whitlam makes a return visit to a farm in Leicestershire. This time it's to see something on a different scale.

Raw power: A Ford Versatile 946 in action with a sub-soiler, climbing a hill in Leicestershire.





The 44-28 looked good in Fiat's livery and was equipped with a full three-point linkage, something not always fitted in its native North America. Large boots all round help to produce enough grip to make good use of the power and weight on offer.

It was something I was really looking forward to. I had seen the big blue tractor before when I had visited the farm it lives on in Leicestershire, but it had not been working on that occasion. My mission that day was to see a much smaller Ford tractor of around the same era at work: a Ford 8730 complete with a Ransomes push-pull plough combination.

Having shown an interest in the big, blue leviathan, I was only too pleased to be driving back up the country to catch the beast at full roar, breaking oilseed rape stubble with a large sub-soiler. I was told to drive through the farm and out the back, up a rutted track and then carry on going until I saw, or heard, the tractor at work. I certainly heard it before I saw it!

The thunderous roar from its Cummins six-cylinder engine reverberated throatily around the valley, on the top of which I now found myself. And suddenly, there it was, pounding up the steep incline towards me, the occasional hint of black smoke from the large exhaust, mounted at the front of the bonnet, denoting a particularly hard patch of ground being ripped apart.

As it reached the headland, the implement was raised and the tractor, despite its huge dimensions, turned gracefully within its own length, the pivot steering allowing for a very tight

turning circle, and before I knew it the sub-soiler tines had been dropped back into work and the giant machine was roaring back down the field, after first leaving a trail of black exhaust smoke after each gear change under load as the implement on the back bit into the hard, baked soil.

This beast had been built in Canada nearly three decades before, but it still looked and sounded more than capable of putting in a long, hard day's work! It was the only Versatile articulated four-wheel drive model to be officially imported into the UK by the Ford Motor Company in the late 1980s and early '90s and is, of course, the mighty Ford Versatile 946 – a tractor for which the ground literally shakes!

BACKGROUND

Giant, prairie-busting tractors were not a new phenomenon in the mid-to-late 1980s. They catered for a niche market in North America, where their size and big reserves of power allowed them to become prime movers on many an arable enterprise.

These mighty tractors were mostly of a very similar configuration: large, equal-size wheels mounted to a two-piece frame with the engine, transmission and cab on the front half and the rear linkage or, in most cases in North America, a simple drawbar at the back.

Due to the size of these behemoths, truck components were often used in their construction and most were built by specialised manufacturers. These included the pioneering Wagner and Steiger in the USA and Versatile in Canada. These manufacturers, along with a handful of smaller businesses, had the market virtually to themselves until, that is, the mainline tractor and machinery manufacturers began to take an interest in this section of the marketplace.

Of these, John Deere was probably the most notable, first producing its own rather unsuccessful machine, before getting Wagner to produce its tractors in Deere livery. This arrangement ended abruptly with Deere pulling out and Wagner not able to carry on building tractors in its own right. Deere, having gotten rid of its partner and also one of the competition in one fell swoop, then produced an improved articulated tractor design itself!

Steiger had huge success with not only tractors produced under its own name, but also by producing tractors for the likes of IH and Ford to top off their own tractor ranges. Some of these were not much more than simple 'badge engineering' exercises, as in the case of the Ford FW range for example, while the IH tractors had a great deal of input from International Harvester itself and

BASIC SPECIFICATION: Fiat Versatile tractors

Model	44-23	44-28	44-33	44-35
Engine	Cummins NT-855		Cummins VT-903	
Power	230hp	280hp	330hp	350hp
Max. weight	11,790kg	12,470kg	13,200kg	14,060kg

BASIC SPECIFICATION: Ford Versatile tractors

Model	846	876	946	976
Engine	Cummins LT-10		Cummins NT-855	
Power	230hp	280hp	325hp	360hp
Max. weight	12,700kg	13,380kg	36,000lb	

were therefore more a true part of the IH line-up, despite using Steiger know-how!

Versatile on the other hand, tended to produce just its own machines, although that changed when it came to opening up the European market for giant-sized tractors. In the late 1970s, Versatile did a deal with Italy-based Fiat, resulting in a four-strong range of articulated four-wheel drive monsters in Fiat colours to sell throughout Europe, including the UK.

And that is where our story begins. It was at the very end of the 1970s that British farmers seemed to wake up to the benefits of the North American pivot-steer monsters that were capable of pulling the larger implements that were also beginning to appear at that time.

Deere had limited success with its two big 30 Series models – the 8430 and 8630 – but the 40 Series replacements found more favour. Ford, meanwhile, had even more success in Britain with the Series FW machines built by Steiger – a condensed offering of the four-model range produced for North American farmers.

It was therefore perfectly natural that Fiat would be interested in getting in on this action and it was also natural that Versatile would be interested in supplying the tractors to gain entry into the European market.

VERSATILE

During its formative years, Versatile was very much a family business. Originally started in 1945 by Peter Pakosh, the first products were grain augers built in a home workshop in Toronto, Canada. In 1947 Pakosh formed the Hydraulic Engineering Company in partnership with Roy Robinson and the business soon produced other farm implements as well as augers, using the name Versatile as a brand.

The business grew and soon moved to larger premises in Winnipeg, with the company being incorporated as Versatile Manufacturing Ltd. in 1963 and finally producing the product it would eventually be most famous for in 1966. The D-100 and G-100 four-wheel drive, articulated tractors, powered by diesel and gasoline engines respectively, proved successful and resulted in a full line of high-horsepower tractors by the mid-1970s, competing with the likes of Steiger for North American tractor sales.

FIAT VERSATILE

The deal between Versatile and Fiat was done in 1979 and by the end of the year four Fiat Versatile models were in production. Based on existing Versatile models, the tractors were built in the

Winnipeg factory and fitted out in Fiat colours, with several alterations to meet UK and European market requirements.

Smallest of the Fiat Versatiles was the 44-23, powered by a Cummins six-cylinder engine rated at 230hp, followed by the 280hp 44-28 which also featured a Cummins six-cylinder powerplant. The two larger models in the range, the 330hp 44-33 and 350hp 44-35, were fitted with Cummins V8 engines and all were fitted with a 12-speed transmission.

Versatile was virtually unknown on the UK market when Fiat introduced the 44-33 in early 1980, quickly followed by the smaller 44-28 later that same year. The Fiat name was recognised though and the new four-wheel drive monsters attracted a good deal of attention when introduced and sold, according to articulated tractor sales of the time, pretty well indeed.

The Fiat colour scheme suited the tractors and they certainly looked imposing machines, giving farmers another option to choose from alongside JD's 30 Series and Ford's FW models. These Fiat tractors sold best in Britain, followed by Germany, France and Italy, but production had ceased by 1983 – with the market for such tractors having been almost saturated. ➤



The Ford Versatile was based on a new range of Versatile machines known as Designation 6 and comparing these two models, that are around 10 years apart, shows that the cab is probably the main difference. Note the position of the exhaust at the front of the bonnet – a Versatile trait.

FORD VERSATILE

By the mid-1980s the number of articulated tractors being sold in the UK had waned considerably, leaving John Deere with two models and Ford with the single Steiger-built FW-60 Automatic. Fiat had reduced its range from Versatile accordingly, and in 1983 now offered only the new 470hp Versatile 1150, one of two new models introduced by Versatile in 1982, but interest was very limited and it was never branded as a Fiat Versatile. That was probably for the best in the long run, despite Versatile introducing the new 'Designation 6' models in North America in 1985, because some seismic changes were now afoot in the tractor world in general!

The Ford Motor Company was in a purchasing mood in 1986, buying Sperry New Holland, to form Ford New Holland Inc., and then Versatile in 1987, giving access to the articulated tractors that could then replace the Steiger-based FW-60. This was handy, as Case IH had already bought the Steiger business and the FW therefore needed to be discontinued anyway! Soon the Steiger

name and distinctive lime-green colour scheme would also disappear under the all-conquering red and black of Case IH.

Ford also wasted no time in getting the new Versatile Designation 6 models into Ford branding, although the old red and yellow Versatile colours did remain until 1989 in North America. In fact, a new line of models was introduced in 1988 to replace the original Designation 6 range, although they still held that title and were very similar.

The new range stretched from the 230hp 846 up to the 470hp 1156 – all powered by Cummins engines. The 325hp 946 that was the replacement for the original Versatile 936 and it is this model that most will associate with Ford's iconic livery.

To replace the FW-60 on the British market, Ford brought in the Ford Versatile 946 model, making this the only one of its type to be officially sold this side of The Pond. This made perfect sense, as the 946 was literally the middle-of-the-range machine and it was also a very good match for the FW-60 model, whose shoes it was going to fill.

Despite its large size, the 946 can turn almost within its own length, making headland turns quick and efficient and without damaging the soil like a crawler would.





A side view while at work reveals the location of the pivot point that allows for such tight turns on the headland. Note how virtually every part of the tractor is actually mounted on the front half of the chassis, providing superb weight distribution when in work.

TIMELINE: Versatile tractors

1947	Hydraulic Engineering Co. formed producing sprayers, harrows and grain augers
1963	Versatile Manufacturing Ltd. incorporated
1966	D-100 & G-100 first Versatile tractors produced
1977	Cornat Industries Inc. buys the company
1979	Versatile produces four models for Fiat to sell in Europe in Fiat livery
1986	Ford buys Sperry New Holland to form Ford New Holland Inc.
1987	Ford New Holland Inc. buys Versatile
1988	Fiat merges agricultural and construction businesses to form Fiat Geotech
1989	Versatile livery changed to Ford blue
1991	Ford New Holland Inc. bought by Fiat Geotech to form N.H. Geotech
1993	Ford Versatile 80 Series launched
1993	New Holland name adopted following full integration of Ford New Holland and Fiat Geotech
1999	Fiat Group buys Case Corporation and merges it with New Holland to form CNH Global
2000	Versatile sold to Bühler Industries Inc. of Canada
2007	Bühler Industries Inc. bought by Combine Factory Rostselmash Ltd.
2008	Versatile name returns on company's products
2013	Versatile DeltaTrack launched as rubber-tracked competitor to the Case IH Quadtrac
2017	Versatile tractors finished in new livery based on the original red, yellow and black

The 946 got its not inconsiderable power output from a Cummins NTA-855-A325 six-cylinder motor, which was fitted with a turbocharger and aftercooler and produced its rated power at 2,100rpm. Weighing in at around 14.5 tons, this was no lightweight machine but compared favourably with the Ford FW-60's weight of just over 14 tons and output of 335hp.

To get its power down to the ground, the 946, as was the case with the bulk of the range, came with the choice of two transmission options – either the standard 12 forward by four reverse constant-mesh 'box or the more popular, but more expensive, option of a 12 forward and two reverse powershift unit.

Either option was a tried and tested one, as were the Cummins engines that were among the most popular of powerplants for use in large, four-wheel drive tractors. They produced masses of torque, in this case from a six-inch stroke, making them good luggers and therefore giving the tractors high work rates with built-in efficiency and reliability.

The Ford Versatile tractors inherited a lot of respect from previous users of the Versatile tractors, and, by not changing these main features, the new blue giants built on that good reputation.

LEVIATHAN

The Ford Versatile 946 that we see in this article was actually bought to replace an earlier Fiat Versatile 44-28 on an arable enterprise in Leicestershire, thereby keeping the spirit of the Canadian behemoths well and truly alive in this part of the Midlands.

This is truly a beast of a tractor and impressive in many respects. Electronics are fairly limited, although a small

amount are fitted for performance-monitoring purposes. Everything else feels extremely mechanical and the powershift transmission, although smooth, certainly makes you notice it is working as the power comes on quickly after each change. It is, in fact, a very lively performer for its massive size, and certainly finds the large subsoiler an easy proposition, even at a good speed up a steep incline. ➤



Cummins provides the grunt for this Versatile product – a six-cylinder engine featuring a turbocharger and aftercooler.

The tractor is fitted with Firestone 800/70 R38 'super singles' all-round, this being the modern preference to the traditional dual wheels. The single tyres are massive, but they do not intrude too much beyond the actual width of the machine itself and therefore do not pose the problem that dual wheels do while on the average British road travelling between fields!

The 946 certainly leaves an impression on you and I was only too pleased to be reacquainted with it a few years later while on the same farm visiting a different tractor. I have had the pleasure of seeing it working with two different implements, the other being a McConnel Shakerator hitched to a tool carrier, and on both occasions the tractor simply played with them both. The ease in which it pulled the implements makes me wonder if you could ever stress this leviathan of a tractor.

The 946 became quite a well-known model in Britain before being replaced by a new line of Versatile tractors following the takeover of Ford New Holland by Fiat in 1991. Yes, Fiat eventually managed to get its hands on the Versatile range once again, after originally losing out to Ford!

The new Ford New Holland Versatile 80 Series tractors featured new styling and new features and were a fitting replacement for the 946 and its sisters. These would go on to evolve into the 82 and 84 Series before the great merger of 1999 when Fiat bought Case IH, bringing Steiger tractors into the fold and thus triggering a legal arrangement where the new Case New Holland company had to divest itself of certain tractor factories and tractor ranges. The Versatile plant in Winnipeg, Canada, was one such casualty.

The result was that American company Bühler Industries bought the Versatile plant and its products and produced the existing machines in a new livery, before eventually selling 80 per cent of the company to Russian combine manufacturer Rostselmash. The company now produces a revamped Versatile range in original Versatile colours – the story almost coming full circle, as it were.

As for here in Britain, a few Ford Versatile 946 tractors still survive and often work for their living during the cultivation period after harvest every year, still working with large cultivators or semi-mounted, gang-type reversible

SPECIFICATION: Ford Versatile 946

Engine	Cummins NTA-855
Cylinders	6TA
Power	325hp (DIN)
Bore	139.7mm
Stroke	152.4mm
Capacity	14,016cc
Rated speed	2,100rpm
Torque	1,433Nm @1,400rpm
Fuel capacity	1,085 litres
Transmission	12 fwd, 4 rev 12 fwd, 2 rev (Powershift)
PTO	1,000rpm
Lift capacity	5,913kg*
Max. weight	16,350kg
Tyres	800/70 R38**

* 600mm behind hitch point, though lift range

** Tractor shown here

ploughs. These surviving machines keep the memory of the Ford Versatile era alive and well and if you ever get the chance to see one, or even better hear one, at work, take it! You won't be disappointed! ■

With the tool carrier sustaining the weight of the McConnel Shakerator, the 946 can break stubble at a fast rate of knots, making a lovely sound as it does so!





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Lockdown mission

Paul Williams has the story of his Nuffield 4DM.

The story of JUX 626E goes back to the early '70s, when we bought it for £100 from T O Brown in Malpas, Cheshire. It's a Nuffield 4DM, a model built from 1957-61, that was registered in 1962 and had been used to cut roadside verges on behalf of Cheshire County Council. It was also fitted with brackets on the front axle for the attachment of a snow plough.

We used it for many years, but with its best days over it sat in a hedge for around 35 years, occasionally running a generator. In 2019 my father gifted it to me and the timing could not have been better.

When the Covid-19 pandemic struck and lockdown was upon us, I decided to grab the bull by the horns and treat the Nuffield to a full cosmetic refresh. Mechanically, it was pretty good, but all that time in the hedge had not done it any favours in terms of the bonnet, mudguards and nose cone.

I drew up a list of what was required and set about acquiring the various parts before sending the tractor for shot blasting and priming by H J Kirk & Co. at Wolverley, near Wem.

The oil and temperature gauges, mudguards, at £400 per pair, and headlights all came from Tyto Agricultural Ltd., via eBay, while I



The tractor, complete with forklift exhaust, was moved from under the hedge and assessed.

managed to pick up a good, used fuel tank from a Nuffield enthusiast for the princely sum of £50.

A replacement exhaust manifold was needed too and I was lucky that a friend had one that he was willing to sell for £20. A used ignition switch was sourced from a car museum in Llangollen, for £5, and the footplates were made by a friend – who used the originals as a pattern.

This just left tyres and paint. I opted to leave the rears for the time being, which I believe to be the originals, but I have decided to replace these soon. The fronts set me back £120.

I could have bought some paint off the shelf, but the guys at Border Automotive, in Shrewsbury, were very helpful and managed to match the shade of orange from the underside of the bonnet, at a reasonable cost. I applied the paint myself and am pleased with how it turned out.

Hopefully, she will now last for another 60 years! ■



While awaiting replacement parts, Paul sent the Nuffield 4DM for shot blasting and priming.



With the paint shade matched from the original on the underside of the bonnet, Paul set about spraying the top coats.



Paul Williams with his Nuffield 4DM.

USEFUL CONTACTS

Border Automotive
Shrewsbury, Shropshire
Tel: 01743 466222
borderautomotivepaints.com
Automotive paints & colour matching

H J Kirk & Co
Wolverley, Shropshire
Tel: 01939 233402
akirkandco-plantandmachineryhire-shrewsbury.co.uk
Plant hire & shot blasting

John Charnley & Sons
Brindle, Lancashire
01254 854103
charnleys.com
Nuffield, Leyland & Marshall parts

Tractor Spare Parts Ltd.
Alstonefield, Derbyshire
Tel: 01335 310538
tractorspareparts.co.uk
Nuffield, Leyland & Marshall parts

Tyto Agricultural Ltd.
Burland, Cheshire
Tel: 07989 946784
tytoagricultural.co.uk
Tractor & machinery parts

Wem Tyres
Wem, Shropshire
Tel: 01939 234225
wemtyres.co.uk
Tyres & associated services



The skid unit is complete and the wheels are back on.

BASIC SPECIFICATION: Nuffield 4DM

Engine	BMC
Cylinders	4
Power	53hp
Torque	152lb/ft @1,600rpm
Displacement	3.4 litres
Transmission	5 fwd, 1 rev
Lift capacity	2,830lb
Built	1957-61



If you have something that you'd like to share, please get in touch with the editor: tm.ed@kelsey.co.uk

The hope is that the tractor is now fit for another 60 years!

Junior

SHOW OFF YOUR SKILLS

Send your drawings to: 'Junior', Kelsey Publishing Ltd., The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL or, if you're a whizz-kid like me, scan them and e-mail them to: tm.ed@kelsey.co.uk



PICK OF THE CROP

FEEDING THE HORSES

I hope seeing your picture printed is as good as you had hoped!

Dear Junior,

This is a picture of my granddad driving the tractor and giving the horses some hay to eat. I would love to see my picture in the magazine.

Noah (aged 6), Derbyshire



A LOVE FOR TRACTORS

I love to park up and watch my friends at work, too.

Dear Junior,

This is a drawing of a John Deere 4240. I would love it if you could print my drawing for your readers to see. I love all tractors and enjoy watching them working in the fields near my house every day.

Louis Pritchard (aged 5), Lancashire



GREEN MONSTER

You are lucky to live where you do!

Dear Junior,

This is my drawing of a John Deere combine harvester. I have loved tractors and farm machines since I was one year old. Luckily for me we live in the countryside, so I get to see lots of farm machines all of the time. I hope you like my picture.

Jude Holley (aged 8), Somerset



DREAM TRACTOR

I think you've got it just right!

Dear Junior,

I've drawn a Fordson Major, my dream tractor, with a Ferguson tipper trailer. I hope I got the colours right!

Harrison (aged 13)

My pick of the crop wins this great prize from SIKU*

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





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Hydro power

Scott Lambert looks at International Harvester's British-built hydrostatic tractor models of the 1970s and '80s.

Agricultural mechanisation has seen a number of advances over the years, in a bid to increase performance and productivity. More powerful engines, the introduction of the three-point linkage and larger implements helped farmers cover more ground in less time, but in recent years the most serious technological innovations have centred on tractor transmissions.

Today, the continuously-variable transmission (CVT) has demonstrated its advantages over standard and powershift transmissions, but in the days before CVT, a gearbox was the mainstay of tractor transmission technology.

In Britain, the 1950s and '60s saw experiments with hydrostatic drive, from the likes of Lucas and others, but it would be the 1970s when hydrostatic tractors became more prevalent – largely due to the option of a 'Hydro' transmission on International Harvester's Doncaster-built World Wide Series, affectionately known as the 74 Series.

Over the years farmers had been gifted additional gears, through the advent of five-speed gearboxes and dual-range transmissions, but particular tasks demanded the right ground speed – not necessarily more gears. If you required an exact speed at particular engine revolutions, a traditional gearbox could not necessarily provide what was needed.

This is where a hydrostatic transmission has advantages. It was not a new invention, and IH itself had been fitting it to tractors in the States since the latter half of the 1960s, but it was a new concept as far as mainstream British tractors were concerned.

In theory it was a simple idea, comprising a variable-displacement, axial piston pump and motor, but the reality was rather more complex. I will

An early International 574 with hydrostatic transmission, denoted by the small decal beneath the '574' decal. Image from IH literature.



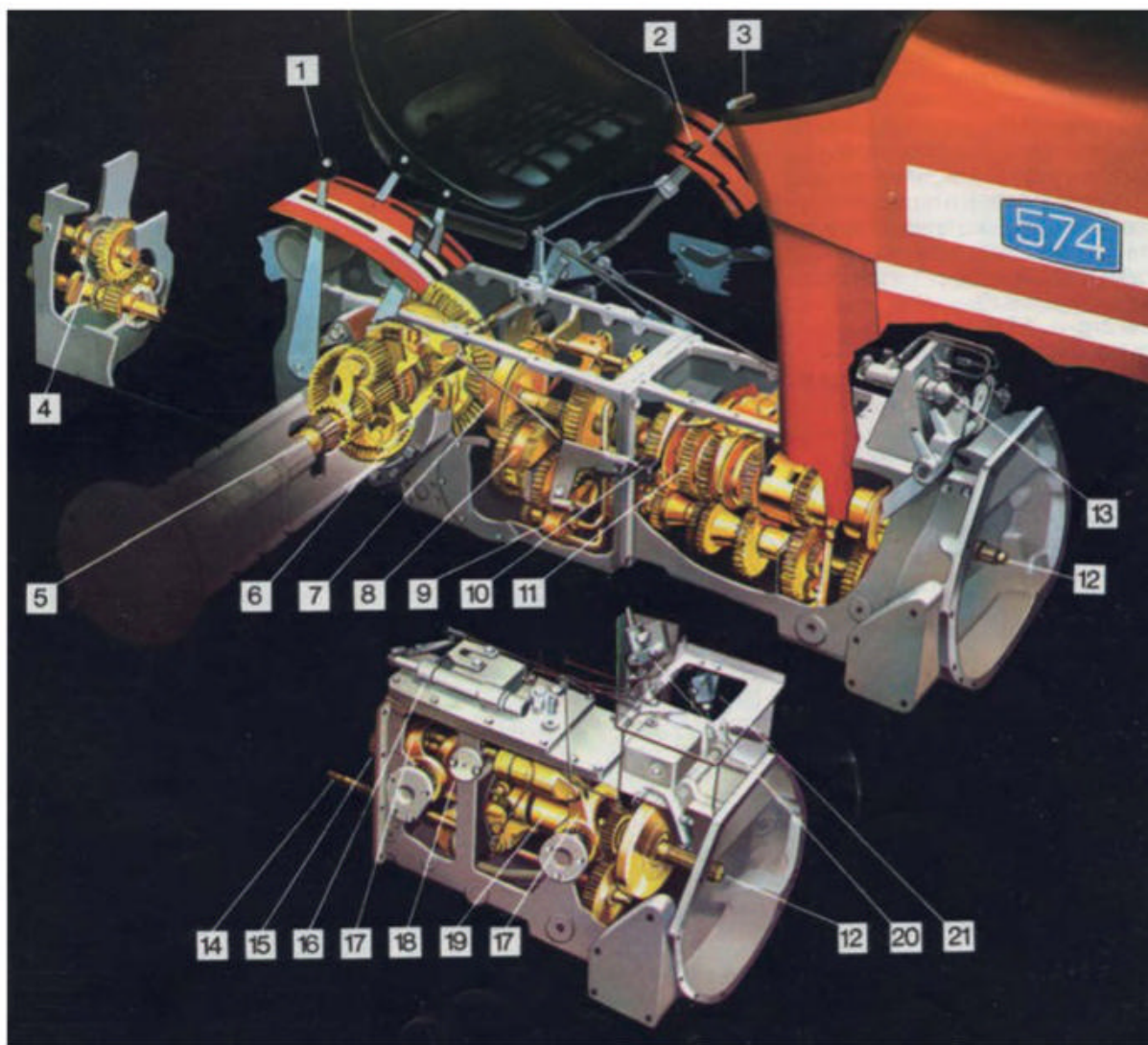
endeavour to explain the inner workings of an IH Hydro tractor in simple terms, but the reality is that it may become more complicated as we go on.

The short explanation is that the engine drives two pumps – a low-pressure charge/servo pump and a high-pressure, variable-displacement pump. This supplies oil, on demand, to a variable-displacement motor to provide drive.

The hydrostatic section of the transmission fits in place of the standard 'speed' gearbox (a four-speed unit plus Torque Amplifier if specified), while the rest of the rear end is very similar to a conventional gear-drive version. The main difference is that the range gearbox does not require a reverse gear, as the hydro unit provides this. The steering, hydraulic lift and auxiliary hydraulics are virtually identical to a gear-drive model. ➤



The Speed Ratio Control Lever on a 74 Series tractor. The light blue area on the quadrant indicates the range for best performance. Image from IH literature.



This cut-away diagram, taken from IH literature, shows the differences between the synchromesh and hydrostatic transmissions. 1: hydraulic controls, 2: gear lever, 3: range lever, 4: PTO shafts, 5: planetary final drive, 6: wet disc brakes, 7: parking brake band, 8: iPTO clutch, 9: hydraulic pump, 10: diff lock, 11: synchromesh transmission, 12: power input shaft, 13: brake equaliser valve, 14: PTO, 15: power output shaft, 16: drive control valve, 17: swashplate, 18: hydraulic motor, 19: hydraulic pump, 20: speed ratio linkage, 21: foot and inch valve.

The axial piston pump converts mechanical energy into hydraulic energy and a hydraulic motor converts this hydraulic energy back to mechanical energy to drive the rear wheels. Controlling the amount of oil pumped to the motor, and the direction it is pumped, is done using a flat, circular plate known as a swashplate.

In the pump, nine pistons force themselves against the swashplate. When the swashplate is angled it varies the pistons' stroke and it is the alteration of stroke that determines the amount of oil that is pumped.

The pistons are filled with a light resin called Phenolic and meet the swashplate at an angle, so as the pump piston rides down the angled plate it is pushed forward and this discharges the fluid. The discharged fluid forces the motor piston backwards, the piston rides down

the angled swashplate and, thus, the barrel assembly is rotated.

Following a complete revolution of the barrel, the piston rides up the opposite side of the swashplate and is forced back into the cylinder. The oil is returned to the pump and fills the piston in readiness for the next pumping stroke.

The swashplate does not have fixed positions and operates rather like a tap, in that it can be adjusted between the fully open and fully closed positions via the Speed Ratio Control Lever (SRCL) on the dash panel – allowing the operator to choose any speed between standstill and the tractor's top speed of around 20mph, depending on the age of the Hydro model. Earlier versions were higher geared than later examples.

Switching between forward and reverse is also done via the control lever. Selecting reverse alters the angle of the swashplate to the opposite of its forward position, reversing the flow of oil and therefore rotating the motor in the opposite direction.

Between the pump and the motor is a series of components simply referred to as the 'Centre section'. This includes various valves and features faces with extremely fine finishes to seal the pump and motor from oil leakage.

The 'Foot-N-Inch' pedal, positioned where the clutch pedal normally resides,



hydraulically disconnects the pump and motor – providing a true neutral – aside from allowing easy attachment of implements, as the name suggests.

A Deceleration Valve prevents heavy trailers and the like from reversing the Hydro system and overrunning the engine.

BENEFITS

The benefits of such a transmission include independent control of forward speed and engine speed, an infinite range of speeds, and instant forward/reverse operation.

Although a Hydro model is capable of performing any tasks that a gear-drive tractor can do, it is best suited to jobs that make the most of its benefits – such as loader work, baling, hedge cutting, precision planting and hoeing. For arduous work, such as ploughing, and strenuous loader operations, including manure loading, the range lever (to the operator's left) should always be in the 'Low' position.

When using a Hydro for loader work, for example, the benefits of such a transmission are clear. The driver's left hand can be used to operate the SRCL and steering wheel, leaving the right-



The Brown family, from Suffolk, regularly uses four IH Hydro tractors on the family farm, including this tidy Hydro 85. Photo: Andrew Brown.

hand free to operate the loader control valves (lift and tip). With the right foot operating the foot throttle, the driver can ensure that the engine revolutions are below 1,200rpm when changing direction of travel. Jerkiness when moving from forward to reverse can be avoided by pausing briefly in the neutral sector of the Speed Ratio Control Lever 'quadrant'.

The added benefit of using a Hydro for loader work is the ability to avoid using the brakes while tipping the bucket. By holding the SRCL in the forward or reverse hold position, the tractor will remain stationary – negating the need to depress the brake pedal(s).

On International Harvester 74 Series tractors, an adjustable stop on the forward sector of the SRCL enables the lever to be returned to the same operating position time after time, and a light blue area on the SRCL quadrant indicates the range for best performance. All of this equates to easier and smoother operation, less wear and tear, and less operator fatigue.

IH claimed that conventional gearboxes were a high-expense assembly and providing the option of a hydrostatic transmission eliminated a clutch,

bearings, gears and synchronisers – leading to increased reliability, less down time and better productivity.

This did not mean that maintenance was any less important. In fact, on the contrary. Regular maintenance and servicing, particularly oil and filter changes, were imperative to ensure the longevity of the hydrostatic unit.

A filter on the Multiple Control Valve (MCV) was common to all World Wide models from the 454 up and protected the transmission and hydraulic systems, but Hydro models had the additional protection of a second filter on the left-hand side of the transmission housing, under the footplate.

Following the initial filter change intervals stated by IH for new Hydro tractors, these filters needed to be changed every 200 hours and the transmission oil, Hy-Tran, required changing every 800 hours.

Care had to be taken to ensure that the transmission did not run dry on start-up following an oil change, damaging the charge pump. This was done by pouring five gallons of Hy-Tran directly into the Hydro housing before adding the remaining seven gallons through the rear filler plug.

Any tractor is open to operator abuse, but IH did its best to prevent damage to the hydrostatic system via the aforementioned valves and a series of relief valves. It is, however, fair to say that abuse through lack of maintenance and general uncleanness led to the demise of many Hydro tractors.

Borrowing a neighbour's trailer, with hydraulic rams containing contaminated oil, not cleaning the oil cooler at the front of the tractor, and tow-starting the tractor could all result in damage to the hydrostatic system.

Towing the tractor in order to start it was particularly sinful, as it meant that no lubricating oil was pumped to the centre section by the charge pump – leading to destruction of the motor face.

It was acceptable for the tractor to be towed a short distance with the range lever in the neutral position, but never tow-started.

MODELS

The International Harvester Company of Great Britain kicked off its range of hydrostatic models in 1970 with a Hydro option on the 52hp 454 and 68hp 574, but also offered Hydro as an option on the 62hp 474 when the model was ►



Another of the Brown family's Hydro 85 tractors. A hydrostatic transmission is ideal for loader work. Photo: Andrew Brown.

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first produced in 1973. Rated speed was 2,200rpm on synchromesh 454 and 574 tractors and 2,300rpm on the synchro 474, but 2,400rpm on hydrostatic versions of each model.

When the 474 was discontinued in 1974, and replaced by the Perkins-engined 475, the 574 became the sole Hydro offering in the range. It was clear that hydrostatic drive needed additional power to give sufficient performance and so when the 574 was flying the flag for Hydro, IHGB increased power output to 78hp – the same as the range-topping 674.

The synchromesh-equipped 574 remained at 68hp, with both the synchro and the Hydro producing 58hp at the power take-off.

Come the introduction of the Hi-Performers, or 84 Series, a dedicated Hydro model was the sole offering, rather than having a hydrostatic transmission option on several models in the range. The Hydro 84, first produced in 1977, used an 80hp version of the D-246 four-cylinder engine, with a rated speed of 2,400rpm.

When the Sekura-built Super DeLuxe cab (pictured right) was offered as an option for the Hi-Performers, from 1978, this included the Hydro 84. The Super DeLuxe was a full three inches (77mm) taller than the standard cab and offered a flat deck, improved ergonomics, internal control of linkage-levelling rod and pick-up hitch and a roof hatch. It also helped alleviate some of the problems associated with noise and heat that Hydro tractors gained a reputation for.

Production of the Hydro 84 purportedly continued following the introduction of the 85 Series tractors in 1981, with the hydrostatic offering for the new range – the Hydro 85 – built from 1982. Unlike the 585, 685, 785 and 885, that could be specified with a standard (L) cab or the new XL Control Centre, the Hydro 85 did not have the luxury of the latter unit as an option.

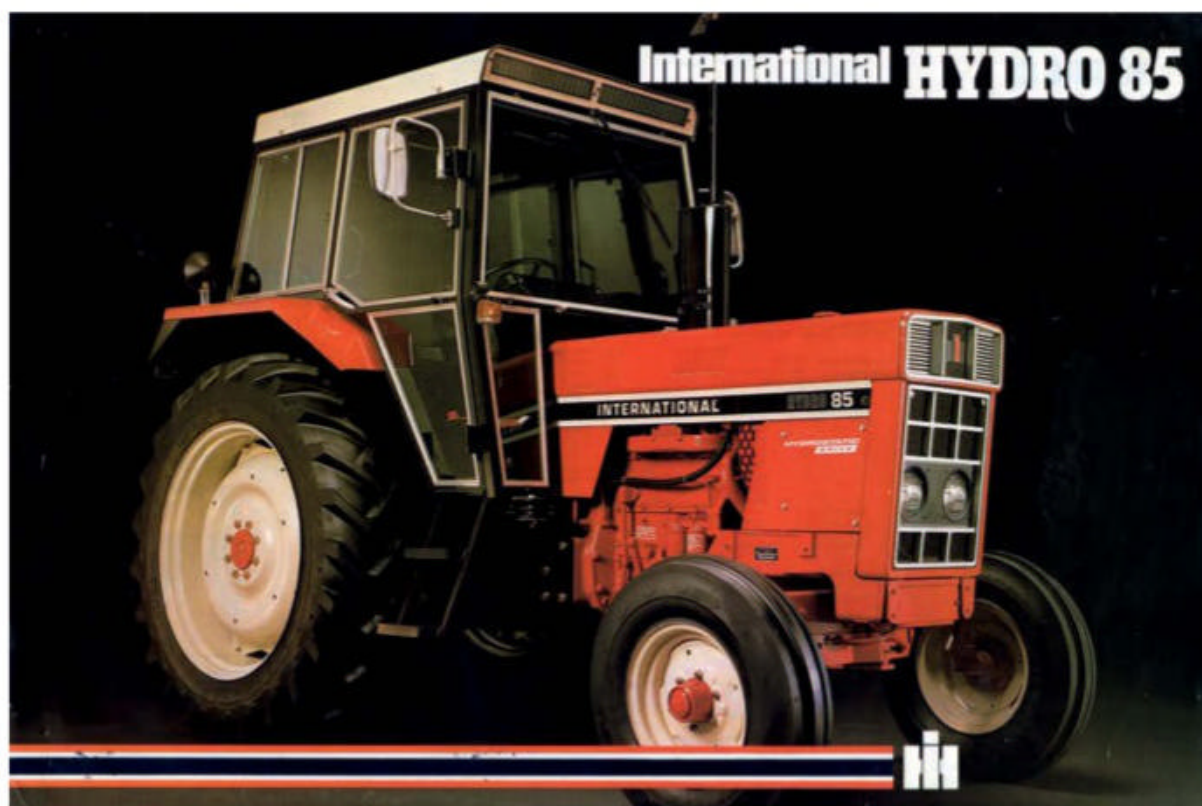
It was initially available with a choice of standard or Super DeLuxe cabs, but the Sekura unit was not available from 1983 – leaving the L cab as the only option on the Hydro 85.

In 1982, anyone wanting to buy an 80hp IH tractor had three basic choices. The 785L had a retail price of £10,319,

while the 785XL cost £12,220. A Torque Amplifier cost an additional £400-500. The Hydro 85 cost a heady £12,845.

Following the merger of International Harvester and J I Case and the subsequent formation of Case IH, in 1985, a hydrostatic tractor was no longer offered – leaving the IH-designed Torque Amplifier and David Brown-designed Hydra-Shift as the transmission options on the 'new' tractors.

Today, there are Hydro models still at work, such as those pictured here on the Brown family's Suffolk farm, while some are in the hands of collectors, but, sadly, many have been consigned to the scrap heap following the end of their working lives. ■



The Hydro 85 was initially available with a standard cab or the Super DeLuxe cab, as seen on the cover of this promotional brochure.



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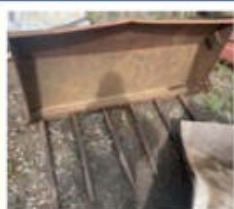


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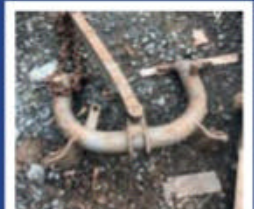
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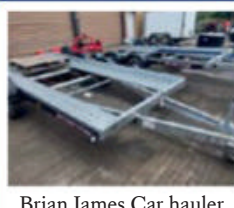
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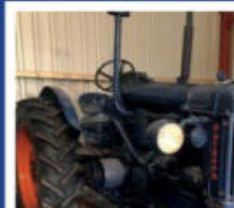
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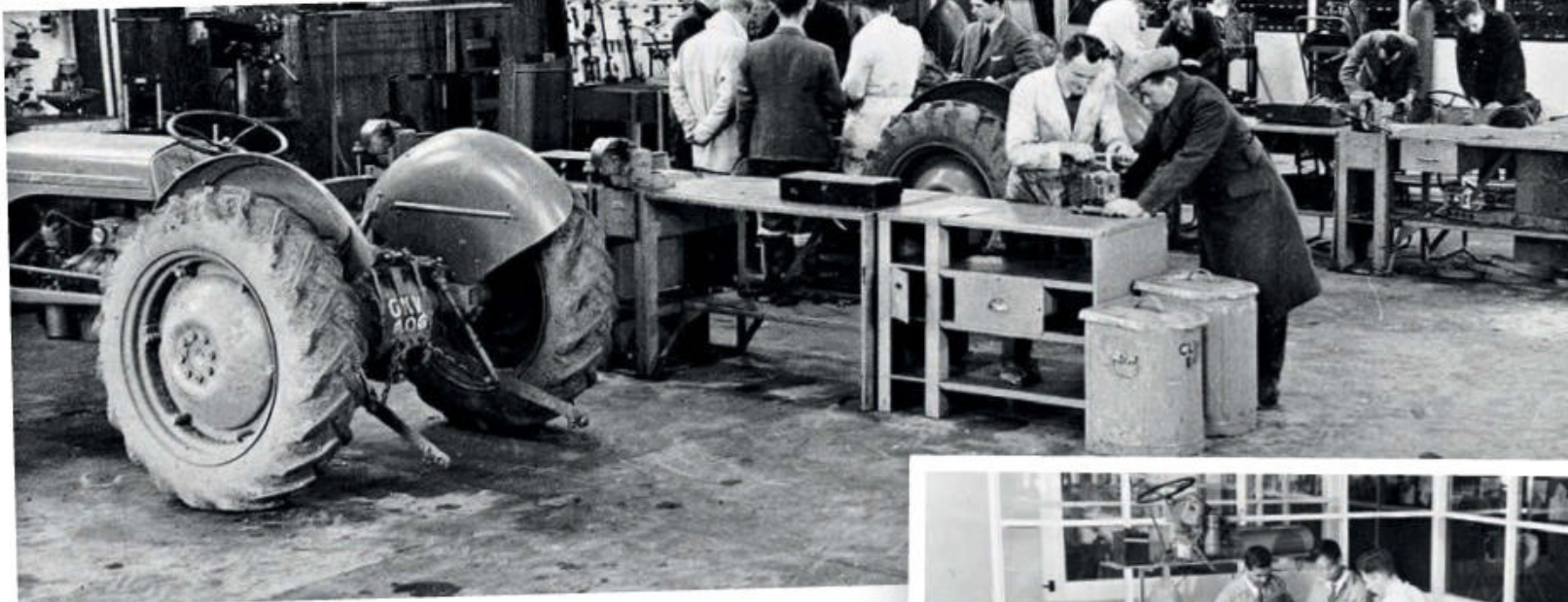
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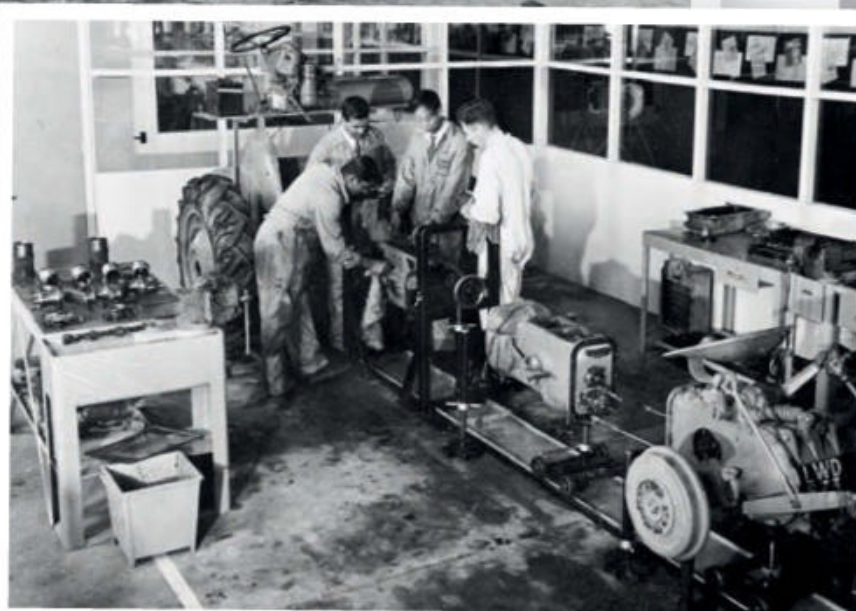
STONELEIGH ABBEY

Harry Ferguson started to use Stoneleigh Abbey in c1949, when the company from moved from Packington (near Meriden, off the A45 between Birmingham and Coventry) and c1953 started moving to Stoneleigh Deer Park as the buildings were painted and became available.



Stoneleigh memories

In the first of a two-part series, we bring you photographs from the glory days of the Stoneleigh Training Centre.

**OVERSEAS STUDENTS**

The workshop was in what was known as the Elizabethan side of Abbey, which included the rooms in which the students stayed. Students came from all over the world and one of the early ones was Harry Ferguson's daughter, Elizabeth.

The Stoneleigh Training Centre, in Warwickshire, was once a key element for the successful training of students for both Harry Ferguson Ltd. and Massey Ferguson (United Kingdom) Ltd.

Today, the iconic complex of largely single-storey buildings has been replaced by a modern facility at Abbey Park, Stareton, but the legacy of the original Training Centre remains – with the memories of those that studied there, from home and abroad, still very vivid.

With the help of former Ferguson and MF photographer Ted Everett, we're able to share photographs of the Stoneleigh Training Centre in the 1950s and '60s. In part two we'll have nostalgic shots from the 1970s, '80s and '90s. ➤

IN THE FIELD

Students' time was divided between the workshop, classroom and field. Here students are being educated with a trailed disc harrow in Stoneleigh Deer Park.



HISTORY



ENTRANCE

This is the sight that greeted students upon arrival at the Stoneleigh Training Centre. Many of the following photographs were taken by Ted for the Training Centre brochure in 1967/68.



MAINTENANCE

It was imperative that students understood how to maintain the tractors before they were let loose in the field!



CAUSE & EFFECT

Enabling students to understand the effects of making alterations to both tractor and implement was a key part of their training.



CHECK-IN

A student checks in to the accommodation area, which was an integral part of the Stoneleigh Training Centre.



CANTEEN

One of the buildings on site was used as a canteen.

1960s



FILM FOOTAGE
Students watching footage relating to the new 100 Series tractors.



LARGE WORKSHOP

With agricultural machinery increasing in size, a larger workshop was required to accommodate it.



TIME TO RELAX

After a hard day's studying, students could relax in the lounge area.



CLASSROOM

A typical classroom scene from Stoneleigh in the latter half of the 1960s. In this photograph, instructor Dick Dowdeswell is educating students on the regular maintenance of an MF 135.

US ARMY HOSPITAL

Much of the Training Centre comprised an array of single-storey buildings that were formerly used as a US Army hospital. These brick-built structures were on site for many decades before their eventual demolition in 2003/04.



PRIVATE BAR

As well the lounge, a bar provided students with an opportunity to socialise in the evenings. When taking this photograph, Ted's PF60 flashbulb did not fire, but proceeded to go off in his hand whilst inspecting it. Needless to say, he suffered a serious burn.

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Specifications

Merlo Roto 50.35 S Plus

Product code: UH8143

Scale: 1:32

Size: 320x78x115mm

Weight: 970g

Available: Now

We have more from Universal Hobbies for you this time, but not as many new releases as we'd usually share – as one is a break from the norm.

The first is a Lemken Smaragd 9/600K field cultivator that folds for transportation. There's the usual mount of detail we've come to expect from Universal Hobbies, even in 1:32 scale, but it's also pretty robust for something that looks so delicate. We love it, but there's a while to wait until it's available to buy!

Concluding our look at UH's new releases is the Merlo Roto 50.35 S Plus. We appreciate that this is a construction machine, rather than an ag-spec telehandler, but being a Merlo we hope that you can forgive us!

The scale of this model is phenomenal, with the boom reaching almost a metre when extended. If you're building a shed on your carpet farm, this one's for you!

Both are/will be available to buy from any retailer in the network of UH stockists, or directly from the website: www.universalhobbies.net



Specifications

Lemken Smaragd 9/600K field cultivator

Product code: UH6289

Scale: 1:32

Size: 198x110x50mm

Weight: 130g

Available: January 2022



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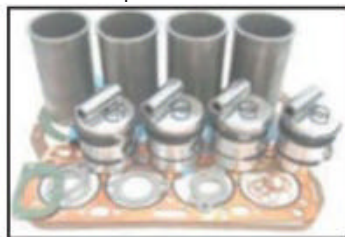
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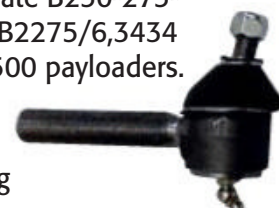
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Community spirit

My own definition of 'Community spirit' was pleasantly re-awakened recently, writes Gary Anderson. For the past 15 years, through the Ferguson Club, I have organised the Chiltern Vintage Tractor Charity Run and this year's took place on 4 July.

In the early years, the main driver was to raise funds for our local Thames Valley Air Ambulance. Many people in the area also believed that this was a very good cause and it also seemed to be a choice for many other regional vintage tractor runs.

The support of the event at all different levels, from marshalling and catering through to driving a tractor, was immense. Donations were gratefully received and each year, to our collective amazement, we kept beating the record of monies raised from the previous year. As the years progressed, we realised that the momentum of the event was picking up. So much so that people taking part were looking forward to the following year's event almost before completing the current year. So far the event has raised £57,400.



'Independence Day' was the theme of the Chiltern Vintage Tractor Road Run.

Then came 2020 and 'Community spirit' took on a whole new meaning – 'protecting the vulnerable, the NHS and each other'. As we moved into 2021 a lot of people asked about the run and whether it would go ahead. We closely tracked Government guidelines to what was possible and 4 July 2021 was approved by the Ferguson Club NFU insurance underwriters. The theme 'Independence Day' was thus formed and the 2021 Vintage Tractor Run started to take shape.

More than 60 participants signed up and the drivers and passengers followed the theme in their own ways, and even though most of the run is off road, when we were on the public highway it felt like a carnival atmosphere – people were waving and happy to see us trundling along. It was a very humbling experience.

Donations continue to come in and can be made through the Just Giving website – search for 2021 Chiltern Vintage Tractor Run. We will reveal the final total when the dust has settled! ■

Classic run

A classic vehicle and tractor Run took place on the evening of 17 June 2021, jointly organised through a combined effort between Kilmoor Playgroup and Killinchy Young Farmers Club, writes James Connolly.

In what was a very pleasant evening, more than 160 entrants took part in the 17-mile road run, that started at Kilmoor Playgroup on Kilmoor Church Road. The vehicles had the pleasure of having access to the spectacular 200-acre Florida Manor estate, where the photographs for this report were taken.

Both Kilmoor Playgroup and Killinchy Young Farmers club would like to thank Michael and Barbara Lagan for giving them permission to drive through their



estate. This was appreciated by all those taking part. Both groups would also like to thank the Wright family for the use of a field as an assembly point.

Proceeds raised from the event were approximately £4,500, which will be



ABOVE: Hugh Garrett Jr. makes his way through Florida Manor Estate on a 1966 Nuffield 10/42.

LEFT: Andrew Burgess, from Ballynahinch, with his 1982 Trantor.

split evenly between Kilmoor Playgroup and Killinchy Young Farmers club, both very worthy local organisations.

Covid-19 restrictions were fully complied with and a fantastic evening was had by all attendees. ■

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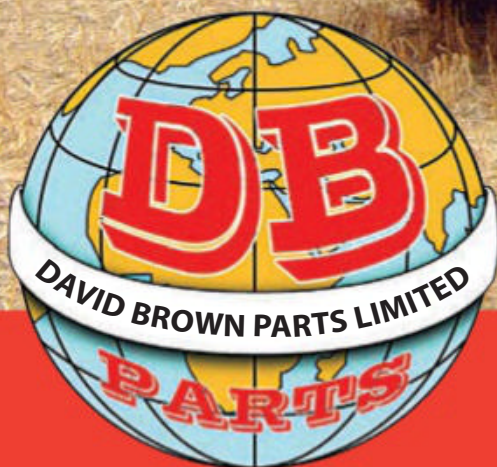
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He says, "I was really pleased with the service. I received the Elite the day after I ordered it. Now I've stopped taking painkillers, my back and knees are much better and I no longer get any pain from an old operation scar. My wife is also delighted as she says I'm much better tempered! Several of my friends have commented on how much better I look and now they are also buying Bioflows from Jenny."



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Fabulous Fylde

The 12th Annual Fylde Vintage, Steam & Farm Show took place between Preston and Blackpool over the weekend of 3-4 July, says *David Reed*. It saw a multitude of entries, with good crowds in attendance on both days, despite some uncertainty about the weather.

There was an excellent selection of tractors and the event had a good rural feel to it. The show is a charity event, with the Rosemere Cancer Foundation benefitting from the proceeds of a tractor that was auctioned off, and with other donations, more than £3,500 was raised.

Eddie Worthington's superb 1963 Nuffield 342 was seen parading around the ring. There were some rarities there

too, including a 1953 Newman E2 standard with Petter AV2 engine that is one of only a dozen that were known to be built. "It is thought that four are in the UK, mainly in Scotland," owner Ken Pope said, "I bought it from Perth in 2015, after it had been restored by a previous owner in Aberdeen," he added.

Of similar age and from the same area was Bob Wilkinson's 1960 IH BTD-640, that had worked in Perth, "The owner decided to restore it and had it in bits," Bob said, "But he needed the room so he decided to sell it." Bob acquired the International 12 months ago, "It is in the same condition as I bought it," Bob added, "Apart from the hydraulic arms which have been added."

From the Massey Ferguson stable came Rebecca Waterworth, who is the rep for

the Ferguson Club in Lancashire, with her 1962 Massey Ferguson 65 MkII. "It was left rotting away at a farm at Chorley with the engine and gearbox full of water," she said.

One tractor on the move was a Darlington-registered Massey Ferguson 35, fitted with a front loader. Owned by rally organiser David Martin, it was in original-looking condition, and was being auctioned off to raise money for the Rosemere Cancer Foundation. It sold for £2,300.

If you have never been to this event before, it is one that you need to put on your calendar for next year, as it was a great success in 2021. The organisers should be congratulated for making it all happen in the wake of the Covid-19 pandemic. ■



When it came to the tractors, standing out was Eddie Worthington's 1962 Nuffield 342, that was seen being driven around the ring.



Rebecca Waterworth's 1962 MF 65 MkII. She restored it with the help of her father, Alan.



Bob Wilkinson was exhibiting his 1960 IH BTD-640 crawler that he bought a year ago.



This 1953 Newman E2 was fitted with a Petter AV2 engine and is one of only a dozen that were known to be built. It has been owned by Ken Pope, of Leyland, since 2015.



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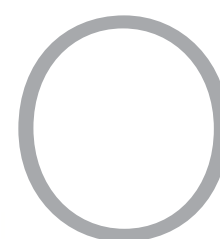
Unfortunately with the situation of COVID-19 all shows have been cancelled until further notice.

Please contact Oxdale products for more information

Vow Vintage



Left to right: Sean McAfee, Ronan McAfee, William Woods, Seamus McAfee, Samuel Irwin, Bryan Hanna and John Lamont, members of the Vow Vintage Club.



On 9 July 2021, Vow Vintage Club ran a special event dedicated to David Brown and Case tractors, writes *James Connolly*. It took

place at Ballybrakes Farm, owned by the McAfee family, on the outskirts of Ballymoney, Co. Antrim.

Alongside a static display of tractors, the club members organised a small working silage event. Classic David Brown, Massey Ferguson and Ford tractors, complete with silage harvesters and trailers, cut silage.

This proved to be very popular with members of the public that attended the event. It was wonderful to see the tractors in action with period-type silage machinery, especially an Auto Drop silage trailer and an uncommon Russell single-chop inline harvester.

The weather was fine in what turned out to be a very successful evening. Monies raised will be donated to two local charities – Causeway Hospital Coronary Unit and Sandleford School for disabled children. ■



William Adams with a 1972 MF 178 and the 52-inch version of the Taarup single-chop harvester, complete with a Kane single-axle silage trailer.



Sam Kennedy with a DB 996, Russell harvester and Auto Drop trailer.



Samuel Irwin with a 1991 Ford 8830 and a Kidd MkII harvester.

Summer Fayre

The Kent County Summer Fayre was the replacement for the annual three-day Kent County Show, taking place on 10-11 July, says Peter Love.

The event was far smaller than the usual event and cost £16 to attend. A number of national show jumping events were the focus in the main ring, with other animal-based displays in the second ring. Further down the vast site were the Young Farmers stands and a number of trade stands.

Many of the people involved in the heritage section had not seen each other for two years and it was a time to catch up with what had been going on in the world. The section was well placed, mostly on hard standing at the top end of the site, with steam (large and small), commercial vehicles, buses and the many cars and vans.

As for the tractors and stationary engines, they were situated on the grass area further down. The parade ring was rather small, but why was difficult to ascertain. There was certainly room for expansion, with vast tracts of unused green space around.

A parade of old machinery took place in the main ring, as well as the outer road system of the showground. This was all thanks to Bernard and Steve Pike and their section marshals.

Steve was exhibiting a Muir-Hill one-ton dumper based on a Fordson Standard N. He and a team have been rapidly rebuilding the dumper from a heap of rust, following the machine being buried in chalk for more than 40 years. The main frame was badly



Ant Bradford with his Fordson Standard N orchard/hop conversion.

corroded, but is looking good now after new parts were fabricated.

A number of new restorations, that people had undertaken during the lockdown, debuted and tractors belonging to members of the Ford & Fordson Association appeared to be getting a good deal of attention. Many organisations have suffered a decrease in members, but not so the FFA, which has seen its membership grow. The line-up of tractors on the stand, including a fine Ford 3600 orchard, all helped to make it stand out from the crowd.

As for the older tractors, it was great to see Ant Bradford's Fordson Standard N orchard/hop conversion, after so many

years in the wilderness. The oldest tractor present was the West family's 1919 International 8-16 Junior and another that caught my eye was a Farmall M, no. 69940, with some very interesting cast front wheels. It was supplied new by Lott & Walne Ltd. of Dorchester and I am interested to know how the tractor acquired the front wheels.

The weather played its part, with rain for much of the Saturday. Some activity took place, but visitors stayed away in the afternoon. Sunday was very different – dry all day with the sun coming out for a while and the crowds flocking in, which was good to see. ■



The Pikes' Muir-Hill one-ton dumper, based on a Fordson N, is making good progress.



The American-built Farmall M with some interesting front wheels.



A 1983-registered Ford 3600 orchard, supplied by Invicta Motors of Canterbury.

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70 6610 CLUTCH

The overhaul of a Ford 6610's clutch is completed, but it proves to be a battle that's hard to win.

75 MF 17 TRAILER REBUILD

The multi-stage tipping ram is removed and disassembled in order for the seals to be replaced.

78 EXPERTS' ADVICE

The *Tractor & Machinery* team provides the answers to

the questions you have asked regarding your tractors and implements.

81 P3 STARTER REBUILD

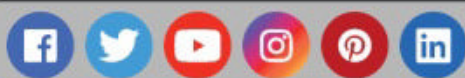
In a break to the scheduled David Brown 780 restoration series, the CAV starter motor on a Perkins P3 is brought back to life.

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6610 clutch part 2



Andrew Hall and Barrie Everson continue with the task of replacing the clutch on a well-worn Ford 6610.

Regular readers will remember the strip down of the tractor in the first part, after the owner had not been able to select any gears. At that stage we had reached the opinion that this was due to the spigot bearing, which supports the gearbox primary motion shaft in the centre of the flywheel.

This appeared to be seized, which would cause the primary shaft to continue rotating and prevent easy engagement of the gears. A new spigot bearing had been ordered and meanwhile preparations were made to reassemble the tractor once the replacement front casting had arrived.

GOOD CLUTCH

An inspection of the original clutch showed no apparent problems with it, and plenty of wear left on the friction plate. The spigot bearing housing is splined on its centre to provide a continuous drive to the hydraulics and independent PTO clutch, and whilst this was removed from the engine flywheel it was placed onto the input shaft to check for any wear.

Once the new spigot bearing had arrived it was fitted, the clutch was then refitted to the engine flywheel and the engine fitted back onto the rear half of the tractor.

NEW CASTING

With the new casting to hand, the original cracked casting was removed from the front axle assembly. Many of the bolts were difficult to move, due to the age of the



Little did we know what we were heading for with the replacement of the clutch on this well-worn Ford 6610 tractor.

tractor, and some rust being present. The steering swivel, which locates in the centre of the casting, was removed and the steering drag link fed through the casting before using the forklift to support the old casting, to allow us to remove the axle pivot pin.

When the replacement casting was first ordered we weren't sure if it would be supplied with the necessary bushes for the steering swivel, but were pleasantly surprised when it did, and the swivel was a nice fit in the bushes when tried!

Using the forklift, we lowered the new casting over

the axle and refitted the pivot pin. The front axle and casting was then manoeuvred into place in front of the engine and bolted up.

SLIGHT VARIATION

After bolting up the casting we then attempted to refit the steering drag link, which had come out of the original casting with no apparent problems, but refitting it with the new casting in place proved to be rather difficult.

After several attempts and a struggle, we made a comparison of the original and new castings and realised that the new casting was

slightly thicker than the original, where the drag link passes through the left-hand side.

The problem was that the drag link couldn't easily be reconnected to the steering arm from the steering box, as the thicker casting wouldn't allow it to swing outwards to enable the ball joint to engage with the steering arm.

Some gentle leverage was employed to 'spring' the drag link outwards whilst aligning it with the hole in the steering arm. Once this was achieved the nut could be tightened and we could move on with the job.



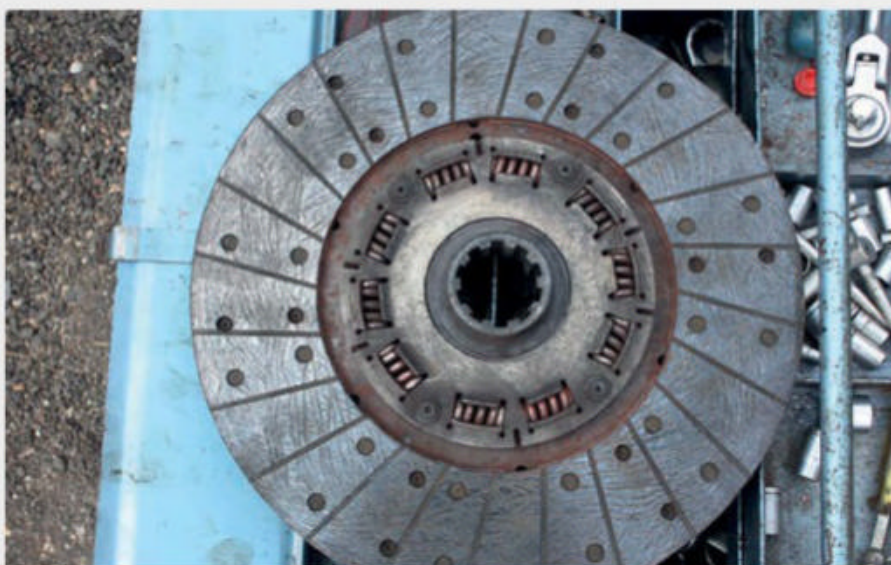
Seized spigot bearing?

1 We assumed that the difficulty in engaging the gears was due to a seized spigot bearing, which lives in this centre housing.



All looks well

2 Splitting the tractor and inspecting inside the clutch housing revealed nothing suspicious, as all looked well inside.



Good centre plate

3 An inspection of the centre plate also showed this to be good, along with the rest of the clutch unit.



Check for wear & fit

4 The centre plate and the spigot bearing housing were tried on the shafts and checked for a good fit and any wear and tear.

RADIATOR

Next was the refitting of the radiator and the adjacent oil cooler pipes. The wiring loom was fed along the right-hand side of the engine and clipped back into place and the fuel feed pipes were reconnected, along with the heater hoses and engine throttle and stop controls.

NO JOY

A bleed of the fuel system and refitting of the battery soon had the engine running and an attempt to try the clutch with the new spigot bearing

in place. The linkage between the clutch pedal and the relay lever was adjusted to provide the one inch of pedal free play and with the engine running the clutch pedal was pressed and an attempt made to engage the gears, but with no joy.

Despite the work carried out we still couldn't engage the gears and the original symptoms persisted. The one inch of free play was present and the clutch pedal travelled down to the cab floor.

Try as we may, we still couldn't engage the gears,

even after reducing the clutch pedal free play, leaving us no alternative but to dismantle the tractor once again and inspect the clutch internally.

This was a particularly frustrating time for us, as accessing the clutch on this tractor isn't the easiest of tasks. However, we reconvened on another day and set about splitting the tractor, and as this time though we had the new casting in place we could roll the engine forward with the front axle.

With the tractor re-split, we revisited the clutch, which

appeared to be in sound condition as before. We did, however, simulate disengaging of the clutch and noted that the centre plate linings expanded as the clutch disengaged, leading us to think this may be where the problem existed, so a decision was made to replace the entire clutch unit.

NEW CLUTCH

A new clutch was ordered from Agriline Products Ltd (01527 579111 or agrilineproducts.com) and once this arrived we were ➤



Engine refitted

5 After fitting a new spigot bearing, the engine was refitted to the tractor using the original clutch, as this looked to be in good order.



Removing old casting

6 The old, cracked casting needed to be removed from the front axle of the tractor in order to fit the new replacement.



Drag link & swivel

7 Both the drag link and steering swivel were removed from the casting prior to removing...



Axle

8 ... the casting from the front axle, after removing the pivot pin.



Scrap casting

9 Beyond repair, the old casting awaits the scrap man to take it away, as it was too far gone to attempt any form of repair.

able to fit it, along with a new thrust bearing and reassemble the tractor once again.

Before doing so, copper-based grease was applied to the splines of the primary gearbox shaft and the area where the thrust bearing slides to and fro, taking no chances and hoping to have cured the problem.

As before, the front and rear halves of the tractor were reunited and the clutch pedal free play readjusted. With the engine back in running order we attempted to engage the gears once again, still without any success!

WHERE'S THE PROBLEM?

One would think that with a new clutch in place, full pedal travel and the correct free play everything would work a treat, but this was not the case!

This led to Barrie Everson, the owner and I, all of whom were working on the tractor, scratching our heads and quizzing as to where the root of the problem lie.

After observing the clutch being disengaged and re-engaged numerous times, our first clue showed itself. The owner observed that the relay lever on the bell housing

was only moving through a small amount when the pedal was depressed. This was possibly not enough to disengage the clutch, but we could not ascertain why this was.

I then took a look under the cab platform whilst the clutch pedal was being pressed. The pedal swivel is attached to the cab floor and when being pressed the pedal was shying away from the linkage, due to severe corrosion of the cab floor and support for the clutch pedal.

This resulted in limited movement of the withdrawal

mechanism and prevented the smooth engagement of the gears.

NO TIME LOST

After realising this, we lost no time in stripping the cab floor and rebuilding the platform, which resulted in a rigid support for the pedal and allowed full disengagement of the clutch once again.

The subsequent repair to the cab floor is out of the scope of this feature, but there is a moral there regarding being misled, and that is that things aren't always as they seem! ■



New casting

10 The steering swivel is being installed into the replacement casting. Fortunately, the bushes were already pressed into the new unit!



Tight fit

11 The swivel pin was a very tight fit in the new casting and took some persuasion to get it in.



Offered up

12 The new casting is being offered up to the engine using the forklift truck to take the strain, as the casting is extremely heavy to handle manually.



Using bolt positions

13 Bolts were screwed into each side of the implement-mounting pads to facilitate lifting the casting, making life much easier.



On with the axle

14 Next was the axle, which was aligned with the new casting and the pivot pin installed, followed by refitting the track rod inner ball joints.



Ready for the radiator

15 Back on its wheels, the tractor is now ready to refit the radiator and other ancillary components, which will allow us to start it and try the re-installed clutch.



Ready to run

16 Now ready to run, the problem was soon found to be still with us, but why?



New clutch

17 We then chose to replace the whole clutch (see text). This area was well lubricated with copper-based grease.



Tightening clutch cover

18 This was fitted and the tractor re-started, but the problem persisted. See the text for the reason behind all of the trouble!

NEXT MONTH: With work on the Ford 6610 complete, a new project awaits Andrew and Barrie. Let's hope it doesn't cause as many problems!

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MF 17 trailer rebuild part 3

Having worked on the parking brakes in the last issue, Andrew Hall moves on to the leaking tipping ram.

DIFFICULTY
★★★★★
RATING



The MF 17 trailer pictured after moving the axle to a forward position to make it more manoeuvrable.

With the work on the brakes largely finished, and only the hand brake lever to service, I have now moved on to the leaking hydraulic tipping ram. Since owning the trailer I have only attempted to tip the trailer once, and this ended up with a jet of oil ejecting from the ram cylinder to such an extent I haven't tried to tip it since!

TWO-STAGE RAM

The ram fitted to these trailers is a two-stage unit, which has seals for each stage. The removal of the ram from the trailer chassis was

straightforward enough, as it is secured by two pins, one each end, both of which are held in by split pins.

Before removing the ram, the hydraulic pipe was disconnected, after placing a tub to catch the oil beneath it. No oil spilled out, but the ram was full of water, which ran out of the hose connection and must have completely filled the ram!

After many years of disuse we expected the split pins to be stubborn to remove, but were pleasantly surprised when they came out without any undue effort. I supported the ram whilst my friend Barrie drove out the pins and the ram was then lowered to the floor.

INITIAL CLEANING

The ram was placed on the bench for initial inspection and a clean of the area where the internal parts were to be removed was done using a scraper and some brake cleaner to de-grease the area.

CIRCLIPS

A close inspection showed the ram shafts to be restrained by two internal circlips, one for the smaller section and a second for the larger-diameter section. The ram was fully extended and cleaned, which revealed some pitting and corrosion of the smaller ram shaft, which was disappointing, as we assumed the seals must pass along the ram as it extends and retracts.

Suitable circlip pliers soon had the first circlip out on the inner (smaller) ram shaft, and we assumed the seal was located behind this.

STUBBORN SHAFT

With the circlip out of the way we attempted to pull out the inner ram shaft, but the part we thought was the seal wouldn't pass over the circlip groove, as the edge of the groove was bruised where the ram had continuously reached the end of its stroke.

The ram was awkward to hold, so we secured it to the trailer using some angle iron and a mixture of 'G' cramps and other clamps to hold it steady whilst we attempted to extract it again. ➤



Tipping ram

1 The seals were leaking badly on this ram when it was last tipped, so it's coming off to replace them. No instructions for stripping this though!



Screw coupling

2 At the front of the trailer, the tipper pipe locates on a screw when it's not in use. This has a Dowty self-sealing screw coupling.



Off with the pipe

3 A tub was placed to catch the oil before removing the rear end of the tipping pipe, using an open-ended spanner.



No oil - just water

4 Not a trace of oil came out, but plenty of water, which presumably entered via the top end of the ram – so not good news!



Safely off

5 A rope was used to support the ram whilst the pins were extracted, and it was then lowered gently to the ground.

It wouldn't budge so we used a square file to remove the burr on the edge of the circlip groove, after which the ram shaft moved outwards. What we thought was the seal collar was merely a steel collar to support the inner ram shaft and no seal was present at this point.

We then removed the larger circlip to repeat the exercise on the larger section of the ram, which also required the use of the file to de-burr the circlip groove. A pull on the larger shaft soon had the collar out, but neither ram shaft would come out of the casing fully.

Each shaft would come to the end of its stroke and stop dead. Several further attempts were made to remove them unsuccessfully, before taking a break from the job for a while.

SNAP RINGS

After a rest from the task we returned and took a look inside the ram casing, using an inspection lamp to see inside.

I noticed a ring positioned about an inch along the inside casing, which turned out to be a snap ring to restrict the movement of the ram pistons, which are

located on the ends of each ram shaft.

Some digging with a screwdriver, and the use of an improvised wire hook, soon had the outer (larger) snap ring out of its groove. This allowed the ram shaft to come out of the casing complete with the inner ram, which is secured in the same manner, albeit with a smaller circlip.

At this stage time was running out for us, so I turned my attention to the piston of the larger ram shaft. The seal is located using another circlip and an expander on the piston, and

consists of a single cup-type seal, which shouldn't be too difficult to obtain. The smaller ram shaft is of a similar build, but as yet I haven't dismantled it.

There are no identification numbers on the seal so I will have to measure the seals and their respective bore diameters before ordering up replacements! It's a case of easier to assemble than to dismantle this type of ram, and there are no workshop manuals for it – meaning that the job has been a steep learning curve for us!

More on the reassembly to come next month. ■



Dirty mess

6 The end of the ram was a mess and required some scraping and use of some brake cleaner to thoroughly clean the area prior to inspection.



Extended

7 To clean thoroughly, the ram was extended to reveal the state of each ram shaft – the smaller of which is pitted with corrosion.



Circlips

8 With the dirt removed we could see two circlips that locate what we thought were the seals of each ram shaft.



Circlip pliers

9 Some suitable circlip pliers soon had the first (smaller) circlip removed, which restrains a collar, not the seal, apparently!



Stubborn collar

10 The collar wouldn't pass over the circlip groove, due to a burr on the edge of the groove. A file was used to clean this off.



Outer collar

11 The ram shaft was pulled outwards and the large collar can be seen part way along the shaft. No seal is present here however!



Collars & circlips

12 Both the smaller and larger collars and their respective circlips can be seen in the view after removal and cleaning up.



Snap ring

13 This larger snap ring, located about an inch along the inside of the casing, secures/restrains the larger ram. The smaller shaft is similarly held with a smaller ring.



Cup seal

14 The seal and expander are secured by a circlip on the ram piston. It's a simple cup-type seal, so shouldn't be difficult or too expensive to obtain.

NEXT MONTH: New seals are obtained and fitted, and the ram is reassembled, ready to take up its rightful position on the trailer.

Experts' advice

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.



Massey Ferguson 35

Q My brother and I have an MF 35 tractor, which we've owned for a few years now. Since owning the tractor it has been used for mowing and the occasional ploughing match, but recently we have installed a wood-burning stove and have bought a hydraulically-operated log splitter.

It fits on the three-point linkage and has its own control valve, but our tractor hasn't got any external services for operating remote cylinders. How do we connect the splitter to the tractor to get the best performance from it? Any advice would be welcome.

Wesley Smith, via e-mail

A You need to isolate your link arms when using a log splitter, which means you'll need to obtain a

diverter valve. As you sit on your tractor you'll see a plate on the top of the transmission housing under your right knee, secured by two setscrews.

This is known as the transfer plate and conveys oil from the pump stack pipe to the internal lift cylinder. If this is removed it can be replaced by a diverter valve, which has the external services pipe attached, supplying oil to the rear of the tractor.

Most log splitters have their own control (spool) valve fitted to them. Oil from the diverter valve, via a snap coupling, feeds the spool, which requires a return feed for the oil. If you can obtain a genuine Massey Ferguson diverter valve it will have a return port built into the body, onto which a return hose can be fitted.

If a genuine Massey Ferguson valve isn't available, an aftermarket valve can be obtained from Agriline Products Ltd. (01527 579111 or agrilineproducts.com). This may

not have the return port, but you can make a pipe up and feed back into the tractor via a port on the left-hand side of the hydraulic top cover, situated under the operator's seat.

You will require a 90-degree elbow to neatly attach the pipe, which can be run to the rear of the tractor, adjacent to the feed snap coupling. The output pipe is likely to be $\frac{3}{8}$ in in diameter, but I would recommend using $\frac{1}{2}$ in-diameter hose for the return, as this will allow a freer flow of oil back into the transmission housing and is less likely to cause heating of the oil when working the splitter hard!

Another point to note is that when the link arms are isolated they may tend to fall if there is any leakage of oil via the lift cylinder seal. It's a good idea to support your log splitter on an axle stand, or something similar, to hold it at a comfortable height whilst working.



Fordson Major E27N

Q I have a Fordson Major E27N with a TVO engine and have experienced problems starting the tractor from cold. The engine is in generally good condition, but has done quite a lot of work over the years, so there is some wear and tear of the internal parts.

The tractor sits around for long periods between running, and although I go through the recognised procedure for starting the engine, it seems to take ages for the fuel to reach the engine and the engine to initially fire. Usually by this point I'm tired of cranking it and feel like giving up.

Do you have any tips for improving this? I'm almost at the point of giving up with this tractor and buying something more easily handled.

Alan Carpenter, Worcestershire

A You say it seems ages before the fuel reaches the engine. Make sure

the fuel flows freely from the fuel tank to the carburettor, and that the float chamber is free of any dirt or sediment. The main jet should be two-and-a-half turns open from fully closed and all airways clear of any debris.

Also, make sure there are no air leaks due to faulty gaskets or loose screws leading to a weak fuel/air mixture. If the tractor has the earlier vaporiser, check that the vaporiser plate is flat and not causing any air leaks too. If you have a good spark at the right time, all should be well for a swift start.

There are two flap valves in the inlet manifold that should close when the engine is cranked and running. These are drain valves to drain off excess fuel when on choke. Make sure

these are present and working properly.

A well-worn engine can be down on compression a bit, and this will affect its ability to draw fuel/air mix into the cylinders. If all the aforementioned details are fine it may improve matters to remove all the spark plugs and pump a small amount of engine oil from a pump-type oil can into each cylinder and hand cranking the engine to spread the oil around the tops of the pistons before refitting the plugs.

This will improve the suction and assist in drawing the fuel into the engine. Regular running may also improve matters for you, especially some stiff work, which may de-glaze the cylinder bores.

Topping tips

Q I've just bought a six-foot topping mower with a single blade to run behind my Fordson Major diesel tractor.

There are two areas of concern with this. The first and more important in my mind is that when the mower is running and I declutch at the end of a run the inertia of the mower blade causes my tractor to carry on moving. This is rather dangerous and I wonder if anything can be done to prevent this from occurring.

Secondly, the PTO has to be running to operate the hydraulics, which although is inconvenient, I'm able to put up with this by disconnecting the PTO shaft when not using the blades.

W Pannell, via e-mail

A Your experience is due to your Fordson Major only having a single-plate clutch and not being Live-drive. The inertia of the revolving blade tends to push the tractor along and also prevents any gear changing until the blade comes to a halt.

Employing an over-run clutch between the tractor and the PTO shaft can prevent this. Over-run clutches can be incorporated in the PTO shaft itself and allow the blade to revolve without conveying any inertia back through the driveline. A relatively cheap over-run clutch can be bought to fit over the tractor PTO shaft onto which the mower shaft can be attached.

Regarding the need for the power take-off to be running to operate the hydraulics, this was so on all Fordson Majors, early Nuffields and Ferguson TE-20 tractors. A solution for the Major is to obtain a 'raised PTO' unit. This has its own



A six-foot topper requires an over-run clutch when used on tractors without Live-drive.



A cheap option is an aftermarket over-run clutch, such as this type.

engagement clutch and allows the power take-off to disengage whilst leaving the hydraulic pump drive running.

This, however, is a rare unit and when available is expensive to buy, but they do come up for sale occasionally!

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P3 starter rebuild

When a friend's Perkins P3-powered Ferguson TE-20 wouldn't crank, Andrew Hall was on hand to help.



DIFFICULTY
RATING

Recently acquired by its owner, this tidy Ferguson TE-20 P3 conversion wouldn't crank on the starter motor.

A friend recently acquired a tidy, P3-powered Ferguson TE-20 that had been standing unused for a couple of years. A fresh battery was fitted, but he couldn't get any life out of the starter motor. With a forthcoming road run approaching and hopes to use the tractor on this, he contacted me for some help.

Over the years I have seen various methods of wiring Perkins P3 conversions on Ferguson tractors and have drawn the conclusion that they varied according to the dealership or workshop that was responsible for the work. This tractor had dispensed with the original bell-housing-mounted starter

switch and features a key-operated starter switch on the dashboard.

NO LIFE

A turn of the key revealed no life from the starter, so the switch was bypassed – resulting in a faint click from the motor, which is a Charles Anthony Vandervell (CAV) axial starter motor – where the whole armature moves along to engage with the flywheel.

This could be due to two reasons. Firstly, the battery could be flat, and, secondly, the switch could be faulty as it didn't operate when the key was turned.

A heavy discharge test was performed on the battery, which proved to be in tip-top

condition, as suggested by the owner. All connections were also checked and appeared sound, so the problem seemed to be coming from the starter motor itself.

REMOVAL

The starter is secured by a strap around the body of the motor and once the wires were removed, access was improved and the motor was released from the engine and placed on a bench for inspection.

The CAV starter is a large unit and features a pressed steel cover, which houses the switchgear and commutator. This was removed and revealed the reason for the lack of life from the motor. Due to standing outside,

water had got inside the cover and had started to corrode the internal components of the starter.

At this point we thought there would be no hope for the motor, as everything was water-soaked, and two of the brush springs had rusted to nothing, leaving the brushes stuck fast in their holders.

GOOD CONDITION

On the plus side, the commutator looked to be in good condition and the brushes, although stuck, were also good. A thorough clean of the switchgear and the area of the commutator, followed by gentle freeing of the brushes, soon brought some hope that the motor would work once again. ➤



CAV starter motor

1 The Perkins P3 engine features a CAV axial starter motor, on which the whole armature moves along to engage with the flywheel whilst cranking.



Key start

2 All original starting equipment had been removed and the tractor wired to start on the key switch, as seen here.



No life

3 A turn of the key showed no life whatsoever from the starter motor, so some investigation was required to sort it.



Switch bypassed

4 The switch was bypassed by connecting the terminals on the rear to attempt a start, but only a click from the motor was heard!



Battery check

5 A check using a heavy discharge tester proved that the battery was in good order and fully charged, so the starter looked likely to be at fault.

BRUSH SPRINGS

The next area of concern was the loss of the two brush springs, due to corrosion. The two remaining springs were clean and in good order, but they are of a different design to those of the Lucas M45 starter motors, fitted to many other tractors of the period, as they feature an extended 'leg' where they press on the brushes.

A call to an electric motor rewind business proved fruitless, so we had to improvise. Lucas M45 springs weren't suitable, but a strip of an old Ford dynamo yielded two springs that looked hopeful.

CLEANING COMMUTATOR

Whilst the switchgear was removed we were able to clean up the commutator segments with some wet and dry abrasive paper, which was also used on the external surfaces of each brush, as they were extremely tight in their holders.

Emery cloth wasn't used for this, as it leaves particles of abrasive on the surface of the commutator segments if not cleaned off thoroughly, which accelerates wear of the brushes!

REASSEMBLY

The dynamo springs were fitted and provided enough pressure on the brushes to run the motor. The seal

around the cover was a little perished, so some silicone sealer was applied to prevent any more water entering the motor when refitting the cover. The starter was then clamped with a strap onto the bench and a battery connected using some jump leads to convey the current.

SUCCESS

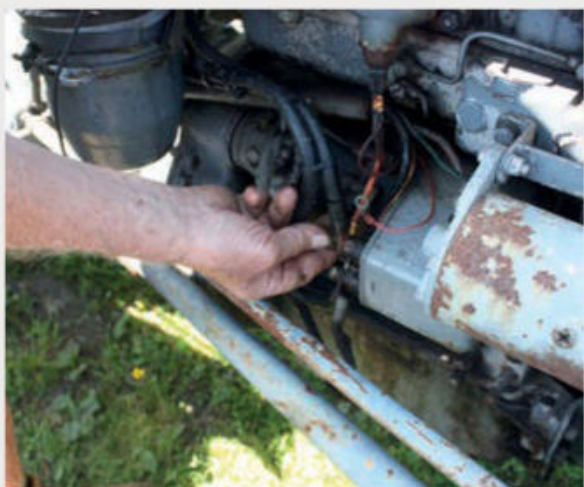
The motor sprang into action and was run up for a while to re-bed the brushes before refitting it to the tractor. After reconnecting the wiring, the key was turned, but still no life came from the starter. I then bypassed the key switch as before, which brought

success, and the engine cranked over.

A replacement switch was ordered and fitted, allowing the tractor to start 'on the key'. I noted that there were two warning lamps on the dashboard, one red and the other green. A check soon confirmed these to be a red charge-warning lamp, whilst the green lamp was to show the cold start heater was working.

OFF TO THE ROAD RUN

Now starting 'on the button', the tractor proved to run very well and was successfully driven on the planned road run, as originally intended! ■



Off with the motor

6 Wiring was disconnected and the motor was removed for inspection.



Rusty water

7 Signs of trouble were soon apparent, as rusty water dripped from the cover of the starter motor.



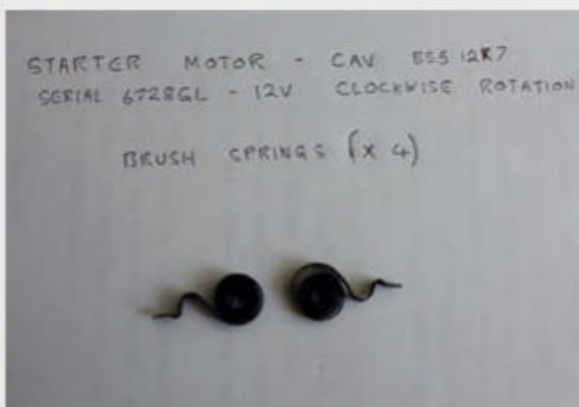
Wet, rusty mess

8 This is what greeted us once the cover had been removed. At first, little hope of fixing the motor seemed likely.



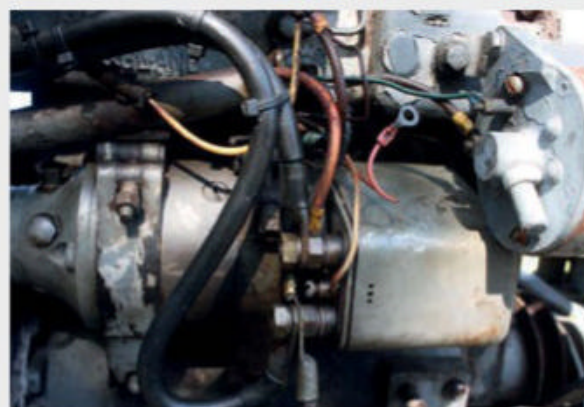
Not so bad!

9 After a thorough clean up, things didn't look so bad, but two of the brush springs were corroded beyond further use and the brushes were stuck in their holders.



Brush springs

10 These are two of the undamaged brush springs. Photos were emailed to a company, but it was unfortunately unable to help.



Dynamo brushes

11 Luck was on our side when we found some dynamo brushes that were suitable and provided enough pressure. The brushes were cleaned, the motor reassembled and refitted.



New switch

12 A new switch was ordered and fitted to replace the faulty one, allowing the tractor to start on the key once again.



Warning lamps

13 The two warning lamps are for the charging circuit and cold start heater. Red for charging, green for the heater.



Polarised

14 Whilst finishing off the job, we re-polarised the dynamo, to ensure it charged the battery as intended.

NEXT MONTH: It is hoped that work can continue on the David Brown 780 project, bringing it a step closer to completion.

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Two new pressure washers feature in Sealey's 2021 Summer Promotion, which is valid until 30 September 2021. These are the PW1601 110bar model with TSS and accessory kit and the PW1850 130bar model with TSS and Rotablast® nozzle.

These pressure washers are ideal for a whole range of applications, including cleaning your tractor(s), and feature an automatic Total Stop System (TSS) that switches the motor on

and off when the trigger is operated, prolonging motor life.

The PW1601 is a lightweight, yet powerful, entry-level unit designed for light trade use. It is fitted with a powerful 1,700W motor with 330-litre water flow per hour and a maximum pressure output of 110bar. It is supplied with a three-metre hose and full accessory kit, including lance extension, patio brush, rotary brush, fixed brush and detergent bottle and is manufactured with durable wheels for

transportation

over rough terrain.

Another feature is the accessory

storage and hose/cable hook to ensure unit stays clutter free and mobile.

The PW1850 model is a 130bar pressure washer with TSS and Rotablast® nozzle. It's a powerful unit designed for frequent domestic and light trade use. It is supplied with a four-metre hose, foam lance and bottle, variable spray nozzle and Rotablast® nozzle that helps develop the same effective cleaning power (ECP) as a 180bar/2,600psi pressure washer.

It's fitted with a powerful 1,900W motor, with 420-litre water flow per hour, and a maximum pressure output of 130bar. As featured on the PW1601, it also has accessory storage.

To view the full range and browse Sealey's latest promotions, please visit the website.



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Sealey's new top-end chargers are exclusive to the UK and have a host of key features, including a five-year guarantee and zero-volt charging.

Models are available in three different output charges (8A, 12A and 16A) and are specifically designed for charging a variety of GEL, AGM, lead acid and calcium batteries with auto chemistry selection. They are

designed to automatically select and charge 6, 12, or 24V batteries, depending on the battery connected.

Zero-volt battery charging enables the recovery and charging of a completely discharged battery (providing any load is removed from the rechargeable battery).

The chargers feature an LED screen that displays illuminated charging stages, volts and amps output and battery capacity. They also feature a compact design with unique retractable hanging hook, and a cable management system that allows the clips to be stored neatly away whilst not in use.



YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

SALES NEWS



Welcome!

As I write this, at the end of another 'hot' sale day on Saturday 24 July, three classic and vintage sales have taken place in the UK and we have seen more record prices paid at two of them for collectors' tractors.

There were, however, plenty of tractors selling for 'so so' prices, telling me that there is plenty for you to go for, and not at record

Both these restored Internationals sold well at Cheffins' vintage collective on 24 July, raising £60,500 between them, with no VAT to pay.

prices, so don't be disheartened. With this said, it is clear that commodity investors are back in the game in the classic tractor market, particularly interesting given that many 'left the party' around 10 years ago.

Of these investors, it appears that many are buying online without actually seeing the tractor, which is a dangerous game to play!

Classic Ford collection

Phillip Warren's classic Ford collection comes up for sale on Saturday 4 September, at 10.30am, online and on site at Middlecott Farm, Beaworthy, Devon EX21 5DX.

A total of 83 Ford tractors, mostly 1000 Series models, will go under the hammer and

auctioneer Kivells says that due to limited access to lots prior to the sale, buyers should satisfy themselves of the condition of lots prior to making bids.

Bidders should rely on their own judgement as to whether the lot accords with its description and all lots are sold with faults

and imperfections and errors of description. All statements are the auctioneer's or seller's opinion and are not statement or representations of facts.

For further details, please contact Kivells on 01409 253275 or visit the company's website: kivells.com

MEET THE TEAM

Peter Love
Editor



The joint founder of *T&M* 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 vehicle preservation.

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.

GET IN TOUCH

If you have a tractor you would like to be featured in our successful Sales Highlights section please get in touch with:

Peter Love
Phone: 01323 833125
E-mail: peterlove@kelsey.co.uk

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

TO BUY AND SELL TRACTORS AND MACHINERY, VISIT THE WEBSITE: www.kelseymarketplace.co.uk

Ryne Hill Farm sale

H J Pugh & Co. was at it again at the Ryne Hill Farm sale in Kingham, Oxfordshire, at 2pm on Friday 23 July. A select crowd had assembled for this 150-lot sale, but they interacted well with the many Internet bidders.

Most of this original, 'dusty' collection ran and had documents with them too. One bidder bought five tractors – an A-C U, A-C WC, Case DC4, Farmall M and Fordson Standard. It was great to see an unusual B F Avery, which was a Cletrac design

and also sold as a Massey-Harris and a Minneapolis in later years.

A nice, original International Harvester 523 with JF 'wrap-around' combine was sold to the Isle of Man, but the nicest tractor was a 1967 Zetor 3011, that sold for £4,000.



The JF/IH 523 outfit has gone to The Isle of Man after bidding reached £3,400.

Results (abridged):

A-C U, 317049, lovely original, 3, £2,650
 1938 A-C WC, V front, restored, 2/4, £1,300
 A-C D-270, very original, SWR 793, 2/3, £1,300
 A-C ED-40, very original, 2/3, £1,800
 Case DC, 5217, nice, 4.5, £2,000
 Farmall M, BJE 526, radial rear tyres, 4, £2,000
 Farmall F-20, restored, nice, 4, £2,000
 B F Avery, tricycle, original, HYC 68, 2/3, £1,700
 Oliver 60, V front, 2/4, £1,050
 1967 Zetor 3011, HCE 129E, very clean and original, 3, £4,000
 Fordson E1A Diesel Major, needs nose cone repairs, 2, £1,800
 1965 Bray? loading shovel, ERX 566C, lovely, 3, £1,250
 Fordson Major-based forward control, experimental, 2, £2,400
 Fordson E27N, p/TV0, 2, £1,050
 1940 Fordson Standard, original style, 2/3, £1,150
 International 523 with JF MS105 combine, 3, £3,400

Results (abridged):

3499 Ransomes MG 5, 2/4, £750
 3500 Fordson Standard, on steels, 4, £1,200
 3502 Minneapolis-Moline 1050, diesel, 2, £1,900
 3503 Oliver 1850, 1.7, £1,000
 3504 Chamberlain Super 70, GM371, some bits missing, 1.7, £2,000
 3505 Minneapolis-Moline G1000, 5,693 hours, 1.8, £1,800
 3506 Oliver 2150, turbocharged, 1.4, £1,800
 3507 Field-Marshall S3 ex-Australia, Kelly & Lewis colours, 2, £4,600
 3508 Ford 6700, Q-cab, weights, 9, £6,000
 3510 1927 Case 18-32, parts missing, 2/4, £2,900
 3511 Massey-Harris 555, petrol, 2/4, £4,500
 3512 Case 500, diesel, XFF 989, weights, V5C, 2/4, £5,000
 3513 MF 188 4WD, runs and drives, 9, £9,800
 3514 MF 165, been round the clock, 9, £5,000
 3515 Roadless 115, Duncan cab, V5C, 4. 5, £17,000
 3516 1968 Roadless 95 Ploughmaster, NUJ 248G, 4.6, £11,500
 3517 David Brown 50D, in pieces, new pistons in boxes, 2, £11,200
 3518 1952 Field-Marshall Series 3, V5C, 2/4, £12,200
 3519 1939 Marshall 12-20 (not M), winch, 4, £16,600
 3520 1951 Lanz 48hp, 560 XUD, 4, £11,900



The Lanz 48hp was not expensive at £11,900.



This Marshall 12/20 model, not M as described in the catalogue, sold for £16,600.

Andrew Hinman sale

This was basically the last of Andrew Hinman's sales that have taken place over the years and featured his enamel signs and other machinery to bring things to a close at Coldwells Farm, Morton Valance, Gloucestershire, on Saturday 10 July.

This time he called Stroud Auctions in to conduct the clear-up sale, with online bidding part of the set-up.

The signs sold well, but we will concentrate on the tractors here, with some selling very well for what they were. All told, the sale went very well and it was certainly the end of an era for this famous collector.

Commission was 10 per cent +VAT.

VOYCE PULLIN

Auctioneers, Valuers & Rural Surveyors

TWO GENUINE END OF TENANCY DISPERAL SALES

FRIDAY, 24TH SEPTEMBER 2021 (11 am)

On instruction of G & S Olney

At Manor Farm, Uckington, Cheltenham, Glos

To include MF5465, Claas Teleporter, David Brown, Fordson Major, 2 x Ford 6600 c/w Loaders, one of which has only 800 genuine hours from new and a range of Farm Machinery, Livestock Equipment and Farm Requisites.



SATURDAY, 25TH SEPTEMBER (11 am)

On instruction of C & E Best

At Poole Farm, Leighterton, Tetbury, Glos

To include 7 John Deere Tractors representing the 10, 20, 30, 40, 50 and 6000 series. Viz JD 710 (69) c/w Original Cameron Gardner Forklift, JD 1120 (9600 hrs)(67), JD 2130 (5132 hrs)(76), JD 2140 (9112 hrs)(84), JD 2650 (12190 hrs)(91) c/w Loader, JD 6210 (10000hrs)(00) c/w Hi Lift loader, JD 6130M c/w Loader (2900 hrs)(17) all very well maintained alongside a complete Range of Modern & Vintage Farm Machinery, extensive range of good quality livestock equipment, parlour and general farm requisites and a range of Original John Deere Dealership Signage, Flags and spares.



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Auction Date:
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10.30am

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Willetts Farm Sale



The 1988 Case IH 785XL and 1983 IH 956XL made £6,500 each +VAT.

On Saturday 17 July, the machinery contents of the Ashby family's Willetts Farm came under the hammer of South East Marts.

The farm was dedicated to Leyland tractors and featured in T&M's sister magazine, *Tractor & Farming Heritage*, nearly 15 years ago now. Most of the relics from that era were present, with the exception of the Leyland 2100, but all looked rather war weary and not in the condition they

were the last time I had seen them.

In 27-degree heat, a good crowd assembled to bid on the lots that had been well laid out in the field, as there was no online bidding. More than 300 lots were offered, with the tractors placed all the way up the hill. The best was a 1983 Leyland 482 Synchro with Quickie 4300E loader, at £4,200.

The most pleasing result was for young Leyland enthusiast Charlie Bowers, who has worked on the farm over the last two years and already has a 154 in his collection. He obtained a 1971 Leyland 344 with a missing door and other work needed for £2,000 +VAT.

There were a number of additional lots, including a 1966 Ford pre-Force 4000 selling for a good £4,000 (no VAT). A Case IH 785XL and two-wheel drive 956XL were yours for £6,500 each. Most of the tractors had log books.

Results:

- 303 1966 Ford pre-Force 4000, 6,548 hours, 2/4, £4,000 (no VAT)
- 304 Ferguson TE-D 20, 1.7, £1,100
- 305 1987 IH Case 785XL, E407 EBM, 9.2, £6,500
- 305 1983 International 956XL, VAP 337Y, clean, 9.2, £6,500
- 259 1955 Marshall RD, No. 709, Allen scarifier, Perkins P4, runs and works, 2, £2,000
- 260 JCB 6D excavator, rough, 8.7, £2,000
- 248 1987 Matbro Teleram, E601 XAM, 9.1, £4,300
- 1983 MF 2640 4WD, runs well, tatty, WTO 668Y, log book, £4,500
- 246 2001 Renault Ares 715RZ, so so, 9, £7,900
- 245 1983 John Deere 2140 Synchron, 4WD, 9, £3,600
- 243 1983 Leyland 482, Quicke 4300E loader, 9, £3,600
- 242 1971 Leyland 255, HPM 270, best of the bunch, 9, £1,550
- 241 1983 Marshall 602, A688 PKK, with spare rear cab glass, 8.9, £2,000
- 240 Leyland 255, OKM 112, with rear hitch, 8.9, £1,400
- 239 1971 Leyland 344, rear hitch, n/s door missing, 9, £2,000
- 237 1962 Fordson Super Dexta, Sussex Tractors plate, front wheels missing, 8, £550
- 236 Fordson Dexta, narrow back half, 1, £170
- 235 Fordson Dexta rear end 619 SKL, 8, £270
- 234 Leyland 272, with log book, 8.6, £100
- 233 1984 Marshall 802, 8.6, £700
- 232 Fordson Dexta, 564 KM, rough, 1, £370
- 231 1956 Fordson Diesel Major, 1, £350
- 230 Leyland 272 Synchro, 1, £550
- 229 Leyland 262, rough, £470

Record money for Roadless 118s

On Saturday 24 July, Wellers Auctions of Guildford held the late Gerald Parsons dispersal sale at Honeywood Lane, Oakwood Hill, Surrey.

With more than 800 lots, there was plenty going on. The second half of the sale started just after 12.30pm, with online bidding available, although many of the lots went to the large crowd present.

Gerald had a substantial plant business and loved his Hymacs. There were three in the sale, as well as a 1965 Fordson E1A Major-based Bray 23L loading shovel. It was rough, but complete, and sold for £920.

In the 1980s he bought two Roadless 118s, XJG 529V and NAA 96T, for his business. One came from Ben Martin, at Dunsfold, and the other, it's said, from Bepton. XJG 529V was classed as a better tractor and went on to sell for £34,000 +VAT – a new record for a Roadless 118. The other example was yours for £28,500 +VAT. Both went to people at the sale.

Although the auctioneers are not used to this type of sale, it all went very well.

Results (abridged):

- 613 Ransomes MG 6, full linkage, highest price this year, 2/3, £1,100
- 1963 Fordson Super Major, Cooks 12-ton winch, Lambourn cab, rough under the paint, 1.7, £3,100
- 1967 International 434, MUF 694F, with loader and frame, cab excellent, 2/3, £3,150
- 1979 Roadless 118, XJG 529V, runs well, 2/3, £34,000
- 1978 Roadless 118, NAA 96T, runs well, 2/3, £28,500
- 1965 Bray 23L loading shovel, 1.8, £920
- 1957 Land Rover Series 1, 678 EPD, 2/3, £11,200
- 1964 Mini Moke, APB 973A, excellent, 5, £18,200
- Fordson Power Major, 2/4, £2,450
- Ferguson TE-20, ex-playground, 1, £520
- 1969 MF 135, 6,600 hours, so so, rusty, 2/3, £4,800
- 1963 Fordson NP Super Major, original, 86 DPO, 2/3, £3,800
- 1973 Ford 4000, AP cab, OPM 466M, 8.9, £3,000



1963 Super Major with Lambourn cab and Cooks winch sold for £3,100.



This 1979 Roadless 118 was yours for £34,000 +VAT.

Classic records at Cheffins



The opening tractor in the sale was this stunning 1982 Ford TW-30 at £35,000.

Cheffins continued its high-profile sales with its mid-term Sutton vintage collective, on Saturday 24 July.

It was all about classic tractors one way or another, with new records created in the first section of the tractor sale. It started with a late-entered 1982 Ford TW-30, EYB 302X, that was a clean tractor to start with. It had 7,325 hours on the clock and had been sprayed well and tidied up. It looked the part and went on to sell for £35,000, with no VAT to pay.

Yet another late entry was an original 1993 John Deere 4755 that had worked in Norfolk all its life on one farm. It had been well maintained and had just 4,200 hours on the clock. In no time at all it was sold for £40,500 +VAT.

The ex-Stepnell Ltd. County 1004, with Shawnee Poole six-ton trailer, originally sold in 2009 in very rough condition. Its restoration was top class, but the person who made the money on this lot was the second owner, as it was sold by Howkins & Harrison for £17,000 in March 2019. Here it sold for £26,500 – a good investment.

Results (abridged):

1448 1982 Ford TW-30 4WD, EYB 302X, 5.5, £35,000
1449 1993 John Deere 4755, K506 TPV, original, 10, £40,500 +VAT
1450 1972 County 1004, HNX 502K, with Shawnee Poole trailer, perfect, 5.2, £26,500
1451 1972 Roadless Ploughmaster 75, MCU 223K, open station, 5, £17,000
1452 1980 Muir-Hill 121, very well restored, 5.4, £32,000
1457 1984 Hürlimann H-5110, 4WD, 7,000 hours, 5, £19,500
1458 John Deere 4450 4WD Powershift, original, 10, £19,000 +VAT
1461 1985 International 1455XL, 4WD, more work needed on bonnet sides, 5, £30,500
1462 1982 International 1255XL, 4WD, more work needed on bonnet sides, 5, £30,000
1464 White 126 artic, Cat 3208 V8, silver paint slapped over in places, 2/3, £10,000 +VAT
1465 1968 County 1124, 2/9, £9,600 +VAT
1467 1975 Ford 5000, JVO 213N, later Duncan cab nice, 9.4, £7,500
1966 Ford Super Dexta 3000, needs steering column top bearing, 5, £7,500
1470 1977 David Brown 1412, 2WD, 00H 846R, original style, 2/3, £6,500 +VAT
1471 Ford 6600 2WD, SWC 131W, DP, nice, 5, £9,600

1477 1926 Caterpillar 2 ton, original seat 2, £2,400
1478 1973 John Deere 2130, A8201/5, open station, 4.5, £6,800 +VAT
1479 Leyland 302, with cab, cleanish, 2/9, £2,600 +VAT
1482 1948 Case LA, JNG 466, electric start, needs cleaning, 2/4, £3,700
1485 International 956XL, 6,221 hours, 9.2, £9,200
1486 1961 DB 850 Implematic, nice, 4.2, £3,800
1988 Ford 4110 4WD, replacement block, LP cab, 9.4, £9,500 +VAT
1489 Ford 6600 DP, 2WD, Q-cab, rusty, ex-scraper, 9, £5,200, +VAT
1490 1984 MF 250, B791 VSP, 5,635 hours, with cab, good, 10, £5,800
1492 Ford 8210 4WD, nice, 9.4, £12,500 +VAT
1494 1959 International B-450, no. 2947, with plough, both prize winners, 5, £10,000
1502 John Deere unstyled A, no. 447167, well presented, completely worn out, 2, £4,000
1517 1957 Fordson Super Major, 310 UYL, with cab, original style, 2/3, £4,300
1523 Case 2290 4WD, East Anglia tractor, original, 9.8, £6,800
1527 1972 Massey-Harris 44, VXS 645, all original, 2/3, £3,400
1528 1969 International 634, SUD 992G, Boughton 10-ton winch, cab, 2/3, £3,500
1547 Ransomes MG2, 2/4, £1,450

Damian McKenna's lovely 1984 Hürlimann H-5110 changed hands at £19,500, but his two Zetor 6748s did not. Both stopped at £9,500.

Making record money was a restored IH pairing of 1455XL and

1255XL, at £30,500 and £30,000 respectively. A 1984 IH 1056XL, restored by Ben Craig, got to £26,000 but this wasn't enough to see it sell.

There were ups and downs, but all things considered, the sale went well.

Humphrey Edwards sale

On Wednesday 21 July, H J Pugh & Co. was at Maesifan, Carmarthen, for the disposal of the late Humphrey Edwards' collection. He was a well-known part of the Welsh tractor preservation scene and was a great Allis-Chalmers and Land Rover fan.

For many years he exhibited at the Great Dorset Steam Fair and took part in the working

area with some of his fleet, especially his A-C B on road bands. Most of the stock had not run for some years, owing to ill health, but the majority had been in the dry and were in original condition.

One to do well was an original 1958 A-C WD-45 standard that sold for a very good £5,000. With 426 lots offered, it was certainly the end of an era.

Results (abridged):

A-C 30 x 48in sign, 3, £1,050
John Bull 13 x 13in diamond-shaped sign, 3, £750
241 A-C B, on road bands, nice, 4, £1,200
242 A-C WF, no. 2504, 2, £900
243 A-C C, V front with mid-mounted implement, 4, £1,600
244 A-C D-270, original style, 2/3, £1,600
245 Ferguson TE-A 20, 9070, rust and green in places, 2/3, £2,500
246 1958 A-C WD-45 standard, 2/3, £5,000

247 A-C 3-furrow plough, 2, £100
248 Fordson Standard N, no mudguards, 2, £1,050
249 1961 MF 35 diesel, 2/3, £3,200
250 A-C WC, no. 72749, row-crop, 2, £1,000
251 Case DC, with PTO, 4, £1,100
252 A-C D-272, runs and drives, 4, £2,100
253 A-C WC, all in bits, 1, £400
254 A-C U, in parts, 1.7, £380
255 A-C D-17, no. 4703, 2, £800
Howard Gem, looks good, 4, £120

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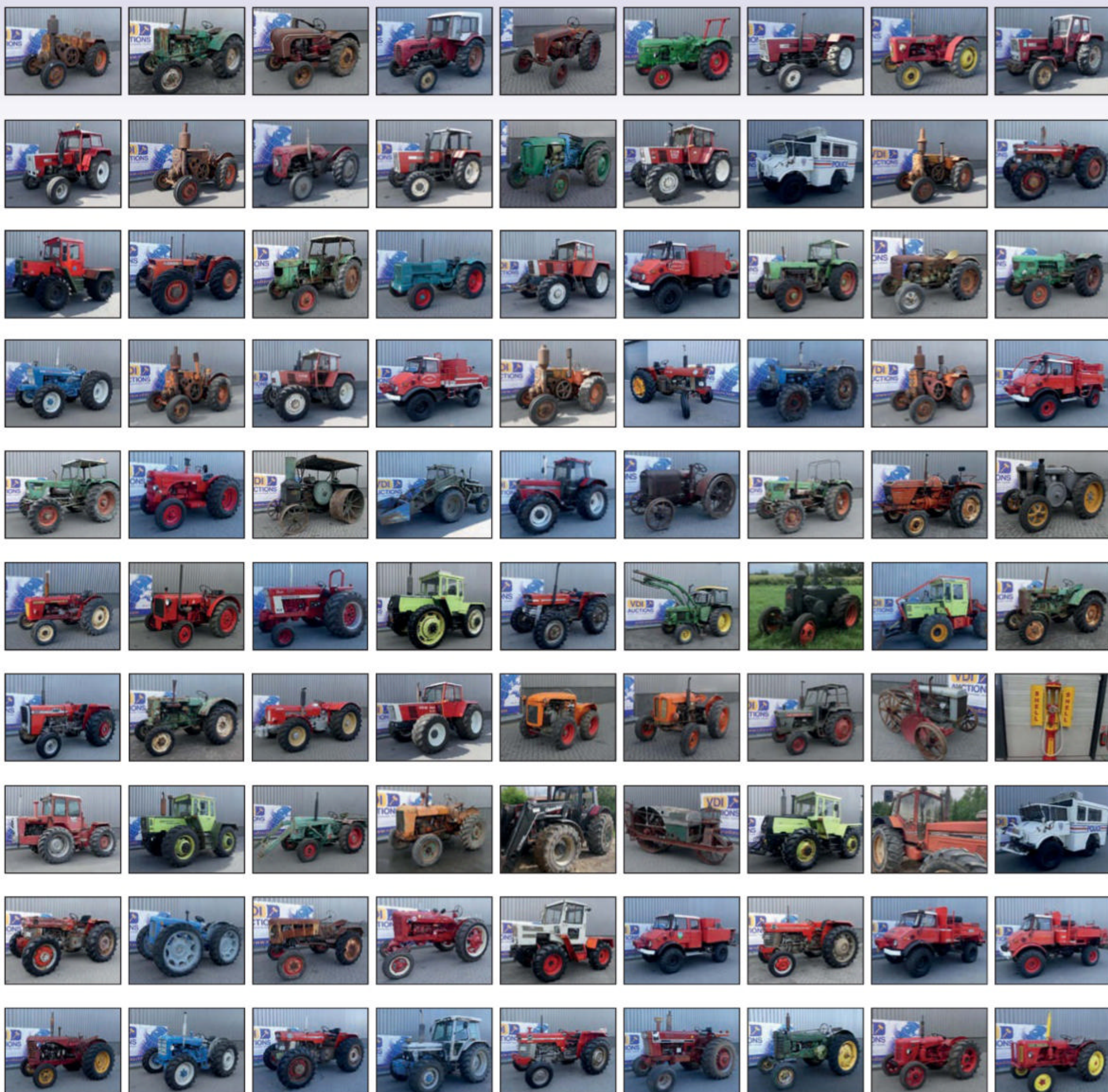
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£53,000 Ferguson-Brown



£10,000 was paid for the 1976 MF 135, while the 165 sold for £11,000.

H J Pugh & Co. held a two-day sale on 16-17 July as a combination of the sales the company would have normally staged at the Much Marcle and Welland rally sites.

There are plenty of tractors to go for at the moment, but occasionally one comes up that two people desperately want and that was the case for a grade 5.5 1938 Ferguson-Brown A (no. 502), registered GNO 521 (with V5C), with original enclosed-pattern rear tyres. The final result was an amazing £53,000! This beat the restored Ferguson-Brown grade 5 record by £28,000!

There has not been an example that looked so good, with so much documentation, for many years. A restored example was making, on average, £18,000 at best in 2019. Neither bidder was going to give in and it has certainly turned the Ferguson-Brown market on its head!

Another to do well was a grade 5 1976 MF 135, PHH 595R, restored by James Cardis of Cumbria. It went on to sell for £10,000, despite not having a cab. A 1970 MF 165 with C&G cab, also restored by James, was registered BAM 512H with a V5C and sold for £11,000.

A 1950 Field-Marshall Series 3 (no. 12962), restored by Robert H Crawford, featured a Hesford winch and had a V5C and instruction book, but was painted orange rather than green, but it still made a record for a Series 3 at £28,000.

A well-restored 1954 Lanz 9506 Bulldog, 408 UXT, sold for a 'thumping' price of £20,500. It made the ex-Australian grade 4 Lanz 48hp Bulldog, sold for £11,900 by Stroud Auctions the week before, look cheap.

Results (abridged):

- 1103 1965 MF 145, front loader, 4.5, £5,400
- 1104 1984 MF 165, open centre with weights, 4.8, £4,800
- 1105 1970 Nuffield 4/25, log splitter, 4.5, £3,700
- 1106 1976 MF 135, restored, V5C, 5, £10,000
- 1107 MF 165, with cab, V5C, very nice, 5, £11,000
- 1108 1938 Ferguson-Brown A, no. 502, 5.5, £53,000*
- 1109 1950 Field-Marshall S3, with winch, 5, £28,000*
- 1110 Cantore Nuffield Universal 3, 4WD, 2/3, £8,500
- 1112 Nuffield M3 row-crop, 'dusty', 2, £3,800
- 1113 Fordson Major KFD 52in conversion, 2/3, £7,500
- 1114 County Hi-Clear Major, 2/3, £7,000
- 1115 1976 MF 185, V5C, original style, 2/3, £5,800
- 1117 1919 Fordson F, old resto, lots of patina, 2/3, £5,000
- 1117A Field-Marshall 3 (green), MFF 884, 4, £12,500
- 1118 1946 John Deere D, styled, good, £2,800 +VAT
- 1119 International WD-9, older resto, 4, £4,200
- 1121 Nuffield 465, restored, looked good V5C, 5, £3,500
- 1122 John Deere 2650, 2WD, original, 10, £6,400
- 1123 1954 Lanz 9506, 408 UXT, 5, £20,500
- 1124 1918 International Titan, no. TV9782, 4.8, £15,500
- 1128A Fordson E27N P6, factory fitted, 4, £11,000
- 1127B MF 35X Multi-Power, £6,000
- 1158 1930 Austin DE30 vineyard, original, 2/3, £11,500
- 1162 Leyland 154, show condition, stunning, 5.5, £5,400
- 1207 MF 165 Multi-Power, Duncan cab, original, 3, £6,500

* Record price

Vanstone collection

On Saturday 17 July, the Cheffins team was at Bideford, Devon, for this delayed sale held in brilliant weather. Dave has been a keen enthusiast for many years and has been very much part of the preservation story in Devon for decades. Most of the tractors worked locally.

The first crawler he purchased is one could well be unique in the UK today. I believe it to be a Continental CD70, but I stand to be corrected on that, with an electric-start, 7.24-litre Berliet MDB3R engine.

These crawlers were made at Saint-Cyr, Lyon-Vaise, Rhone, but there was a British 'wing' established at Faggs Lane,

Feltham, Middlesex, by 1950.

The company started making crawlers in France just before WW2 and continued until 1966.

Only 139 of these crawlers were made and the company created a full range of models for agricultural and plant use, with many of these crawlers featuring a front blade made by Panhard Levassor.

This restored machine looked lovely, but possibly needed some work on the tracks and sprockets in the future. It went on to sell for £3,000.

There were other clean crawlers, but the highlight in this section was the Bristol 20, no. 6269, that was knocked down at a record £4,600.

Results (abridged):

- 167 1983 John Deere 1640, 6,946 hours, 9.2, £2,300
- 168 1996 Sanderson TL6 4WD telescopic handler, £4,200
- 192 1949 Caterpillar D4, 6U2925, with hydraulic blade, 2/4, £3,200
- 193 International B-100 Drott, 4-in-1 bucket, no cab, 4, £1,550
- 194 1942 International TD-9, TDCB6399, lovely, 4, £3,800
- 195 Track-Marshall 55, 818038, with hydraulic blade, 2/3, £1,400
- 196 c1952 Continental CD70, rare in UK, nice, 4, £3,000
- 197 1946 Fowler, 400104, F A Standen supplied, nice, 4, £2,200
- 198 Fowler VF, 4705098, 4, £3,800
- 199 County Z crawler, 16in tracks, 4, £3,200
- 200 David Brown 30TD, 3,372 hours, 13in tracks, 2/4, £4,300
- 201 1944 A-C M, ex-USA, long toolbox, extra-wide seat, 4, £1,500
- 202 1938 Cletrac HG, 6-cylinder, p/TV0, nice, 4, £3,000
- 203 Bristol 20, 6269, local tractor, 4, £4,600*
- 205 1950 International M (Doncaster built), V5C, Devon used, nice, 4.7, £1,800
- 206 International Standard W-9, Hesford winch, V5C, 4.8, £4,800
- 208 1968 County 1124, 19162, NDY 464G, 4.7, £8,200
- 1949 Ferguson TE-D 20, 114725, Perkins P3 fitted, local tractor, V5C, £2,800
- 213 David Brown 30D, RTA 659, 6,383 hours, V5C, very original, 2/3, £3,200

* New record

PART L-M

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

If you are looking for a tractor to buy for restoration, or work, there's a vast choice. However, if you are looking for something specific, do weigh up your options first, particularly if you have a limited budget.

If it's a popular model, then it's not always to your advantage to go for the first one you see. Whatever is wrong with the tractor, make sure you have a good idea of how much it will cost to repair, and so on.

Buying a restored tractor can be the best option for some people, but do your research properly and if you

are buying at a sale, talk to the vendor if you can. For example, the tractor has a shiny coat of paint, but ask him what rust prevention primer he used underneath it, was the tractor sand-blasted or wire-wheeled down? If the vendor is worth his salt he will have pictures of the restoration and be able back up the information he gives you.

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

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

look at the tractor for you, then bid online.

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

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

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.

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.



This stunning Nichols & Shepard 20-35 was sold in mid August and is really a Lauson 20-35. They were good threshing tractors.



This Leyland 472 could have been yours for £4,300 +VAT in July.



Marshall 604, grade 1.6, sold for £2,000 in East Sussex this July.



£17.500 +VAT was paid for this grade 3 MF 375 in April.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
LANZ (CONTINUED)							
D4016 40hp some badged as JD	1955-60	£4,900	£6,100	£7,100	£9,200	£16,900	NA
D5006 60hp 6-speed badged as JD	1955-62	£10,000	£15,000	£28,000	£21,000	£31,000	£42,000
D5016 60hp 9-speed badged as JD	1955-62	£10,950	£24,000	NA	£52,000	£66,700	£75,200
D6006 65hp 6-speed badged as JD	1955-62	£10,700	£36,300	£48,000	£58,000	£69,300	£24,000
D6016 65hp 9-speed badged as JD	1955-62	NA	£37,000	NA	£54,000	£66,000	NA
JD-Lanz 300	1960-65	£1,900	£2,900	£4,400	£3,900	£5,600	NA
JD-Lanz 500	1962-65	£2,100	£2,800	£4,800	£4,200	£6,900	NA
JD-Lanz 700	1962-65	£2,400	£2,900	£5,100	£4,300	£7,200	NA
J LAUSON							
20-40	1926-30	£9,100	£9,600	£16,700	£14,000	£27,000	NA
20-40 Threshermans Special	1926-30	£9,800	£10,300	£17,800	£15,110	£24,500	NA
25-45	1928-34	NA	NA	NA	NA	NA	£23,800
LE PERCHERON							
25hp single cylinder	1939-56	£6,900	£5,900	£7,850	£6,700	£8,250	NA
LEYLAND							
154	1969-80	£1,100	£1,600	£3,500	£4,200	£5,200	£7,100
154 gas	1969-80	NA	£2,200	£3,500	NA	NA	NA
154 Industrial	1969-80	£900	£1,900	£3,900	NA	£6,400	£6,900
344	1969-79	£950	£1,900	£6,900	£5,100	£6,200	NA
384	1969-79	£900	£2,100	£7,600	£4,950	£6,700	NA
245	1973-82	£950	£2,100	£6,900	£5,100	£6,900	NA
255	1973-82	£1,000	£2,200	£7,200	£4,600	£7,200	NA
262	1973-82	£1,050	£2,600	£6,800	£4,900	£7,200	NA
270	1973-76	£850	£2,100	£6,900	£3,900	£5,800	NA
272	1975-82	£850	£2,100	£4,200	£2,400	£4,900	NA
282	1979-81	£1,025	£1,670	£4,200	£3,600	£4,950	NA
2100	1975-81	£2,100	£3,800	£8,100	£5,900	£9,200	NA
462	1978-83	£1,900	£2,300	£6,300	£2,900	£5,900	NA
465 4WD	1978-83	£2,600	£3,400	£8,000	£4,780	NA	NA
472	1978-83	£1,800	£2,100	£5,800	£2,800	£3,400	NA
482	1978-82	£1,300	£2,700	£6,400	NA	NA	NA
485	1978-82	NA	£5,100	£7,700	NA	£8,200	NA
302	1981-82	£1,700	£2,200	£5,600	£4,600	£5,600	NA
502	1980-82	£1,300	£2,950	£8,900	£6,900	£8,100	£
504	1980-82	£2,600	£5,800	£9,500	£10,200	£14,200	NA
602	1980-82	£1,900	£4,400	£8,900	£5,700	£12,200	NA
604	1980-82	£3,200	£5,500	£10,500	£9,600	£12,700	NA
702	1980-82	£1,570	£4,100	£7,200	£8,100	£6,800	£9,200
704	1980-82	£2,200	£2,900	£9,700	£5,600	£8,900	£12,200
802	1980-82	£1,700	£3,100	£6,500	£6,850	£7,300	£9,300
804	1980-82	£2,800	£4,100	£11,750	£7,600	£9,200	£12,300
LINDER							
L-20	1953-58	NA	NA	NA	£2,800	NA	NA
L-17	1955-59	£1,200	NA	NA	NA	NA	NA
LITTLE GIANT							
Model B	1916-22	£21,000	NA	NA	£42,500	NA	NA
LOVE							
Standard with Ford B	1936-39	£400	£1,600	NA	£6,200	£7,100	NA
Standard conver Chev 292 6-cyl	1937/62	£1,600	£3,200	NA	NA	NA	NA
Standard with Chrysler-six	1939	NA	NA	NA	NA	£6,560	NA
C51 row crop with Chrysler-six	1949-56	£3,500	NA	NA	£6,400	£7,200	NA
LOYD							
Dragon Ford V-8 Turner crawler	1950-56	£2,700	£3,100	£6,000	£4,900	£5,800	NA
Dorman engine crawler	1952-56	£2,500	£2,900	£6,400	£6,000	NA	NA
MAILAM							
Ford Power Major crawler	1958-60	NA	£6,200	NA	NA	NA	NA
Ford Super Major crawler	1961-65	NA	NA	£8,250	NA	NA	NA
Ford Dexta crawler	1961-63	NA	NA	£4,200	NA	NA	NA
5001 (4 & 6-cyl) crawler	1965-75	NA	£7,100	£9,850	NA	NA	NA
Ford 7001 crawler	1975-76	NA	NA	£8,200	NA	NA	NA
MAN							
4R2 4x4	1953-62	£1,900	£3,200	£4,200	£4,600	£5,900	NA

WHAT IS AVAXHOME?

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MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
MARSHALL							
224 compact	NA	£1,900	NA	£3,600	NA	NA	NA
264 compact	NA	NA	£1,650	NA	NA	NA	NA
302	1982-88	£1,200	£3,300	£7,600	£3,800	£5,600	NA
304	1982-88	£1,400	£2,800	£6,900	NA	NA	NA
502	1982-88	£1,300	£2,950	£7,900	£5,900	£6,900	NA
504	1982-88	£2,900	£4,800	£9,900	£6,900	NA	NA
602	1982-88	£1,200	£4,400	£6,900	£4,700	£5,900	NA
604	1982-88	£2,900	£4,500	£9,500	£6,400	£9,750	NA
702	1982-88	£1,800	£2,900	£8,100	£6,600	£7,900	NA
704	1982-88	£3,200	£4,100	£9,700	£8,100	£10,100	NA
802	1982-88	£1,700	£2,800	£8,780	£6,850	£7,100	£9,600
804	1982-88	£3,200	£5,900	£13,750	£7,900	£16,250	NA
904XL	1982-84	£3,000	£4,900	£14,000	£9,900	£17,400	NA
752	1984-88	£2,300	£3,200	£7,400	NA	NA	NA
754	1984-89	£3,500	£4,250	£10,000	£7,100	NA	NA
852	1984-89	£2,900	£3,400	£6,300	NA	NA	
854	1984-89	£4,600	£7,700	£14,100	£12,400	NA	NA
954	1984-89	£3,700	£8,600	£16,200	£12,400	NA	NA
100	1984-89	£10,200	£16,800	£28,000	£22,000	£25,000	NA
115	1984-89	£10,000	£14,200	£22,000	£16,000	£22,000	NA
125	1986-89	£12,500	£15,700	£26,000	£16,000	£22,000	NA
132	1988-91	£2,400	£2,900	£3,750	NA	NA	NA
MASSEY FERGUSON							
50 gas USA made	1958-59	£1,200	£2,650	£3,900	£2,700	£3,800	NA
95 & Super 95 (MM)	1958-62	£3,600	£5,400	£6,900	£5,900	£7,300	NA
97	1962-65	£4,100	£2,900	£4,700	NA	£5,700	NA
97 4 x 4 (MM)	1962-65	£4,100	£3,600	£5,600	£3,900	£6,500	NA
98 GM-371 (Oliver built)	1959-60	£4,100	£4,200	£6,000	£7,800	£9,600	NA
35 Standard 23C 4-cylinder	1957-59	£1,400	£2,600	£5,900	£3,900	£6,900	£8,900
35 Standard Industrial	1957-59	£1,000	£2,250	£4,600	£4,200	£6,800	£7,200
35 Standard petrol/TVO	1959-64	£1,200	£1,850	£6,900	£3,900	£5,800	£7,200
35 Standard petrol-paraffin no hydraulics	1958-64	NA	£1,600	£4,700	£5,400	£3,200	NA
35 Perkins A3.152 engine	1959-62	£1,200	£3,100	£6,600	£3,600	£6,800	£9,200
35 industrial (not X)	£1,800	£2,900	£4,900	£3,400	£4,700	£5,700	
85 Continental eng	1958-62	£950	£1,800	£2,900	£3,100	£3,900	NA
88 Continental eng	1959-62	£2,600	£3,400	£5,000	£3,900	NA	£5,900
90 Super	1961-65	£2,200	£3,600	£5,900	£4,200	£7,800	£10,250
35 Perkins 3.152A	1962-64	£1,200	£2,800	£10,600	£5,400	£7,100	£10,900
35X Multi-Power	1962-64	£1,850	£2,900	£9,100	£4,800	£10,400	£12,400
35 Hi-Clear	1959-64	NA	£3,600	NA	NA	£9,200	NA
35X Industrial	1962-64	£2,600	£3,100	£6,000	£3,500	£5,000	£6,100
35X Vineyard/Narrow	1962-64	£1,950	£2,400	£5,500	£4,100	£7,250	NA
35x Golf course (grass tyres)	1962-64	NA	NA	£4,500	NA	NA	NA
65 Mk1	1958-60	£1,300	£3,300	£6,800	£4,400	£5,900	£6,600
821 French Hanomag diesel	1959-61	£950	£1,100	£1,900	£1,800	£2,250	£3,600
21 French Peugeot Petrol	1959-61	£900	£1,250	£1,950	£1,800	£2,600	NA
DT7000 (Landini MF) 4WD	1960-64	£650	£2,850	£4,200	£3,200	£4,600	NA
25/825 French Perkins diesel	1960-64	£950	£1,800	£2,600	£2,900	£4,500	NA
37 French	1962-64	£950	£1,900	£2,800	NA	£4,200	NA
42 French	1962 -64	£1,000	£1,600	£2,300	NA	£3,700	NA
65 Mk2	1960-64	£1,850	£2,900	£6,100	£3,800	£5,900	£7,100
65 Mk2 with winch	1960-64	£950	NA	£5,900	NA	NA	NA
65 Mk2 Vineyard	1962-64	NA	£3,000	£3,700	NA	NA	NA
MF 65/765 Industrial	1958-64	NA	NA	£2,800	NA	NA	NA
65 MK2 Multi-Power	1961-64	£1,800	£3,800	£6,900	£5,300	£8,000	£8,600
130 French	1965-72	£1,900	£1,200	£4,500	£2,900	£5,400	£6,000
135	1965-71	£2,400	£3,800	£11,100	£5,900	£10,100	£12,200
135	1971-79	£2,500	£7,800	£11,700	£6,450	£11,100	£14,200
135 Multi-Power	1965-79	£2,600	£4,900	£32,000	£5,900	£15,000	£18,200
135 Vineyard	1965-79	£2,900	£3,500	£4,200	£5,200	NA	NA
135 Industrial	1965-79	£2,600	£3,100	£4,300	NA	£7,700	£8,300
135 petrol (Standard eng)	1965-79	£1,800	£2,700	£6,200	NA	NA	NA
130 Vigneron (Vineyard)	1965-72	£950	£1,900	£2,900	£3,200	NA	NA
2130 (Industrial)	1965-72	£850	£1,950	NA	NA	£5,100	NA
135 petrol (Perkins gas eng)	1972-79	NA	NA	£6,400	NA	NA	NA
135 4WD	1965-79	NA	£7,000	£16,750	£12,100	£17,200	NA
2135 (French made)	1966-72	£600	NA	NA	NA	£4,900	NA
140 Super French	1965-75	£1,400	£1,900	£3,200	£3,100	NA	NA
145 French	1965-75	£1,650	£2,400	£4,300	NA	NA	NA
155 French	1965-75	£1,900	£2,900	£3,800	NA	£5,900	NA
152 Vineyard	1971-79	£2,800	£3,400	£5,400	£4,200	£4,900	£5,300
165	1965-71	£2,100	£3,100	£9,400	£4,700	£7,750	£8,900
165	1971-79	£2,200	£3,500	£10,200	£5,300	£6,800	£9,200
165 Multi-Power	1965-71	£2,450	£4,200	£17,250	£6,450	£6,900	£15,900
165 Multi-Power	1971-79	£2,000	£4,400	£18,000	£8,800	£6,600	£14,200
175	1965-68	£2,600	£2,900	£9,400	£3,950	£6,900	£7,100
178S	1968-71	£2,900	£3,400	£8,000	£4,900	£6,900	NA
178 Multi-Power	1968-72	£2,890	£3,900	£19,600	£4,250	£6,425	£13,500



A Massey Ferguson 675 got to £10,500 + VAT in April this year (grade 3).



This Massey Ferguson 1200 grade 5 sold for £24,000 in April.



The restored grade 4.7 Massey-Harris Senior 101 sold for £3,000 in April.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
158	1968-74	£2,300	£3,100	£5,200	NA	NA	NA
148 French	1972-78	£1,850	£2,600	£4,300	£3,900	£5,100	NA
148 (eight-speed)	1972-78	£2,200	£3,100	£8,900	£5,100	£8,400	£9,650
148 Multi-Power	1972-78	£2,300	£3,900	£14,200	£4,900	£8,700	£10,100
168 Multi-Power	1971-78	£2,700	£3,500	£17,800	£4,600	£8,300	NA
185	1971-78	£2,900	£4,300	£12,000	£4,900	£5,800	NA
188 Multi-Power	1971-78	£4,100	£5,575	£39,000	£6,800	£7,900	£9,800
188 4WD	1971-78	£3,600	£7,400	£18,500	£6,100	£9,400	NA
1100	1964-67	£3,400	£5,400	£8,000	£5,900	£6,700	£10,200
1080	1968-72	£2,400	£3,900	£39,900	£5,800	£6,800	NA
1130	1964-72	£3,700	£4,200	£8,000	£6,950	£7,100	£11,000
1105-1135-1150	1973-78	£3,400	£5,950	£10,100	£7,800	£8,900	NA
1200	1975-79	£6,700	£9,900	£28,500	£14,100	£24,000	£25,600
1250	1979-80	£6,900	£10,100	£22,900	£14,900	£19,800	£24,300
1505	1974-76	NA	£7,200	£25,000	£4,100	£21,700	NA
4840	1980-82	£6,900	£7,300	£15,100	£12,900	£25,400	NA
2745	1978-83	£2,900	£3,500	£8,500	£7,600	£11,200	NA
2805 V8	1976-83	NA	£12,700	£16,800	NA	NA	NA
550	1976-79	£3,100	£4,500	£11,900	£6,900	£10,900	NA
565	1976-82	£3,500	£4,100	£9,100	£6,800	£9,200	£10,900
575	1976-83	£3,200	£4,250	£9,100	£5,200	£8,900	£12,000
590	1976-83	£3,750	£4,200	£12,100	£5,200	£8,300	£13,100
592 French	1979-84	NA	NA	£8,500	NA	NA	NA
595	1979-83	£3,750	£4,200	£14,200	£6,900	£14,900	NA
1102S (Eicher German built)	1980-83	NA	£4,600	NA	NA	NA	NA
230	1979-83	£3,600	£8,000	£10,900	£6,000	£8,650	NA
240	1983-99	£3,800	£4,600	£15,000	£6,600	£8,300	£9,400
245	1976-83	£3,400	£3,600	£9,700	£5,600	£7,100	NA
250	1983-86	NA	£4,400	£10,800	£6,100	£7,300	NA
250 4WD	1983-86	NA	£9,600	£10,800	£10,200	£12,900	NA
254 4WD	1982-87	£3,900	£4,750	£9,200	£5,500	£7,400	NA
265	1974-83	£3,500	£4,600	£9,200	£6,200	£9,000	NA
275	1974-83	£3,400	£5,900	£12,800	£7,900	£10,200	NA
275C Crawler	1975-84	£3,700	£5,300	£9,600	NA	£9,100	NA
290	1983-86	£4,100	£6,400	£10,760	£7,950	£10,950	NA
298	1985-86	£3,900	£4,700	£10,000	£7,400	£9,700	NA
362C Crawler	1980-89	£3,600	£5,900	£9,400	£7,600	£8,600	NA
675	1980-86	£4,200	£5,600	£12,500	£7,870	£9,950	NA
690	1983-86	£4,500	£5,700	£14,200	£8,900	£13,750	NA
698	1983-86	£3,900	£5,800	£10,800	£7,100	£10,900	NA
698T	1985-87	£3,400	£3,950	£12,300	£7,400	£11,500	NA
699	1984-87	£3,700	£4,100	£12,600	£7,200	£11,400	NA
2620	1981-84	£3,700	£4,300	£9,800	£6,100	£10,900	NA
2640	1981-84	£3,900	£4,440	£9,400	£5,900	£11,200	NA
2645	1984-87	£3,950	£4,450	£10,750	£6,240	£10,300	NA
2680	1981-84	£3,200	£3,900	£6,500	£9,750	£10,200	NA
2680 4WD	1981-84	NA	£4,400	£14,300	£6,700	£12,500	NA
2685	1984-87	£3,900	£5,100	£10,300	£6,400	£9,200	NA
2720	1981-84	£3,950	£4,800	£10,700	£7,600	£9,600	NA
2725	1984-87	£4,450	£4,800	£10,960	£7,500	£9,700	NA
350 2WD	1986-95	£5,800	£9,900	£19,800	£11,600	£18,500	NA
360 2WD	1986-95	£6,100	£10,400	£23,800	£14,700	£21,700	NA
390 2WD	1986-97	£4,300	£10,600	£27,000	£15,200	£18,700	£19,950
390 4WD	1986-97	NA	£11,900	£24,800	£10,300	£16,900	NA
MASSEY-HARRIS							
No 2	1920-23	£11,850	NA	NA	£30,000	NA	NA
No 3	1920-23	£40,000	£45,000	£62,000	£50,000	£55,000	NA
12-20 (also as Wallis)	1926-35	£2,400	£2,700	£5,200	£4,700	£7,300	NA
General Purpose 4WD SV & OHV	1930-36	£3,800	£4,800	£12,200	£7,000	£10,800	£14,500
Type 25	1933-38	£2,250	£3,400	£7,800	£5,200	£6,400	NA
Pacemaker 12-20	1936-37	£3,400	£4,100	£6,200	£4,900	£5,200	NA
Challenger V	1936-37	£3,900	£5,100	£7,400	£5,400	£7,600	NA
Challenger V front styled	1938-39	NA	£4,100	£7,500	£5,800	£7,700	NA
Challenger standard axle	1938-39	£1,950	NA	£4,200	£5,200	£5,200	NA
Pacemaker styled	1937-39	£2,200	£3,800	£7,700	£5,200	£8,600	NA
25 styled	1938-40	£1,900	£2,500	£6,200	£3,900	£6,800	NA
101 Standard	1938-42	£1,600	£2,300	£4,700	£3,600	£5,100	NA
101 Super standard	1938-42	£1,150	£2,600	£4,000	£3,900	£4,200	£5,100
101 Super Twin Power row crop	1938-42	NA	NA	NA	£3,700	NA	NA
102 Junior standard	1939-46	£950	£1,800	£2,400	£4,600	£3,100	£5,000

NEXT ISSUE: MASSEY-HARRIS (CONTINUED) | MATBRO | MUIR-HILL | MB-TRAC | MINNEAPOLIS THRESHING MACHINE CO. | MINNEAPOLIS-MOLINE

August

27 – Cornwall Online Machinery Collective Auction. Edward Buckland edwardbuckland.co.uk

27 – Kidderminster Machinery Sale. The Gallops, Stanklyn Lane, Stone, Kidderminster DY10 4AR. Halls, **tel: 01562 820880.**

28 – East Devon Summer Collective Sale of Tractors, Vehicles, Farm Machinery, Livestock & General Equipment. Honiton Showground, Stockers Farm, Gittisham, Honiton EX14 3AW. Stags, **tel: 01769 572042.**

28 – Collective Sale of Vintage & Modern Tractors, Machinery, Implements & Farmyard Sundries. North Heale, Ashreigney, Chulmleigh, Devon. Andrew Lane, **tel: 01837 810845.**

28 – Collectors Auction. Castle Irvine, 200 Junction Road, Castle Irvine Demesne, Irvinestown, Co. Fermanagh, Northern Ireland BT94 1GG. Euro Auctions, **tel: 02882 898262.**

28 – Westbrook Head Collective Sale. Graham Watkins & Co, **tel: 01538 373308.**

30 – Honiton Hill Collective Machinery Sale. Kivells, **tel: 01392 252262.**

September

1 – Online Auction of Collection of Vintage Cars, Gas Engines & Tractors. USA. Aumann Auctions, aumannvintagepower.com

2 – Online Auction of Belt Drive Equipment, Farm Antiques & More. USA. Aumann Auctions, aumannvintagepower.com

2 – Online Timed Implement Sale. Lawrie & Symington, lawrieandsymington.com

2-4 – 38th Annual Labor Day Weekend Auction. 72435 State Road 15, New Paris IN 46553, USA. Polk Auctions, polkauction.com

3 – Collective Machinery Sale. Applegarth Mart, Northallerton DL7 8LZ. Northallerton Auctions Ltd., **tel: 01609 772034.**

4 – Large Tractor Collection Dispersal. Devon. Kivells, **tel: 01409 253275.**

4 – Dispersal Sale of Vintage Tractors, Implements & Spares. Tree Farm, Black Dog EX17 4RL. Stags, **tel: 01769 572042.**

5-12 – Automobilia Auction Online. H & H Auctioneers handh.co.uk

6 – Cambridge Machinery Sale. Machinery Showground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins, **tel: 01353 777767.**

10 – North Devon Collective Machinery Sale. Nr Comberland Cross, South Molton, Devon. Symonds & Sampson, **tel: 01884 218911 .**

11 – Monthly Collective Sale of Tractors, Plant, Implements, Livestock Equipment, Oak Beams, Firewood & Horticultural Items. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co, **tel: 01531 631122.**

11 – Monthly Machinery & Smallholders Sale. Holsworthy Livestock Market, New Market Road, Holsworthy, Devon EX22 7FA. Kivells, **tel: 01409 253275.**

11 – Collective Sale of Farm Machinery, Agricultural Equipment, Farming Bygones & Automobilia. Mary Tavy, Tavistock, Devon. Stags, **tel: 01769 572042.**

11 – Vintage Tractor Sale. 6 Lincoln Way, Clitheroe BB7 1QD. Clitheroe Auction Mart, **tel: 01200 423325.**

13 – Online Auction of John Mowery Vintage Tractor & Sign Collection. USA. Aumann Auctions, aumannvintagepower.com

14 – Auction Sale of Agricultural Tractors, Combine Harvester, Machinery & Equipment. Mousoe, Newport Pagnell, Milton Keynes. Cheffins, **tel: 01353 777767.**

14 – Online Auction of the Baltes Tractor Collection. USA. Aumann Auctions, aumannvintagepower.com

14 – West Somerset Collective Machinery Sale. Nunnington Park Farm, Wiveliscombe, Somerset. Symonds & Sampson, **tel: 01884 218911 .**

15 – Private Dispersal Sale of Vintage Tractors, Ferguson & Other Implements, Spares, Large Quantity of Old Collectable Tools. Moor House Farm, Holford, Bridgwater TA5 1SP. H J Pugh & Co, **tel: 01531 631122.**

15 – Online Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk

16 – Auction Sale of Agricultural Tractors, Combine Harvester, Machinery & Equipment. Horningsea, Cambridge. Cheffins, **tel: 01353 777767.**

16 – Online European Multi-Location Auction. Euro Auctions, **tel: 02882898262.**

17-19 – Tractor & Farm Machinery Memorabilia Online Timed Auction. Hassall Brothers, hassallbrothers.co.uk

18 – Dispersal Sale of Tractors, Engines, Woodworking Machinery, Old Hand Tools, Spares. Keens Farm, Callow Hill, Rock, Kidderminster DY14 9XH . H J Pugh & Co, **tel: 01531 631122.**

18 – East Cornwall Autumn Collective Sale of Tractors, Vehicles, Farm Machinery, Agricultural, Horticultural & General Equipment. Island Shop, Liskeard PL14 3GR. Stags, **tel: 01769 572042.**

18 – Live online Scratby Collective Farm Machinery Auction. Barry L Hawkins, barryhawkins.co.uk

18 – Exeter West Autumn Collective Machinery Sale. Nr Four Cross Ways, Cheriton Bishop, Exeter, Devon. Symonds & Sampson, **tel: 01884 218911 .**

18 – Naseby Classic Vehicle Show with Vintage Collectibles Sale. Howkins & Harrison, **tel: 07921 511852.**

20-28 – Online Timed Collective Auction of Farm Machinery & Effects. Symonds & Sampson, **tel: 01884 218911 .**

22-29 – Ward Reduction Sale. Yorkshire. Cheffins, **tel: 01353 777767.**

24 – Cornwall Online Machinery Collective Auction. Edward Buckland, edwardbuckland.co.uk

If you plan to attend any of these sales, do let us know what you thought and if you bought anything that would interest us.
Please e-mail: peter.love@kelseymedia.co.uk or **tel: 01323 833125**

Please note: Due to Covid-19, auction details are constantly changing. To avoid disappointment, we advise that you check the details listed with the company conducting the sale before making arrangements to view and/or bid online/attend in person.

**OCTOBER
2021**
issue on
sale Friday
24 September

In the next issue...



TURBOCHARGED!

Believe it or not, but it's 50 years since the Ford 7000 was introduced to the farming world. Half a century on, Jonathan Whitlam examines its impact.



HARVEST HEROES

Harvest 2021 is underway and we check in with readers that run classic combines – for business or pleasure. It's always nice to see them at work.



ECONOMY MODEL

Norman Mitchinson talks to Bob Weir about his Massey Ferguson 130 – the Economy version of what was already considered to be a basic tractor.

PLUS Junior, Lost treasure, Machinery milestones, Model corner, News, Tractor Mart, Workshop & more...

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TRACTORS

ALLGAIER A22



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

109828

ALLIS-CHALMERS U



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

109202

ALLIS-CHALMERS D272 P3 DIESEL



£2,800. A good example. Starts well, nice to drive, original log book. Please call 01747 828272, South West.

109203

ALLIS-CHALMERS C



£2,250. Petrol and TVO. With electric start. Rare model. Please call 07831 347400, South West. (T)

108424

ALLIS-CHALMERS U



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

109650

ALLIS-CHALMERS ED 40 DEPHOMATIC



£4,200. Lovely little tractor, great starter and good oil pressure. Runs and drives well. Older restoration. Please call 07899 947344, South West.

108950

ALLIS-CHALMERS MODEL B



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

109768

BELARUS TRACTOR



1990, £6,000. 90 horsepower, good running order, tide tractor, comes with the manual book. Please call 07854 440159, South East.

108876

CASE 500



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

109823

CASE LA



£4,850. A beautifully presented Case LA which is still considered as a large vintage tractor today. Powered by Case's 6.6L 4-cylinder engine, producing nearly 60 Hp, it's easy to understand why it was considered a big tractor in its day! This particular tractor is in excellent condition. It is an older restoration and has recently been fitted with 4 new tyres and a starter motor. This tractor starts easily off the handle and has the benefit of a starter motor. Please call 07966881985, South West. (T)

109170

CASE 685



£6,850. This 4-wheel drive tractor would make the perfect addition to a smallholding or working farm. Fitted with a loader that has a power tip. This tractor starts and drives well. The hydraulics, brakes and PTO are all in working order. Please call 07966881985, South West. (T)

109171

CASE S



£2,850. This Case displays a lovely patina with good tinwork throughout. A lightweight tractor perfect for shows and rallies. Straight petrol featuring electric start and distributor conversion. Starts instantly and runs very smoothly - great fun to drive!. Please call 07966881985, South West. (T)

109172

CASE 18-32



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

109175

CASE DEX



POA. TVO, running order, original English import. Please call 07855 399487, South West.

108410

CASE C



1938, POA. Wide fan belt, brass carb, original English tractor. Starts, runs and drives. Please call 07855 399487, South West.

108576

CASE DEX



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

109651

CASE RC



1936, £4,500. Rowcrop on steel wheels. All original and in working order. Buyer to collect. Please call 01409 261345, South West.

108960

CASE JXU 105



2008, £27,000. Power shuttle, MX loader, tidy outfit. Please call 01539 620636, North West. (T)

109760

CASE JX1100U



2005, £21,000. Power shuttle, good tyres, from local hill farm, good condition. Please call 01539 620636, North West. (T)

109761

CASE INTERNATIONAL 955



POA. Please call 01539 620636, North West. (T)

109762

CASE LA LIFEBOAT LAUNCHER



1955, £6,500. Lifeboat launch tractor. Please call 01606 592639, West Midlands.

109775

CASE 50HP



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

109818

CASE-IH 895XL



1994, £7,999. 2WD tractor with power loader, bucket and fork. One owner, power steering. Please call 01249 740377, South West.

109143

CASE-IH 695



£6,000. Stockman Special. K Reg with V5C. Starts and goes well. Please call 07831 347400, South West. (T)

108422

CITROËN MICROMAX



POA. To be restored, engine turns. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

109819

CLAAS ARES 697 ATZ



2007, £17,000. Front links, tidy condition. A, B and D ranges all working okay but no C range hence the low price. Please call 01539 620636, North West. (T)

109757

DAVID BROWN 1390



£2,999. 2WD tractor, diesel, power steering, 60hp, out of genuine farm sale. Please call 01249 740377, South West.

109139

DAVID BROWN 990



POA. Original one owner Somerset tractor with history. Starts on the button, no frost damage. Please call 07855 399487, South West.

108405

DAVID BROWN 990



£3,500. With VQ cab. Has been barn stored. Runs and drives well, hydraulics need checking, an unusual example. Please call 01747 828272, South West.

109204

DAVID BROWN 780 VINEYARD



£2,850. Three gear lever model. Sound engine and all original parts. Please call 01747 828272, South West.

109205

DAVID BROWN 880 IMPELMATIC



POA. Engine rebuilt, incomplete project easy to finish. Please call 01747 828272, South West.

109206

DAVID BROWN 880 IMPELMATIC



POA. Good older restoration, all works, a very sound tractor. Please call 01747 828272, South West.

109207

DAVID BROWN 990 Q CAB



POA. Good sound original example, surface rust, good tyres, ready for work or restoration. Please call 01747 828272, South West.

109208

DAVID BROWN 950



POA. Part finished project, new mudguards, superb bonnet, starts and drives well. A good project to finish. Please call 01747 828272, South West.

109209

DAVID BROWN 1200



POA. Ex barn find. Starts and drives well. Hydraulics don't work, a great project. Please call 01747 828272, South West.

109210

DAVID BROWN CROPMASTER



POA. Good, sound example. Starts well, hydraulics work. Please call 01747 828272, South West.

109211

DAVID BROWN 885



POA. With loader. Power steering all in good working order, just rusty, not rotted out. Please call 01747 828272, South West.

109212

DAVID BROWN CASE 1394



POA. One of the last built, very original good working example. Fitted with spool valves and a pickup hitch. Please call 01747 828272, South West.

109213

DAVID BROWN 1490



POA. Manual gearbox, pickup hitch, spool valve, loader also has a dung fork. All works, not rotted, ready for work or restoration. Please call 01747 828272, South West.

109214



PIET VERSCHELDE, Mannebeekstraat 1, 8790 Waregem Belgium



Allgaier A22
good runner – 1952



Holder B10 – restored – in very
good condition



Vierzon 201 – restored – good
runner



David Brown 50D
very original



Pampa T01-3033 – completely
overhauled



Case 50 hp steam tractor – very
good boiler



Porsche Junior
fully restored



Lamborghini 2R
good runner



David Brown 4x4
runner

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DAVID BROWN 885 HIGHWAY



£2,350. Good running driving tractor, hydraulics need attention. Please call 01747 828272, South West.

109215

DAVID BROWN CROPMASTER



1949, £3,250. Petrol/TVO. Good condition, used regularly. V5C, complete with assorted spares. Please call 07528 025944, Yorkshire and the Humber.

108693

DAVID BROWN 25D



£3,750. Very tidy, good tyres, excellent runner, V5C. Please call 07778 525037, South East. (T)

109675

DAVID BROWN 990

POA. Complete with Boughton winch and loader. Please call 07778 525037, South East. (T)

109676

DAVID BROWN 990

£1,400. Implematic for restoration, runner. Please call 07778 525037, South East. (T)

109681

DAVID BROWN CROPMASTER



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

108951

DAVID BROWN 995



£3,250. Starts and goes well, as new tyres. Please call 07831 347400, South West. (T)

109746

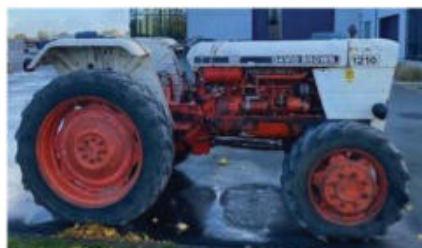
DAVID BROWN 880



POA. Beautifully restored tractor. Genuine reason for sale. Please call 07929 969702, Scotland.

109045

DAVID BROWN DAVID BROWN 4X4



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

109811

DAVID BROWN CRAWLER



POA. Fitted with Blawknnox blade. Starts well, running gear all good. Please call 07860 346682, South East.

109133

FERGUSON TE-F 20



£2,850. A good running example fitted with new front tyres. Starts easily and runs well with good oil pressure. Tinwork is complete but has been previously brush painted. Please call 07966881985, South West. (T)

109176

FERGUSON TE-D PP



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

109588

FERGUSON TE-D 20



£5,595. Has dung prong. Runs well, Good hydraulics Little used by me past 35yrs, More photos for serious buyers. Please call 07812 958530, South West.

108858

FERGUSON PETROL



£3,850. Excellent condition, everything in working order. Please call 07818 262840, South East.

109654

FERGUSON TE-20



£2,500. Complete with Perkins P&E and Howard reduction box. Runs well, engine block has frost damage. Please call 01606 592639, West Midlands.

109772

FIAT 1580 DT



1984, £19,500. Very good original condition. Ex arable farm, always been kept under cover. Hard to find like this one!. Please call 01606 592639, West Midlands.

109776

FIELD MARSHALL SERIES 2 CONTRACTORS



1947, £15,000. Starts and runs well. Road registered, Marshall winch, high to gear and lights, no frost damage. Please call 07754 258030, South East.

108863

SALE *Highlight* GENUINE NUFFIELD M3 ROWCROP



This rare 1951 Nuffield M3 is badged as a row crop tractor and is not a conversion. Engine runs very well, starting on petrol and when hot turning onto paraffin perfectly, there are no water or oil leaks on this tractor.

The hydraulics all work and the tractor features the correct: belt pulley, lights, plough light, period horn, correct original period parts, including toolbox, top link side step and radiator shutter blind. The rear axle shafts have not been cut unlike so many which have been used to access through narrow gateways in past years.

Goodyear tyres to rear and original single rib tyre/wheel to front. Tractor includes front Nuffield weight but not fitted. This tractor is earlier restoration with great tin work paint that is still excellent condition as the rest of the tractor is.

This tractor would suit a serious Nuffield collector who understands the rarity of this genuine M3 badged tractor (not an M4 conversion), very few come on the market. Only for sale as I am now cutting down my collection. The tractor is fitted with a registration number, which I understand to be correct, but no V5c documentation.

The last Nuffield rowcrop tractor I saw for sale sold at £7,000 and I believe to be an M4 conversion (not an original example), price open to serious sensible offers only. Tel 01406330409 after 7pm.



FORD 4000 PRE-FORCE



£4,950. Very original, starts and runs very well. Tinwork is in a beautifully original condition with perfect wings, bonnet and nose cone. Please call 07966881985, South West. (T)

109174

FORD FORCE 4000



£4,850. A late Ford Force 4000 conveniently fitted with a later Ford Safety Cab. This workhorse starts, runs and drives very well. The tinwork is largely sound with the exception of the wings and footplates, which are still functional, but would benefit from repair in time. Please call 07966881985, South West. (T)

109177

FORD TW20



POA. Ex farm. Good and tidy. Please call 01747 828272, South West.

109216

FORD 4100

1976, £6,950. With loader, PUH, power steering. Original band 3. Please call 01695 573761, North West.

109503

FORD 2000 DEXTA



£3,500. Petrol, runs well, rare model, in good working order. Please call 07778 525037, South East. (T)

109678

FORD 3000



£4,250. Tidy, goes well. M Reg, new front tyres. Please call 07831 347400, South West. (T)

109747

FORD ROADLESS 65



POA. Cast front wheels, early tractor, safety start on main gear lever, 7-speed, needs restoration. Please call 01606 592639, West Midlands.

109771

FORD 8630



1994, £26,000. Dual power, two wheel drive. Very good original condition. Please call 01606 592639, West Midlands.

109773

FORDSON SUPER MAJOR



£6,999. With Cab, older restoration, road legal, good tyres, a nice old tractor. Please call 01249 740377, South West.

109144

FORDSON MAJOR BRAY HL23



£3,250. With a Sherman power digger backhoe, based on Fordson Major. Starts and runs and all hydraulics are operational. Owned for 15 years and it has done everything I have asked of it. Getting used less and less and is best when it is being used. Please call 07831 107483, East of England.

109162

FORDSON DIESEL MAJOR



£3,650. A very nice example of an earlier Diesel Major, fitted with a very useful Mill Loader. It starts easily and runs well with good oil pressure. The hydraulics are in working order and the tractor drives well. The tinwork is in good shape throughout. A super little tractor ready for work or play. Comes with current V5 document. This tractor is fitted with the earlier 'rod through the block' throttle linkage. Please call 07966881985, South West. (T)

109168

FORDSON SUPER MAJOR ROADLESS



POA. Two owners from new. Still on original Goodyear tyres. V5, no VAT. Please call 07774 041235, Scotland.

108592

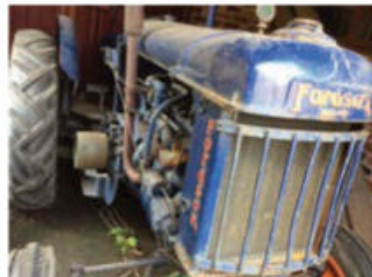
FORDSON MAJOR DIESEL



£1,850. For restoration. Please call 07743 370641, West Midlands.

109591

FORDSON E27N



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

109598

FORDSON MAJOR



POA. Ex petrol/TVO. Engine change, now runs solely on propane gas. New nose cone, radiator, mud guards, etc. Viewing more than welcome. This is an excellent tractor. Please call 07729 614845, South East.

109666

FORDSON POWER MAJOR



£2,650. Complete with front loader. Very good condition, good working order. Please call 07778 525037, South East. (T)

109679

FORDSON MAJOR

£1,200. Diesel. Runner for restoration. Please call 07778 525037, South East. (T)

109682

FORDSON MAJOR



£1,750. Major Diesel, 1950s, needs restoring. Please call 07743 370641, West Midlands.

108942

FERGUSON TE-20 CONTINENTAL



1946, POA. Two TE-20 Continental with parts. Please call 07771 571339, South West.

109048

FORDSON E27N



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

109770

FORDSON MAJOR E27N



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

109125

FOWLER 1PA OUTFIT

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

109513

GUALDI 30



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

109813

HINOMOTO E21



£1,800. Taken in part exchange, as you see in the picture it cosmetically scruffy and in need of some TLC on the body work. Plus side - it starts, runs and drives fine. All working as should, perfect for a small holder for topping etc. Sold as seen in working condition. Please call 01458 269210 / 250978, South West.

108574

HOLDER B10



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

109827

INTERNATIONAL 354



1971, £4,700. One new front tyre, all s 85%. Many new parts, fully restored, starts well. Please call 01250 875732, Scotland.

109167

INTERNATIONAL B250 VINEYARD



1964, £3,850. Lovely condition throughout. Starts easily and runs well with good oil pressure. Please call 07966881985, South West. (T)

109173

INTERNATIONAL W9



POA. Very nicely restored tractor. On the button and drives well. Please call 07855 399487, South West.

108406

INTERNATIONAL B276



POA. Full engine rebuild, pistons liner maws, big ends pump injectors, new battery, brakes, front and back tyres. With draw bar and hydraulics. Starts and runs well, has V5. Please call 07974 898724, North West.

108415

SALE Highlight



Make: Fordson
Type: Super Dexta
Year: 1963
Registration: SFL368 with V5C
Price: £4,750 ono
Tel: 01379650504

Here's a good one to go for this month, a 1963 Fordson Super Dexta in fully restored working condition that has attended various road runs and rallies over the years. The Super Dexta is the one to have and made for less than a year at Dagenham when the production line was closed in 1964 and transferred to Basildon later in the year.

It's a type of tractor going up in value and this example has had the engine totally rebuilt. This included a new crankshaft, liners, pistons and much more. It also features full hydraulics, which all work with linkage and pick-up hitch. They make excellent road run tractors, are easy to keep and store and this example has a fine mirror so you can see who is behind.



SALE *Highlight***Make:** John Deere**Type:** MT 'V' front**Year:** 1950

With side to side working implement

Price: £4,000 ono**Tel:** 01379650504

Finding one of these tractors in the UK in this condition is very hard. Most are imports, are very bashed about, in need of a lot of work and certainly don't include a rare to find here 'Quik-Tach' implement, as you can see in the pictures here.

The MT was made 1947-52, built in JD's new plant at Dubuque, Iowa and features 'Touch-O-Matic' hydraulic precise control, which the owner says all works. The 18dbh – 20bhp model saw some 30,472 built of this type and the four-speed tractor carries 12 volt electrics and is an easy starter.

John Deere's MT features thermosyphon cooling, individual brake control, adjustable steering wheel and more! The gas tractor is very much ready to both add to your collection and to be used in working displays, remembering the implement type is certainly hard to find.

**INTERNATIONAL B-414**

£2,850. Tidy and original. As new back tyres. Dorset reg. Goes well. Please call 07831 347400, South West. (T)

108423

INTERNATIONAL 414

1963, £4,500. Has a V5. Pick up hitch, good tyres, new glow plugs, starts and runs very well. Please call 07811 052596, West Midlands.

108474

INTERNATIONAL 434

£4,000. Good engine, gearbox, rear axle and hydraulics. Excellent tyres, rear radials. Tinwork good. Comes with loader/bucket. Also B12 2 Farrow plough for £600. Please call 01773 880294, West Midlands.

108476

INTERNATIONAL B414

1963, POA. Considerable amount spent in the last two years. Please call 01162 363941, East Midlands.

108591

INTERNATIONAL W9

POA. Really nice restored tractor with new tyres all round. Electric start, runs well. Please call 07855 399487, South West.

109649

INTERNATIONAL B434

POA. Good original condition, bonnet very straight, 32" rear wheels. 80% matching tyres, good runner, power loader included, V5. Please call 07884 072724, Yorkshire and the Humber.

109669

INTERNATIONAL W4

£3,850. Early restoration, good runner, original import. Please call 07778 525037, South East. (T)

109683

INTERNATIONAL B414

£2,850. Tidy and original. As new back tyres, Dorset reg, goes well. Please call 07831 347400, South West. (T)

109749

INTERNATIONAL B275

1961, £2,200. Starts and goes well. Please call 07831 347400, South West. (T)

109750

INTERNATIONAL FARMALL H

£2,000. For restoration. Please call 07831 347400, South West. (T)

109751

INTERNATIONAL FCC

£1,800. Tidy, for restoration. Please call 07831 347400, South West. (T)

109752

INTERNATIONAL FCC

£2,000. Tidy and original. Comes with a pair of ploughs. Please call 07831 347400, South West. (T)

109753

INTERNATIONAL HARVESTER 434

£600. Ideal for restoration. Please call 07712 107058, Wales.

109039

INTERNATIONAL B-250

£1,250. Rare with no hydraulics or PTO from new. For restoration. Please call 07831 347400, South West. (T)

109754

INTERNATIONAL W30

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

109755

INTERNATIONAL 434

£4,000. With cab and woodchipper. Very good condition. Please call 07989 817460, East Midlands.

109059

JCB 3 MKIII



£3,500. Runs and drives. Hydraulics all working. Please call 07901 667875, South East.

108847

JOHN DEERE 2130



£5,999. 2WD tractor, OPU cab, power steering, pick up hitch, genuine tractor, 80hp. Please call 01249 740377, South West.

109140

JOHN DEERE 1630



POA. Starts and drives. No logbook. Please call 07850 093173, South West.

109155

JOHN DEERE H



£3,350. This is an early 'styled' John Deere model H tractor. A smaller tractor that starts and runs nicely. The 2-cylinder, petrol/kerosine engine produces just 14hp on the belt! This John Deere benefits from an older restoration which has held very well over time. Please call 07966881985, South West. (T)

109169

JOHN DEERE AR



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

109645

JOHN DEERE L



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

109646

JOHN DEERE D



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

109647

JOHN DEERE 830



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

109648

JOHN DEERE 4520



1970, £7,800. POA. Rare tractor, one of 6300 made in 1970. Excellent condition throughout, stored in farm building. Original radio. Good tyres. Road registered with V5. Starts and runs well, good brakes. Please call 07977 987494, South East.

109652

JOHN DEERE AR



£3,600. Nice tractor, restored a number of years ago. Please call 07709 229986, Yorkshire and the Humber.

109657

JOHN DEERE 3130



1976, £10,500. In good condition. Was restored approx 10 years ago by previous owner. Fitted with brand new rear tyres this year and done less than 40 hrs on them, 2x new batteries and alternator. All hydraulics and loader work as they should. Please call 07976 208602, South West.

109665

JOHN DEERE B ROWCROP



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

109674

JOHN DEERE 730 D



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

109812

JOHN DEERE 3350



1992, £14,999. 2WD, 6-cylinder, very original tractor, pick-up hitch, power steering. Please call 01249 740377, South West.

109135

LAMBORGHINI 2R



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

109821

SALE Highlight FORDSON E27N

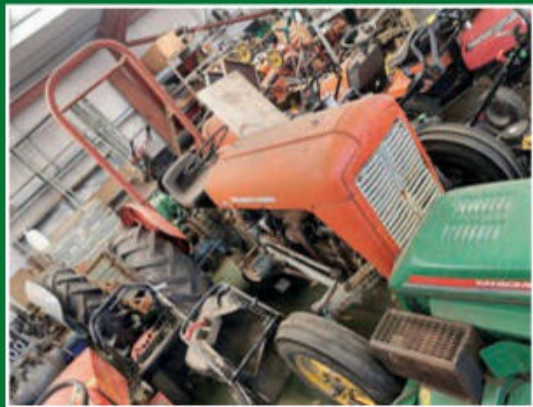


This 1948 Fordson E27N petrol paraffin tractor has been restored by Friedel Willims in 2017 and has done little since, hence its sale. The electrics were gone through and the magneto was rewound, the leads were renewed and new plugs were fitted. The water pump was refurbished along with a new radiator core and fan belt. The engine was gone through and the bores and pistons were excellent. New valves and springs were fitted. New brakes were fitted including the back plates and cables. The carburettor was refurbished by Cox & Turner costing £450. All new paintwork and the wings rebuilt + a new set of tyres went on. The tractor starts and runs like it should with the hydraulics and pto all working. The tractor comes with a current V5c and is ready to go.

TEL: 07970 455 138



SALE *Highlight* MASSEY FERGUSON 35 4-CYLINDER DIESEL



Andy Hawke has been in touch from East Sussex and has a 1959 Massey Ferguson 35 diesel for sale with factory option downswept exhaust from new. It has been dry stored and has been serviced with new filters and oils in engine, gearbox and back axle. The charging system has been overhauled and fitted with new dynamo, control box, battery and starter motor. The brakes have been gone right through and a safety roll bar has been fitted and stabilisers to the rear linkage are all part of the package. Optional extra is Ransomes mounted triple-cylinder mowers that is powered by the tractors pto.

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

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



LAMBORGHINI 7750-F TURBO



£7,995. With cab, good machine with lots of power. Please call 01458 269210 / 250978, South West.

108566

LANDINI 4.090



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

109765

LANDINI L35



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

109815

LANDINI L25



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

109816

LEYLAND 472



1981, POA. RARE 4 x 4 Leyland 472, extensive work carried out on engine and gearbox, new brakes etc. Good runner ideal for restoration. Barn stored. Further pics on request. Please call 07860 260630, South East.

109662

MAP DR3



1949, £3,750. Two cylinder two stroke diesel, very original condition. Good runner complete with V5C. Please call 07778 525037, South East. (T)

109677

MARSHALL 55 CRAWLER



POA. Long track frame model. Five bottom rollers. Running gear all good, been stored in dry. Starts and steers well. Please call 07860 346682, South East.

109131

MASSEY FERGUSON 550



£6,999. 2WD loader tractor with MF80 Power Loader with forks and buckets. Same owner for many years, standard gearbox, muck fork, power steering, pick up hitch. Please call 01249 740377, South West.

109137

MASSEY FERGUSON 360



1989, £14,999. 4WD tractor, manual gearbox, 60hp, power steering, out of genuine farm sale. Please call 01249 740377, South West.

109138

MASSEY FERGUSON 185



1973, £8,999. 2WD tractor, original condition, flexi cab, no power steering, standard gearbox, pick up hitch, two owners. Please call 01249 740377, South West.

109141

MASSEY FERGUSON 690



£7,950. 2WD tractor, 3 stick gearbox, power steering, original condition. Please call 01249 740377, South West.

109142

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**

MASSEY FERGUSON 390T



£17,999. Speed shift, 4wd, MF Power Loader and bucket. One owner from new, Perkins engine. Please call 01249 740377, South West.

109145

MASSEY FERGUSON 2640



1980, £9,795. 4WD. Very clean, has not had a hard life. Air Con, 110hp Perkins engine. Please call 01249 740377, South West.

109146

MASSEY FERGUSON 6480



2008, £19,500. 6480 Dyna 6, 50kph. One owner. Mostly PTO work on feed wagon, had new PTO gears and clutches, brakes and injectors, etc. MF serviced with paperwork to show. Very reliable future classic. Please call 07770 340318, South East.

108413

MASSEY FERGUSON 550



POA. With cab. In good working order, starts and runs perfect. No unusual noises, etc. Tyres have plenty of tread with light cracks in places. Cab and wings are rusty and need some work. Fitted with drop hitch and single spool. Please call 01458 269210 / 250978, South West.

108575

MASSEY FERGUSON 135



1976, £6,900. Excellent condition. Correct Scirocco cab. Two owners from new, mechanically first class, stored under cover, very reluctant sale. Please call 07970 058560, West Midlands.

109555

MASSEY FERGUSON 200B CRAWLER



1970, £25,000. With Backactor. This machine has had a total nut and bolt rebuild in 2012 with a total refurbishment everything is in working order and you have a 100% complete machine, I would go as far to say that this is the only left in this condition in the world. I have spent over 50k to bring it back to this standard. Please call 07736 872835, East of England.

109568

MASSEY FERGUSON FE-35



1958, £3,000. V5 reg RUN 441. 4-cylinder, engine overhauled, new tin work, good starter, good tidy sample, age forces sale. Please call 07890 046114, Yorkshire and the Humber.

109597

MASSEY FERGUSON 35



£2,500. Early Grey Gold model. Older restoration, does run and has new rear tyres. Please call 07815 433363, West Midlands.

108848

MASSEY FERGUSON 550



1977, £7,250. Multi power with creeper gearbox. Front end power loader with bucket. Next to new rear tyres, new battery. Included in sale 1.7m flail mower in excellent condition. Please call 07974 860178, West Midlands.

108966

MASSEY FERGUSON 35



£3,750. Rare narrow versions. Tidy and original. Starts and goes well. Please call 07831 347400, South West. (T)

109748

MASSEY FERGUSON 5445



2005, £23,500. Low profile, std shuttle. Please call 01539 620636, North West. (T)

109763

MASSEY FERGUSON 3060 2WD



1988, £3,999. Runs and drives well. Low hours but rusty. Please call 01249 740377, South West.

109134

MASSEY-HARRIS 55



POA. Nice original running tractor with electric start. Please call 07855 399487, South West.

108408

MASSEY-HARRIS 25



1938, POA. Nice running original English import tractor. Please call 07855 399487, South West.

108409

SALE Highlight 1951 FERGUSON TE-D PETROL/PARAFFIN



The tractor comes with a V5c, the cylinder head has been overhauled and a new head gasket fitted. A new exhaust has been fitted with weather cap plus, a full service has been carried out and all the oils renewed throughout. The gaskets and oil seals have been replaced on the driveshaft to rear wheels. New tyres have been fitted and the paint work is in very good order. Optional wheelweights offered.

**PRICE: £2,500 ONO
WITH WHEELWEIGHT
£2,600 ONO**

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



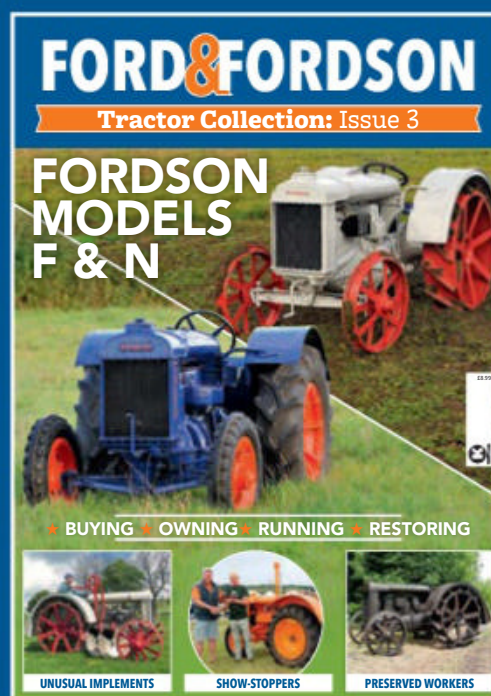
CELEBRATING A CLASSIC MARQUE

FORD & FORDSON

Tractor Collection

FORD 1000 SERIES

If you're interested in something from the Ford 1000 Series of tractors, then you're already on to a winner. As you'll see from the collection of articles gathered in this latest edition in the Ford & Fordson Tractor Collection series, there's plenty to get your teeth into. These models offer a great option for the first-time tractor owner as they're generally easy to handle, simple to drive and straightforward to maintain.

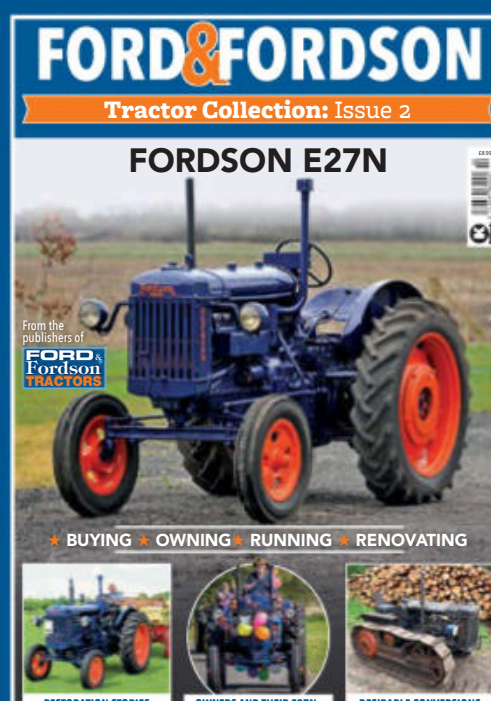


FORDSON MODELS 'F' & 'N'

This issue spotlights Henry Ford's first production tractor, the Model 'F' which made its first appearance in 1917, followed by the improved version in 1927, known as the Model 'N'. The 'N' was probably the most important tractor in the UK during WW2, with over 136,000 built. This edition is packed with content that really gets under the skin of these pioneering Fordson models.

FORDSON DEXTA

This edition spotlights the Fordson Dexta; one of the most desirable, affordable and popular vintage tractors from the late 1950s and early '60s. The Dexta's appealing combination of straightforward design, reliable engineering and classic, visual appeal mean that it's become a firm favourite with enthusiasts around the world.



FORDSON E27N

This tractor, launched just after the Second World War as something of a 'stepping stone' model between the pre-war Standard N and the early '50s New Major E1A, is a much worthier and more capable machine than its 'stopgap' reputation would suggest. Here we celebrate all aspects of the E27N; a tractor which turned out to be far more successful than anyone at the time probably expected.

100 pages ★ perfect bound ★ full colour throughout

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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



MASSEY-HARRIS PACEMAKER



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

108961

MASSEY-HARRIS 102



POA. 4 cylinder petrol paraffin. Please call 01606 592639, West Midlands.

109769

MCCORMICK X4.35



2016, £27,000. Wide tyres, mint condition, massive saving on new price. Please call 01539 620636, North West. (T)

109758

MCCORMICK CX 110



2010, £26,500. One owner from new, very clean condition, power shuttle. Please call 01539 620636, North West. (T)

109759

MINNEAPOLIS MOLINE



1938, £3,500. Really nice old MM ZTU 564008. Flat fenders, cast rear wheels, needs new rear tyres, one owner for 30 years. Please call 07946 200437, South East.

109644

MITSUBISHI MT2001DX



£7,850. Mitsubishi compact tractor with Loader, 25hp, 4x4. Very versatile little compact. Excellent condition. Fully checked over, with warranty and ready to work!. Please call 01458 269210 / 250978, South West.

108568

MITSUBISHI MT1601DT



£7,250. Mitsubishi compact tractor with loader inc bucket. 19hp, 4x4. Strong little tractor. Fully checked over. Please call 01458 269210 / 250978, South West.

108572

MITSUBISHI MT1401DT



£7,200. With loader. 17HP. Please call 01458 269210 / 250978, South West.

108573

NEW HOLLAND TC27D



£804. Immaculate for year. Please call 07717 601204, Yorkshire and the Humber.

109589

NUFFIELD 10/60



£1,800. Runs but no battery. Please call 07843 729006, South East.

109595

NUFFIELD 10/60

1967, £4,500. It has had a new paint job and new wiring loom, new tyres, new gauge, new brakes, new clutch, new seat. Please call +447949757574, East of England.

109686

NUFFIELD 10/60



1967, £4,500. It is a Nuffield 10/60 and it has had new tyres, new paint job, new wiring loom, new oil gauge, new gauge, new clutch, new brakes, new steering wheel, new seat and a v5 logbook. Please call 07949757574, East of England.

109688

NUFFIELD UNIVERSAL



£2,850. Tidy original condition. Runs well. Please call 01606 592639, West Midlands.

109767

OLIVER 60 ROWCROP



£2,800. With mid mounted cultivator. New front tyres. Please call 07831 347400, South West. (T)

108425

OLIVER ROWCROP



1941, £1,700. Electric start, runs very well, tin work is very good. Please call 07711 545002, South East.

108471

OLIVER 60 ROWCROP



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

ORSI ASTORE



POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)
109817

PAMPA T01-3033



POA. Completely overhauled. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)
109824

PORSCHE JUNIOR



POA. Fully restored. Belgium. Please call 32 56 61 62 60, Rest of the world. (T)
109825

PORSCHE TRACTORS



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

RENAULT ARES 656 RZ



£19,000. For sale. Please call 01539 620636, North West. (T)
109764

ROADLESS 115



1968, POA. Correct 700 Lbs Roadless Front Weight. Roadless Assister Ram, Double Acting Spool Valve, 2 Wheel Weights on Each Rear Wheel, 1 Wheel Weight on Each from Wheel, All the hard work done. Please call 01606 592639, North West.
109766

ROADLESS LOGMASTER NO.16



£8,500. Runs and drives well, needs work. Rare machine. Please call 01606 592639, West Midlands.
109774

SAME TAURUS 60



POA. Taken in part exchange Same 4 wheel drive 58 hp tractor good strong 3.1t 3 cylinder diesel engine all works fine As seen in the photos cab is rusty but metal work only showing wear and tear. Sold working and running. Please call 01458 269210 / 250978, South West.
108565

SAME EXPLORER 3 100



2007, £24,000. Power shuttle, HiLo power shift 40K gearbox. Front weights, excellent condition, one owner tractor. Please call 01539 620636, North West. (T)
109756

SIROMER 204S



2003, £500. Has done very little work, grass tyres, does run. Please call 07760 177277, East of England.
108846

TYM 550



2000, £9,750. 4WD, shuttle gearbox, one owner, power steering, 55hp, with fork, broken back window and side window, diesel. Please call 01249 740377, South West.
109136

VIERZON 201



POA. Restored, good runner. Please call 32 56 61 62 60, Rest of the world. (T)
109826

WALLIS 12-20



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

YANMAR YM1200D



£2,950. Good strong machine, 13hp engine that ticks over nicely, 4 Wheel drive, tyres good all round with plenty life left. Recently fitted with new starting motor, new seat and 3 point linkage. Working and running. Please call 01458 269210 / 250978, South West.
108567

YANMAR YM1602DT



£7,500. Yanmar Compact Tractor With Loader, 19HP, 4 wheel drive. Easy to drive. Great turning circle. Ideal smallholder tractor. Happy to run a 4ft topper / roller / chain harrow / rotovator etc. Fully checked over and ready for work!. Please call 01458 269210 / 250978, South West.
108569

YANMAR F16DT



£7,450. YANMAR compact tractor with Loader. 20hp, 4 wheel drive. Includes front bucket. Top make -just as good as a Kubota!! Very reliable and easy to use. Strong loader makes it ideal yard / smallholder tractor. Please call 01458 269210 / 250978, South West.
108570

YANMAR F15DT



£7,300. Yanmar compact tractor with Front loader, including bucket. 19hp. 4x4. Easy access flat deck. Very versatile and reliable. Can be paired with 4ft topper / roller / chain harrows / rotovator etc. Please call 01458 269210 / 250978, South West.
108571

ZETOR 4712



£2,500. Good condition, rebuilt engine. New brakes and clutch. New BKT tyres all round. Duncan cab. Please call 07591 623274, Wales.

108870

OTHER MACHINERY

4" LITTLE SAMSON



2003, £12,950. Complete with firing irons, four wheel ride trolley, 12v blower. Built 2003 and lightly used. Free ing. May swap for vintage car. Build history and paperwork included. Please call 01913 700163, North East.

109352

AMANCO CHORE BOY 1 3/4 HP



1916, £1,150. Hit and miss, open crank, number 11893, very good original condition, only had two owners from new, runs very well, ready to rally. Please call 07810 448305, South West.

108536

AVELING AND BARFORD GDO



1956, £2,000. Make: Aveling and Barford. Model: GDO. Well preserved 1956 12to Aveling and Barford GDO motor roller in good running condition. Engine starts and runs very well. Located in Switzerland. Please email dwcs@bluewin.ch. Please call 0041786614525, Greater London.

109263

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. (T)

109820

ARMSTRONG SIDDELEY AS2



£300. Armstrong Siddeley AS3 for sale. Engine No: 3A 1121-12 30 HP / 1500 RPM. Tappet clearance cold. Inlet and Exhaust .006. Engine starts and run, unknown use, stored in-house. Location Norway. Buyer pay for shipping. Please call +4745199369, North East.

109056

ATVS CF MOTO CFORCE



£1,500. CF MOTO CFORCE 4x4 ATV. Basic configuration: 800cc 4*4 engine, Water cooling, Shaft drive, 14inch alloy wheel, Turning, light, LCD meter, 2 seat with backrest, Mirror, Front and rear carrier. Specifications: Product size: 232.6*117.8*143cm, Engine: 800cc, Liquid cooling, 4stroke, single cylinder, Start method: electric start, Transmission: shaft drive, Brake: front disc brake, rear disc brake, Wheel size: 14in, Package: iron packing and carton outside. Net weight: 380kgs, Gross weight: 450kgs, Carton size: 232x128x122.5cm. Please call +905340740742, Greater London.

109112

BAMFORD STATIONARY ENGINE



POA. Stationary engine and thatching machine. Collection only. Please call 07932 958541, Greater London.

108865

ATCO ROYAL B20 RIDE ON



£500. Good starter, good runner. Recently serviced, new bottom blade. Key and manual start, needs new battery. Original paperwork. Please call 01539 530227, North West.

109551

ATCO (CHARLES H PUGH 28L)



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

109343

ALLEN SCYTHE



£150. Early model, probably war time. Restored in 1970s to working order. Stored under cover since then and not used since mid 1980s. Engine will not start at present but was working when stored.. Surface rust needs removing and repainting. Please call 01732 458643, South East.

109584

ALLCHIN ROYAL CHESTER 3" SCALE TRACTION ENGINE



£6,900. All complete and in good working order, steel boiler and strakes, with 4 wheel riding trolley. All, History and paperwork available. Please call 07770 394267, Wales.

109596

BRIAN JAMES TRAILER

2018, POA. Brian James Tri-axle, Tilt Bed, 3.5 Tonnes, Ramps and Spare Wheel. Used three times, dried stored all the time. Selling due to retirement. No Vat. Please call 07790 983219, South East.

109582

BRIAN JAMES TRAILER



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

109671

BAMFORD BALE TRAILER



POA. Two wheel bale trailer complete with lades. Needs new floor. Please call 07814 742568, South West.

108692

BAMLETT FINGER MOWER



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

109357

BROWNS EX1 POST HAMMER

£1,250. Complete with brackets to fit mini digger. As new. Please call 07767 665136, Wales.

109540

BROTT 202



£125. Flail lawn mower. Buyer collects. Please call 07762 318588, South East.

109550

BAMFORD AND OTHER ENGINES

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

108914

BRIGGS STRATTON ENGINES

£60. Two Briggs Stratton engines, both in working order, 3.75hp - no carb/fuel tank, 4.0hp. 4.0 HP complete running/spares/repairs. Please call 07934 085291, North West.

108606

BOMFORD BRIGAND 720 HEDGE CUTTERS



£3,000. Cable control, full set of flails, 7m reach, 3-point linkage, mounted. Please call 07854 440159, South East.

108875

BROOME-WADE COMPRESSOR



£135. Broome-Wade twin cylinder, single-phase compressor. 1.1Kw motor, good working order. Please call 01630 672302, West Midlands.

108859

BINDERBERGER RTZ WHEELED TABLE CIRCULAR SAW



£1,500. Including drive shaft and friction clutch. New, purchased as back-up, never used. Retiring. Please call 023 8026 8806, South East.

109668

CONVENTIONAL BALE SLEDGE

£140. In working order. Not flat 8 type. Please call 01363 772965, South West.

108534

CROSSLEY GAS ENGINE



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

109822

FERGUSON SPRING TINE CULTIVATOR

£350. With 9 tines. Please call 01363 772965, South West.

108533

FERGUSON RIDGE PLOUGH



£275. A three furrow Ferguson ridge plough type BKE20, No 2646, all in very good condition. Ready to work or show, newly painted. Please call 07802 662497, East Midlands.

108930

FERGUSON 2 FURROWED MATCH PLOUGH



POA. Excellent condition, oiled up and ready to go. Please call 07990 856057, Wales.

109158

FERGUSON CULTIVATOR

£120. Ferguson 9 tine cultivator. Also, Austin A30 engine, £100. Please call 01302 771550, Yorkshire and the Humber.

108485

GARDENMASTER 34

Free. Gardenmaster 34 rotavator. 34cc JAP 2-stroke. Believed 1953/4. All complete but has ignition fault. Free to someone who will restore it. Please call 01237 451655, South West.

108916

HYPOC MINI DIGGING MACHINE



£1,895. Single cylinder diesel with two buckets. All in good working order. Please call 07942 253929, East of England.

108668

HISTORIC MOWER

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

109026

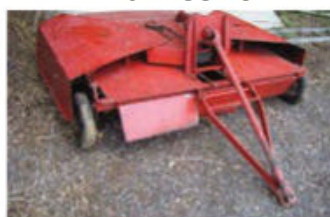
HORSE-DRAWN WATER CART



£400. Horse-drawn Water Cart converted for towing behind vehicle. Chassis in need of restoration. Sound tank. Buyer collects. Please call +447754637460, South East.

109637

HAYTER GRASS TOPPER



£425. 6ft wide, adjustable height and new belts. Ready for work. Please call 07726 664689, East of England.

109160

HAYTER TOPPER



£50. Old Hayter topper, three rotor for T20 or similar. Needs restoring. Please call 01373 834458, South West.

109733

HALLS TIPPING TRAILER



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

108957

HOUGHTON LIVESTOCK CONTAINER



POA. 20ft x 7ft 6 Houghton livestock container, made of Kerwin timber with a Luton canopy, 2 deck with a bow top and originally made for a D series Ford. Made in the 1970s and has been used to store farm equipment for the last 3 years. Too good to scrap or burn and would be ideal to put on the back of a restored wagon. Please call 07762 937475, West Midlands.

109385

HOWARD ROTOSPIKE



£200. 80", in need of some TLC. Please call 07971 412497, South West.

108857

IFOR WILLIAMS TRAILER



£1,500. 12ft x 5ft 6in. In very good condition with sides and spare wheel. Please call 01379 741378, East of England.

108686

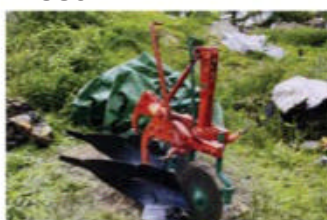
KERRY LTD THRESHING MILL



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

109743

KVERNELAND MATCH PLOUGH



£1,000. With trash skimmer and disc skims. Also spares and marking out poles. Please call 07546403535, South East.

108470

LIBRA 932 EXCAVATOR



£8,495. 22 ton, very strong fast machine. Track are good and all glass, recent new pipes and serviced a few month ago. Ready for work or investment. Please call 07908 942110, North West.

109730

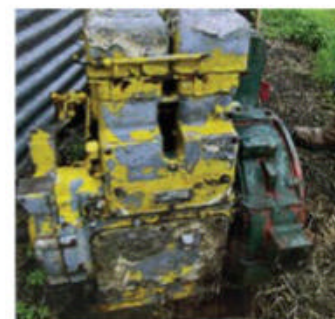
LISTER 3KW ALTERNATOR



1947, £650. 1000RMP spec 23/20R. Mounted on a steel base plate. Part-restored engine, runs well and generates. Complete with control panel, starting handle and cooling tank. Please call 07510 355794, South West.

108419

LISTER SR2



£225. Diesel engine. Offered as spares or repair. Turns okay. As it stands. Genuine makers plate with serial number. Please call 01502 561657, East of England.

108473

LISTER D AND ENGINES

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

109520

LISTER CS 2 1/2-1



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

109642

LISTER C/S



£575. Radiator cooled generator. Working order, 6hp, on four wheel trolley with a BMB 3Kva 1-phase generator. 220/110 13 amp, charge volts 41, battery volts 24. Please call 01452 728340, South West.

108871

LISTER TS3 DIESEL

£1,000. Starts first time, fitted with starter motor, on a trolley for ease of movement. In very good condition, suitable for lots of applications. Sold with workshop manual and parts book. Buyer collects. Please call 01843 597572, South East.

109744

LISTER PETTER ALCON PUMP



£350. Pick-up pipe. Delivery hose. Engine starts and runs really well. Please call 07949 974922, Yorkshire and the Humber.

109055

LIVING VAN



£9,750. 13ft long, 7ft wide approx. Lovely condition, sleeps two persons, ideal for engine, classic tractor or woodland retreat. Log stove, work top, cupboard, etc. Please call 07747 636421, East Midlands.

108807

LIVING VAN



£12,000. Built on original Samuel Jackson axle. Breaks, lights, 7ft wide by 14ft long. Four birth, hand painted interior, insulated, cooker, full size sink. Chemical toilet. Please call 01260 224685, West Midlands.

108955

MASSEY HARRIS HARROWS

£100. Massey Harris 3-section spring tooth harrows. C-shaped tines. With spares. Good condition, 9ft wide, would suit tractor or horses. Please call 01409 259103, South West.

108488

MASSEY FERGUSON INDUSTRIAL 203 LOADER



£375. Loader and backhoe with four buckets. Please call 07971 412497, South West.

108869

MERLIN PORTABLE



1935, POA. Good boiler. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

109814

MERRY TILLER TITAN



£200. 3-speed gearbox. 5HP, B and S engine, needs fettling, probably timing. Please call 01373 834458, South West.

109732

MEIJER FLAT 8 BALE SLEDGE



£450. With hitch bracket for baler. Tyres all up and good to go. Can load. Does unbolt into two for easier transport. Please call 01889 500303, West Midlands.

109739

MERRY TILLER



£250. Including tools/implements including plough. New and only done 100 hours approx. New tyres, ideal for shows/using. Includes some paperwork, needs collecting. Please call 01636 822042, East Midlands.

109572

MAYNARD CHAFF CUTTER



1885, £1,750 ono. Five knife conmachine. Restored and in good working order. Many spares and original instructions book. Please call 01841 540516, South West.

108681

MID MOUNTED MOWER



£575. To suit John Deere 855 tractor or similar. Please call 07711 508200, Yorkshire and the Humber.

108684

MASSEY FERGUSON FRONT END LOADER



1965, £250. Loader to fit Massey Ferguson 35. No Hydraulic Rams. Please call 07811 434470, South West.

107276

ONAN PETROL GENERATOR SET



1942, £100. Ex MOD Onan petrol generator set, 2KVA. In need of thorough restoration. Buyer collects. Please call 07754 637460, East of England.

108417

PERKINS MARINE ENGINE

POA. 3-cylinder marine engine with reverse gear. Please call 01727 866802, East of England.

108492

PETTER A1

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

109534

PETTER A2



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

109643

PLANER AND THICKNESSER



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

109042

RICK KERBY LTD THRESHING MILL

POA. 30 inch drum, fully restored, price negotiable. Please call 00353 0568 834162, Ireland.

108590

RANSOMES TS86 MATCH PLOUGH



POA. Repainted. In excellent working condition, ready to go. Please call 07527 066700, Wales.

109594

RUSTON HORNSBY ZPR

£900. Good runner when stored, twin flywheel. Please call 07724 187317, South East.

108689

RUSTON HORNSBY PB8

£180. On trolley. Please call 07724 187317, South East.

108690

STEAM ROLLER



1921, POA. German make Maffei and Jakob, similar to AandP pre WW1 models, needs new boiler barrel, located in Denmark. Please call 0045 20 447368, Rest of the world.

109585

SUFFOLK COLT LAWNMOWER



1965, £25. Suffolk Colt 12" petrol motor mower. Good condition starts easily and cuts well. Would suit collector or gardener. Please call 07840491632, Yorkshire and the Humber.

109023

SUFFOLK IRON FOUNDRY



£50. Engine types 75 G14 and 98 G14. Both runners. Please call 07523 062702, Yorkshire and the Humber.

108609

SMALL TRAILER



£60. Small trailer made and used to take mobility scooter to shows. Comes with lights, spare wheel, ramps and waterproof cover. Overall size 74" long x 30.5" wide x 48.5" high. Ready for use. Please call 01636 822042, East Midlands.

108791

TRAILERS

£150. No offers. 4ft x 3ft, wooden sides, metal chassis, many extras, new tyres. Please call 01270 669259, West Midlands.

108801

TRACMASTER ROTAVATOR



£900. Honda 8.0 engine, one owner from new. Please call 07980 104725, East of England.

109164

TEREX L20 CW



£1,800. Manual. Lifts up to 8 tons. Quick release carriage for bucket. Lifting frame for 20ft and 8ft containers. Hydraulic splitter valve with two spool valves. Needs some fettling hence the price. Please call 01789 740688, West Midlands.

109656

TEREX L20



£1,500. Rated to lift 8 tons. Quick release carriage for bucket, lifting frame for 20ft shipping containers, also frame for 8ft blue containers. Hydraulic splitter valve with two spool valves. Needs some fettling. Comes with manual. All you need to move your containers, for heavy lifting or earth removal. Please call 07949 328057, West Midlands.

108964

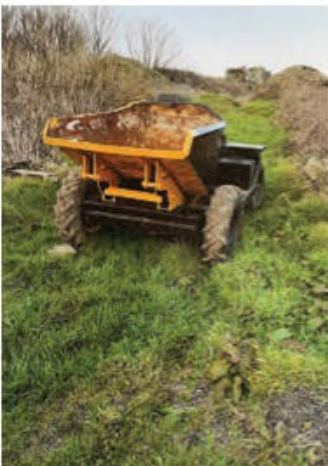
TRAILER CHASSIS



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

109035

THWAITES DUMPER



£900. 1970s dumper. 1 1/2 tons, 3-way tip, hand start, Petter diesel. Brakes and steering need some attention. Please call 07713 457897, South West.

108809

TINY TIM TANK VERSION

£75. Running. Also most of a free standing version. Please call 01694 731674, West Midlands.

109535

TRAILER



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

109350

TOYLANDER ELECTRIC TRACTOR



£1,800. Electric tractor, "Toylander" DB type. 24 volt safety batteries (ie Jelly type), max 4mph forward/reverse. Great for kids and also dads. Please call 07973 282720, West Midlands.

108688

THRESHING MACHINE



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

109362

TORO WHEEL HORSE



£400. Toro ride on mower, good runner, can be seen working but cutter deck does need repair. With grass collector, also rear discharge swoot. Please call 07842 234777, South East.

109655

WESTWOOD 1012



£150. Garden tractor, no cutter bed, buyer collects. Please call 07762 318588, South East.

109549

WOLSELY MERRY TILLER TITAN

POA. Very good condition with many extras. Potato lifter, bulker, cultivator, lawn aerator, full set of slasher tines, spade lug wheels. Please call 01865 407920, South East.

108608

WALLENSTEIN WX910 TOWABLE LOG SPLITTER



£1,500. With W4140 4-way splitter attachment. 25 ton capacity. Powered by 9HP Honda GX270 engine. Good condition. Please call 02380 268806, South East.

108965

WOLSELEY MAJOR



£250. Owned from new, selling as unable to garden due to ill health. Good machine, shed stored for past five years, will probably need TLC to start. Buyer collects. Please call 01828 830347, South East.

109745

CARS & TRUCKS

AUSTIN GIPSY



1964, £4,000. Austin Gipsy 4x4, 2.5cc, B.C. diesel engine, MoT and road tax exempt. Free wheel hubs, quite runnable. Please call 01307 840735, Scotland.

109159

LAND ROVER DISCOVERY

77000 miles, £5,000. Discovery V8, excellent condition, lots of extras, dark green, seven seats. Please call 07982 668635, South West.

109226

AEC MILITANT



1955, POA. Log book included, starts and drives but has an air leak on brakes. Please call 07850 093173, South West.

109154

ATKINSON MK1



1968, £5,000. 4 wheeler, Ex John Smiths brewery. New prop shaft and batteries, some cab frame work done, used daily. Will drive away or can pop it on a low loader. No offers or timewasters please. Please call 07929 969653, West Midlands.

108874

BEDFORD TK



1971, £7,250. 7.5t Tipper 220 Diesel Turbo. 4-speed gearbox. Ex military cab replacement with as new tipping body. Nice paint job, drive away on car license. Please call 07554 005802, Scotland.

109300

BEDFORD TM



1985, POA. Daycab, Cummins 280 hp, 8-speed Fuller, mint condition. Netherlands. Please call 0031 0487 531669, Rest of the world.

109386

BEDFORD OY

1944, £7,000. Ex ESSO tanker, restored and fitted with diesel engine. Original engine and gearbox with it. Also 1960 FFK Morris Dropside lorry in VGC, £7,000. Please call 07759 473380, Yorkshire and the Humber.

109522

BEDFORD TK



1970, 13000 miles, £7,500. Dry stored, fully equipped, excellent condition. Please call 01792 873741, Wales.

109102

BEDFORD M TYPE

1943, £7,000. Bedford MW. Petrol, SWB, good condition. For sale or will exchange for smaller van or pickup, must be in good condition, 1950-1960, not too far away. Please call 07933 726626, North West.

109123

CHEVROLET 5400LCF



1956, £15,000. V8-4 speed 2 speed axle. Cab restored/Chassis restored/New Interior/wiring/rear wheels and tyres/Hydro boost with new brake cylinders. Please call 01497 847567, Wales.

109387

COMMER VC



1969, £10,000. Perkins 4-cylinder. 7.5 ton GVW. Unladen weight 3 ton. Aluminium flatbed with electric winch and ramps. MoTd. Front tyres 2019. Resprayed professionally seven years ago. Please call 07813 144675, North East.

108813

TRANSPORTATION



Tractor and Machinery transportation
Eurowide, national and local hiab and winch.

Please call 07899 822133,
North Midlands.

DAF BEAVERTAIL



2006, 366017 miles, £10,000. 56 plate beavertail 18 tonne lorry with Andover bed and winch. Tested until 31/12/21. We have used this lorry to move plant for our won business but due to heavier plant we have had to get a heavier lorry, only reason for sale. Viewing is welcome by appointment. Please call 07712 107862, South West.

108867

ERF LK



1951, 16000 miles, £12,850. Gardner Engine 4LK, 3 ton flat bed, no Mot and no tax. Please call 07752 552585, North East.

109566

ERF EC



1994, POA. ERF EC14, 335 BHP, twin split gearbox. Front loading hydraulic trailer with Taut liner body. No current MoT due to COVID but will test. Electric winch in trailer, ideal for traction engine haulage. Please call 01270 760566, West Midlands.

109590

ERF LV UNIT



1972, POA. Rallied for the last 12 years. Reconditioned Gardner 180 fitted. 6-speed David Brown gearbox. Eaton 2-speed axle. Good, reliable old girl. Please call 07769 111432, North West.

109094

ERF CI56TSS

1937, POA. Earliest twin-steer built prototype model, fully restored and one of only two remaining. Ex Fischer Renwick lorries. Will do 50mph. Any trial road test available. Please call 07973 251997, West Midlands.

109107

FODEN TIPPER

POA. Six and eight wheelers. Please call 01824 703452, Wales.

109220

FODEN S80



1979, £3,500. Runs and drives well. Gardner 180 with Foden 12SP box. Double drive and locking diff. Taxed as Showman's, used for organ and towing living van. Please call 01773 880294, West Midlands.

108477

FODEN 8X4



£4,000. Gardner LX injection pump. Has just been serviced, so starts and runs well. Cab complete, all glass. Lots of original parts, has been in storage over 25 years now and needs a new home. Please call 07836 589682, East Midlands.

109569

FODEN 3000



1998, POA. 3000 series 6x4 double drive. With Atlas 225.2 crane 3 extensions Eton twin speed splitter cat engine 1 owner from new outstanding condition must be seen. Please call 07798 757388, South East.

109578

FODEN 3000

1999, £4,250. T/unit. 6x2 sleeper cab. Cummins 420 engine. Also 1960 Morris FFK dropside flat diesel 5.1 engine in VGC, £7,000. Please call 07759 473380, Yorkshire and the Humber.

109117

FORDSON PICKUP



£7,950. E38W Pickup. Solid old girl with original red and British Railways decals. On 12 volt. Mine for many years. Please call 07968 401316, Yorkshire and the Humber.

108841

LEYLAND BEAVER



1972, £23,500. Very rare British Leyland Ootfit including 1969 Scammell trailer. 10-speed semi-auto gearbox. 65mph plus. On the button and ready to go. Please call 07599 401044, Scotland.

109150

LEYLAND DAF



1997, 244000 miles, £2,000. 18 foot beaver tail body. Hydraulic winch, good mechanical order, owned last 18 years, done less than 100 miles since last MoT, now out. Please call 07973 553840, West Midlands.

108682

MERCEDES 508



1978, POA. Two owners, worked continually to 2020. Electric crane in body. Please call 01422 822244, Yorkshire and the Humber.

108469

MERCEDES 809

1983, £6,000. Fitted with TLO underlift gear. In very good condition, drive away. Also Scammell 1972 36ft trailer in very good condition, £3,000. Please call 07759 473380, Yorkshire and the Humber.

109118

RENAULT MAGNUM



2002, £9,000. Tested until September. Ready to show, professionally painted. Six good tyres, manual gearbox. Please call 07774 005667, Yorkshire and the Humber.

109124

SHELVOKE SPV



1982, 8000 miles, £4,500. Never been used. Has stood for five years, I have made sure it all works. Yours for a bargain price. Please call 01768 372933, North West.

108913

TZ T-TYPE



POA. This TZ water carrier restored to T-Type with Chelsea body is for sale. Exempt from MoT and road tax. Runs perfectly. Please call 07514 629877, Scotland.

108938

VOLVO FH



2011, 240000 miles, £7,000. 2011 Volvo FH13 for sale. Please call 0776271469, East of England.

109466

PARTS

AGROMECHANIKA CUMMINS L10-300



£3,600. Engine Cummins L10-300 no 34658705, 6 cylinder turbo, Power : 300 Hp , 1700 rpm. Condition : good . Can be tested. Price : 4200 euro negotiable. Pigorety Impex sells and repairs construction parts. Please call 0040745088818, Rest of the world. (T)

109189

ALLIS-CHALMERS HUB CAPS



£25. Pair of Allis hub caps. Please call 07717 127970, East of England.

109051

BEDFORD TK FRONT WINDSCREEN

£80. Front windscreen for a Bedford TK. Please call 01442 832744, East of England.

109518

BEDFORD J TYPE ROOF LINING



£90. Bedford J type new black roof lining, may fit A and D types. Metal rib extra. Please call 07749 586757, South East.

109564

BEDFORD O/B BUS

1940s, POA. Rolling chassis on wheels. No body. Please call 07746 949917, West Midlands.

108637

CASE HUB CAPS



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

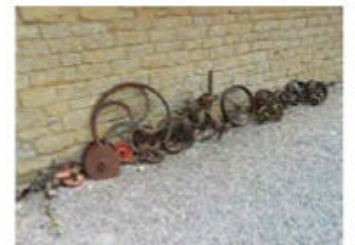
109050

COMMERCIAL VEHICLE PARTS

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

109106

CAST IRON WHEELS



From £15. Old cast iron wheels, pulleys, flywheel, etc. Wheels from £15, pairs from £40. Cash on collection. Please call 01258 820062, South West.

108849

DAVID BROWN FRONT AXLE BEAM AND CASTING



£144. Used. Removed from red 3-cylinder DB 880. Buyer to collect. Please call 01889 500303, West Midlands.

109196

DAVID BROWN CAMSHAFT AND FOLLOWERS



£108. Camshaft and Followersm DB990 AD447. Used Good Condition. Please call 01889 500303, West Midlands.

109198

DYNAMO MOUNTING KIT



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

DAVID BROWN PTO GEARBOX

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

108918

DAVID BROWN LOADER RAMS



£150. Pair of David Brown Loader Rams. 36 inch between hole centres closed. Buyer to collect. Please call 01889 500303, West Midlands.

109741

DEUTZ TCD2011L04W



£4,150. Engine Deutz TCD2011L04W no 11055316. 4 cylinder turbo. 55.1 KW, 74 HP, 2300 RPM. Price: 4800 euro negotiable. Condition : good. Can be tested. Pigorety Impex sells and repairs construction parts. Please call 0040745088818, Rest of the world. (T)

109188

D SHACKLES



£60. Various size shackles. 1 ton - 10 ton. Buyer collects. Please call 07780 883690, East of England.

108577

ERF PRE-WAR SPARES

POA. Stub axles, brake drums/linings, radiators and radiator cowlings, electrical parts, wheels, tyres, cab panels and frames, drop arms and loads more. Please call 07973 251997, West Midlands.

109119

FERGUSON TE-F 20 INJECTORS



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

FERGUSON TE-F 20 INJECTION PUMP



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

FERGUSON TE-D 20 ENGINE

£550. Good condition, ideal for exchange. No carb or manifold, buyer collects. Please call 01377 267626, Yorkshire and the Humber.

109034

FORD DRAWBAR



£114. USED. Fits 5/7000, 56/66/7600, 67/7700, when fitted with auto hitch. c/w pin and clip. Good condition. No welds or cracks. Please call 01889 500303, West Midlands.

109197

FORD 4000 WEIGHT FRAMES



£125. As original, also 3000/3600 and 5000/7000 weight frames. Please call 07811 907317, West Midlands.

109363

FORD SUPER MAJOR INJECTION PUMP



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

FORD CARGO PARTS

POA. Ford Cargo 0813 various parts including front brake drums, headlights and PTO. Please call 07826 161663, South East.

109581

FORD WHEELS



£120. I was told that these came off a smaller Ford Four wheel drive tractor, tyre size 250/80R16. Please call 01666 504150, South West.

109601

FORD TURF TYRES



£240. Complete set of turf tyres to fit Ford 1210 compact tractor. Please call 01666 504150, South West.

109602

FORDSON E27N BACK AXEL GEAR BOX

£200. High gear. Please call 01986 788389, East of England.

109658

FORDSON DEXTA PARTS

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

109033

FORDSON F HUBS



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

109040

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.

FIBREGLASS WING MOULDS



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

109100

HEADLIGHT LENSES



POA. For E27N's. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

INTERNATIONAL PICK UP HITCH



£200. With upper locking frame. Please call 01666 504150, South West.

109600

INTERNATIONAL PICK UP HITCH

£130. For B275-434, etc. IH front weight, for B275, etc., fits under bonnet, £85. Ford 6D, 590e cylinder head, as new, no valves, never been fitted. Please call 01630 672302, West Midlands.

108861

INTERNATIONAL B275 INJECTION PUMP



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

IH FLYWHEEL



£120. Used flywheel to suit IH 574, etc. with 11" clutch. Buyer to collect. Please call 01889 500303, West Midlands.

108670

INTERNATIONAL HARVESTER LOWER LINK ARMS



£120. Pair lower link arms for B414 or 434, new old stock. Used link arms, £35 each. Pair lift straps for pickup hook on B250/B275, £50. Please call 01502 561657, East of England.

108928

INTERNATIONAL



POA. Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

108963

JONES BALER GUARDS



POA. MK10 MK12 as removed. Available separately or together. Please call 01889 500303, West Midlands.

109742

JCB 3CX BUCKETS



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

108862

JOHN DEERE WEIGHT BLOCK



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

108412

KUBOTA FRONT WEIGHT

£15. 25kg Kubota front weight. Please call 01440 820047, East of England.

109538

LANCHESTER 14/2 SPARES



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

108504

LISTER TS3 FUEL INJECTION PUMPS



£75. Genuine Lister fuel pumps, brand new and unused. Will fit many Lister engine configurations. Part no. 201 48540. Please call 07968 968869, South West.

108694

LOW LOADER WITH DOLLY



POA. Was our 8t excavator trailer, spare wheels and tyres. Restoration project, make us an offer. Please call 07970 549027, East of England.

109723

LEYLAND 4.98 FUEL PUMP



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

MASSEY FERGUSON FLEXY CAB



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

108667

MASSEY FERGUSON QUICKE LOADER BRACKETS



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

108656

MASSEY FERGUSON SEAT COVER KITS



£POA. To fit MF 100 series spring suspension seats, these are an excellent replica of the original and are made from high quality leatherette material. Please call 01939 290371.

MASSEY FERGUSON DRAWBAR



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

108927

MASSEY FERGUSON 35 INJECTION PUMP



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

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON 35 INJECTORS



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

MASSEY FERGUSON

MORRIS COMMERCIAL SPARES

POA. CV/LC gearbox, CV PTO pump, CV Speedo's x 3 used, FV seat frame, FV dash panel, FV /CV clutch and pressure plates used but good, Wheel but spanner, C type dash panel, T type assorted carburetor. Please call 01902 845114, West Midlands.

109384

MATADOR WINCH ANCHOR



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

108842

MITA TYRES



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

108587

NUFFIELD FRONT AXLE



£250. To fit 3 cylinder Nuffield. Complete and in good order. Buyer to collect. Please call 07715 002730, Yorkshire and the Humber.

108691

NUFFIELD DM4 GEARBOX TOP



£96. Complete with selectors, as removed from working tractor. Buyer to collect. Please call 01889 500303, West Midlands.

109734

NUFFIELD DM4 PEDALS AND CROSS SHAFT



£72. As removed from working tractor. Buyer to collect. Please call 01889 500303, West Midlands.

109735

NUFFIELD DM4 FRONT AXLE



£450. Complete with hubs, used. Some play in centre pin but wise good. RH steering arm not welded on. Buyer to collect. Please call 01889 500303, West Midlands.

109736

NUFFIELD DM4 WHEELS



£300. Pair used, 11x36 8 stud wheels and tyres from sliding hub model. Tyres old but hold air. Rims ok. Please call 01889 500303, West Midlands.

109737

NUFFIELD DRAWBAR FRAME



£150. Drawbar Frame Nuffield DM4, etc. As removed from DM4. Please call 01889 500303, West Midlands.

109740

OXYGEN AND ACETYLENE PIPES



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

108578

OLIVER 80 PISTONS LINERS



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

108872

PERKINS L4

POA. Ex combine engine, also L4 conversion kit. Please call 01986 788389, East of England.

109659

PERKINS P6 ENGINE



Offers. Was completely renovated and restored some years ago to fit our Fordson E27N tractor but never fitted, stored in a barn under cover and now surplus to requirements. Best offer. Please call 07816 759930, Yorkshire and the Humber.

109289

RANSOMES PLOUGH



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

108746

REGULATORS



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

108581

RHA PLOUGH SHARES

£35. I have had a number of RHA 17 plough shares cast and I would be happy to sell any to interested people. I plough myself with an RHA body. Please call 01159 308380, West Midlands.

109227

SCIROCCO CAB DOORS



£270. Pair of used Scirocco Multi Comfort cab doors for MF35/65/135/165. May fit s. Buyer to collect. Please call 01889 500303, West Midlands.

109193

STA-DRI WEATHER CAB



£150. Removed from IHB series B275 and dismantled. All glass is in good order except windscreen. Rusty and needs some work, hence the low price. Please call 01485 512521, East of England.

109576

SCANIA R 112/113 DOOR



1987, £200. N/S door shell. parts also for sale. Please call 07785 500305, North West.

109129

SNATCH BLOCKS



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

108579

TRACTOR TYRE



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

109053

TROLLEY WHEELS

POA. Two pairs of small wheels with axles. Pair of 2ft cast wheels. WD2 carts. Petrol tank 11x6x5 approx complete with brackets. BTH M1-B2 magneto. Garage clear out. Please call 07770 462625, West Midlands.

109536

TOWBAR



£25. Tow bar with adjustable hitch and 50mm ball. Suitable for Lan Rovers and vehicles. Buyer collects. Please call 07780 883690, East of England.

108580

TRAILER WHEEL



£90. Wheel and Tyre - 13.5/75-17. Slight age cracking. Tread almost unworn. Holds air. 6 stud. Centre hole 600mm diameter. Opposite stud holes 210mm apart. Buyer to collect. Please call 01889 500303, West Midlands.

109194

TRUCK WHEEL



Free. Possibly fit a Bedford. Collection only. Please call 07747 608341, South West.

109660

TYRES



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

108683

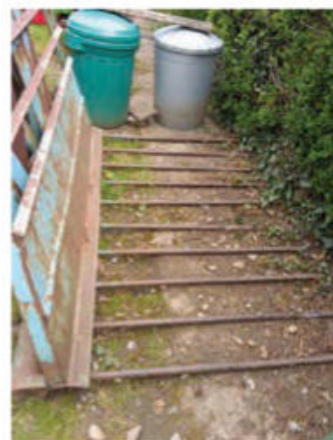
TITAN PLUGS



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

108411

TOOSE PUSH OFF BUCK RAKE



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

108416

VARIOUS TRAILER LENSES



Free. Collect from Bedford area. Please call 07977 738182, East of England.

109580

VICON HOPPER



£66. Vicon Vari Spreader used fibreglass hopper with top extension. Slight chip on bottom. Buyer to collect. Please call 01889 500303, West Midlands.

109738

WILLYS JEEP 6V DYNAMO

£250. Genuine Willys Jeep 6v dynamo. Professionally restored. Carriage extra. Please call 07929 969702, Scotland.

109052

**WEATHERPROOF COVERS
FOR CAV SWITCHES**



£POA. Switches. Visit www.vintagetractorelectrics.co.uk. Please call 07624 496516.

WHISTLE



£100. Brass bell type whistle. 9" H x 3 1/2" Die. Please call 07952 798787, North East.

109548

**MISCELLANEOUS
FOR SALE**

30FT TRAILER



£2,200. Unfinished trailer project, main work done. Flip tow ramps to go with it. Please call 07984 168568, North East.

109382

20MM WIRE ROPE



£100. Approximately 50 metres plus. Please call 01228 675297, North West.

109663

ALBION NAMEPLATE



POA. Albion nameplate. Please call 01884 35825, South West.

108697

ALBION PAINTING

£170. Painting by A Spillett of Albion 6x4 flatbed on A68 near Garter Bar behind non-reflective glass. Please call 01454 419188, South West.

108638

ANVIL AND STAND



£650. Carters of Salford anvil and stand. Very good condition. Please call 01614 398515, North West.

109545

**BEDFORD CORGI
CLASSICS**



£45. Three Bedford Corgi Classics, mint and boxed. Bedford O Type artic, Terry's livery. Bedford van, Slumberland Beds. Bedford van, Griff Fender Haulage. Price includes postage. Bedford vans available. Please call 01744 637052, North West.

109573

BENCH GRINDER



£20. Small high speed, single phase Pillar drill. Some usage. Ideal for metalwork modeller. Buyer collects. Please call 07780 883690, East of England.

108584

**BEDFORD O SERIES
MODELS**



£40. O Series furniture vans. Mint and boxed. Brewer and Turnbull, Lee Bros, Michael Gerson. All three limited edition and certificates. Excellent trucks. Price includes postage. Bedfords available. Please call 01744 637052, North West.

108784

**BASSETT-LOWKE O.G.
LIVE**

£400. 2.6.0 (Mogul) Loco, Precision Engineered. Never ed, whistle, spring buffers, engine lamps, spirit fired, one of 500 made in presentation box. Collection only. Please call 01274 875032, Yorkshire and the Humber.

109032

**BRASS ESSO PETROL
CAN CAP**



£12. Brass Esso petrol can cap. Please call 01473 658804, East of England.

109729

BSA CHARGING SET

£75. 24v, 1960 MOD 10 AMP/30 Volt as fitted to armoured vehicles Saracen, Stalward, Tanks, etc. For charging Aux batteries. Please call 01706 218455, North West.

109376

**BOXED MODEL AND
FARM EQUIPMENT**

Private collection of boxed model tractors, farm equipment. 1/18-1/43 scale. Speccast, Universal Hobbies, Siku, Ertl, Minichamps, Britains - many from America, now obsolete. Lists available on request. Excellent condition. Please call 07929 969702, Scotland.

109044

CAKE BREAKER PLATE



£30. Made by Teasdale bros Darlington. Please call 01480 472315, East of England.

109593

**CORGI COMMERCIAL
VEHICLES**



POA. Corgi 1.50 scale commercial vehicles. All mint condition. Please call 07759 346459, Wales.

108650

**COVENT GARDEN HAND
CART**



£995. With pull out table. 46" wide by 8' high and 9' long. Looks great. Please call 07942 253929, East of England.

109161

CASE EAGLE EMBLEM



£30. 7 inch high. Please call 07717 127970, East of England.

109670

**CLASSIC AND VINTAGE
COMMERCIALS
MAGAZINES**



£2.50 for seven. In excellent condition, 2005-2018. £3.25 for postage. Please call 01366 728030, East of England.

108894

DINKY FODENS



£80. Two previously owned boxed 1947 Dinky Foden. £85 each, brewery wagon and flat all collectable. Please call 07903 904199, West Midlands.

109577

COMPRESSOR



£100. 120psi. Briggs and Stratton engine. Please call 01787 461695, South East.

108954

CANDY FLOSS STALL



£225. POA. 6ft long by 4ft wide. Just stall, no machine. Please call 01442 832744, East of England.

109038

DIE CAST FIRE ENGINES



£35. Job lot die cast fires engines Matchbox Del Prado etc Mint but not original box's. Matchbox Models of Yesteryear, Y9 (I think) Special limited edition 1936 Leyland Cub. Leyland motors fire engine with separate extending ladder trailer. Great unmarked complete condition. Models of Yesteryear 1912 Ford "T" works fire service Emergency Tender. Great condition. Del Prado 1939 Bedford "City of Liverpool" fire engine. Fantastic condition, all lights hoses tools ladders etc present and mint. German/Austrian unbranded ladder tender. Mint unmarked very nice. Please call 01744 637052, North West.

109288

DINKY TOYS



POA. Selection of Dinky Toys. Call for prices. Please call 01726 842357, South West.

109699

**EX MOD ONAN PETROL
GENERATOR SET**



1942, £100. Ex MOD Onan Petrol Generator Set 2KVA 1942. In need of thorough restoration. Please call +447754637460, South East.

109638

EX COUNCIL LAMP STANDARD

£70. 5.5m long (18ft) stainless steel ex council lamp standard. Was an antenna mount, can be carried by two men. Please call 01723 362537, Yorkshire and the Humber.

108873

FOUR WHEEL TROLLEY



POA. Vintage 4-wheel trolley made by Slingsby of Condon. In good working order, needs new wood on platform, ideal for stationary engine. Please call 07840 642362, South East.

108936

FAIRGROUND HORSE



£345. From early Noah's Ark, possibly German made. Outside horse. Vinyl seat. Super decorative item with great patina. Collection only. Please call 01934 732801, South West.

108956

GAS STOVE



£50. Very good condition, ideal for rallies or camping, comes with gas bottle and table. Please call 07927 675074, Scotland.

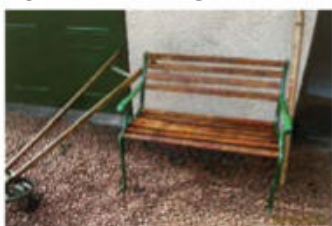
108685

GARAGE CLEAR OUT

£340. Clarke Petrol generator, Qualcast petrol hedge trimmer, electric 9" circular saw, heavy duty petrol strimmer PMO, 2 gallon pump action garden sprayer, lots of old blow lamps, spanners and hand pumps. Please call 02085 022087, South East.

109369

GARDEN BENCH



£120. Made from new Planet Junior handles, very unique. Please call 01875 853257, Scotland.

109037

GRAMOPHONE



Offers. Old type Gramophone, plays music from 20s and 30s. Plays perfectly. Please call 07881 768546, West Midlands.

109552

HORSE HARNESS ACCESSORIES



£100. Horse harness accessories. Please call 01766 819325, Wales.

108658

HERITAGE COMMERCIALS MAGAZINES



£10. Heritage Commercials magazines in excellent condition. 2009 to 2018, 32 in total. Seven for £2.50 or all for £10 plus postage. Cost me £120+. Please call 01366 728030, East of England.

108893

HAND PAINTED HOOPLAS

POA. Two hand painted hooplas for sale 15 dia. Also 32 ft sheet with same hand painted design painted by the late Neddy Mathews a well known showman painter. All three items are packed on a Ivor Williams trailer with racks and fitted tarpaulin for straight onto the road. Each item will sell separately. Please get in touch for photographs and details. Please call 07768 094002, South East.

109592

JOHN DEERE 6150R CHIP

£500. Steinbauer Chip for late JD 6150R. Please call 07966 172714, West Midlands.

108483

KING SINGLE AXLE SEMI LOW LOADER



1967, £2,750. New wooden floor with aluminium overlay checker plate. Very tidy, ideal to go behind vintage tractor unit. Please call 07770 411866, South East.

108662

KENNION BROS ENGINEERS DRAWINGS



£40. Complete sets of Kennion Bros engineers drawings to build 71/4 Romulus and 31/2 Juliet engines. Chance to build your own. Please call 01726 842357, South West.

108414

LAWN MOWER



£75. Childs lawn mower, Webb miniature, 1950s, in good working order with grass box. Please call 07840 642362, South East.

108935

MAKERS NAMEPLATE



POA. Cast iron makers nameplate. Please call 01884 35825, South West.

108696

MASSEY FERGUSON CLUTCH JIG



£30. Massey Ferguson Dual Clutch dismantling jig plus clutch dummy shaft and guide studs for reassembling split tractor. MF35, 65-135, 165. Please call 01492 544866, Wales.

109351

MIGHTY ANTA RECOVERY LORRY



£60. Code 3 Dinky and Diamond T recovery. Very good condition. £60 each plus postage. Please call 01726 842357, South West.

109698

MCCONNEL SAW BENCH



£500. McConnel All Work Saw Bench in good condition, PTO is included, ideal for cutting fire wood. Please call 07914 313593, West Midlands.

108680

MECHANICS TOOLS

POA. Socket sets, 1/3 2/4 drive. Large combination spanners. Piston ring clamps. Cylinder hones. Clark hydraulics 1-ton engine crane. Plus bits and bobs. Please call 01162 866830, East Midlands.

108868

MOSKOVICH COMPLETE WORKSHOP MANUAL

£25. Models 412/427/434. 1969-1974, 424 pages, fully illustrated, nice condition for its age. Please call 01514 262561, North West.

108917

NORTH PENNINES VINTAGE RALLY

7th-8th August. North Pennines Vintage Rally, Nenthead. Camping available. Please call 07979 856122, North West.

108498

OLD GLORY MAGAZINES

£150. From issue 1 to last one 377, all in mint condition, some in binders, buyer collects. Please call 01274 616154, Yorkshire and the Humber.

109223

OXFORD ARC WELDER



£140. 180 amp. Both 3-phase and single-phase. Leads, gun and earth included. Please call 01787 461695, South East.

108953

PONY AND CART

£175. Believed to have been made by Triang. Please call 01442 832744, East of England.

108800

PILLAR DRILL



£30. Small high speed, single phase pillar drill. Some usage. Ideal for metalwork modeller. Buyer collects. Please call 07780 883690, East of England.

108583

RENAULT MAGNUM 480 DX1

£75. Search Impex Renault Magnum 480 DX1 6x2 taut liner. Chaplins Transport, European Services. Please call 01224 642964, Scotland.

108497

STRIMECH TIP SKIP



£185. Strimech tip skip. Please call 07768 891320, West Midlands.

108959

TELEPHONE BOX



£850. K8 telephone box in very good condition. Comes with all glass and telephone signs in tact. Please call 01379 741378, East of England.

108687

TIN SIGNS



£40. Six tin signs, 8" x 12". Champion Spark Plugs x 2, Shell x 2, Lady on plug and Last Chance lady. Please call 07968 659967, South East.

108649

VICE



POA. In good condition, quick release, very good jaws. Record 34. Also, original PO petrol can with original patina. Please call 01902 850861, West Midlands.

108866

VINTAGE STONE TURNING LATHE



£850. Will turn three feet diameter, three feet long, with belts and lay shaft. Originally driven by a gas engine, as shown at the great exhibition, but lately by an A1 Petter. Please call 01373 834458, South West.

109731

SPANNERS



£60. Large box of Whitworth spanners and odd AF spanners. Buyer collects. Please call 07780 883690, East of England.

108582

TRAILER DRAWBAR



£40. Heavy duty back drawbar for lorry or heavy trailer. Buyer collects. Please call 07780 883690, East of England.

108585

TIN PLATE SIGNAGE



£400. Total of 100 small tin plate signs covering wide range of different subjects including transport, military, food and many s. Buyer collects. Please call 07780 883690, East of England.

108586

TIN SIGNS



£40. Six tin signs, 8" x 12". Esso Tiger, Castrol, Shell, Shell Motor Oil, Spark Plugs, Mack Trucks. Postage free. Please call 02083 997541, South East.

109544

TIMBER TUG



£100. Four wheeled timber tug. Please call 01304 611420, South East.

109047

TRACTOR BADGES



POA. Selection of agricultural tractor badges. Please call 01884 35825, South West.

108695

VILO SOLEX



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109667

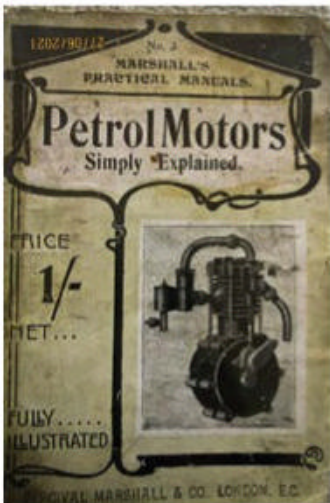
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109041

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108499

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109377

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Wanted. A copy of CVC May 2020. Please call 01293 821829, South East.

108495

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Wanted. Tracks, running gear, track frames and any relevant parts. Needed for restoration project. Please call 07710 707684, East of England.

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109219

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109222

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109504

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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.

Well, hasn't it been good to get out? I spent three days on the road visiting various sales and finished

at the Marshall Club's excellent Marshall's Yard event on Sunday 25 July, at Gainsborough, Lincolnshire.

There were 39 machines at the event, including John Stephenson's 1930 7nhp traction engine, no. 85620, that he has just put up for sale. Also present was Ducksburys' wonderful 1900 Marshall 10-ton steam roller, no. 34042, called *Monica*. Paul Ducksbury's late mother bought the engine in 1968, for £640, and it is the oldest in the world.

It eventually ended up at the back of the shed, but in 2016 Paul initiated its revival and thanks to the help of a boiler maker in Cornwall the engine is back together and looking good.

I was saddened to hear that agricultural collector Billy Hammond died five days before his 95th birthday. He was president of the Holt & District Farmers Club for 17 years and very much part of the famous Tunstead Trosh and a keen member of the Starting Handle Club.

Tractor & Machinery sends condolences to his extensive family.

For those of you attending the Beaulieu International Autojumble, on 4-5 September, there are always plenty of tractor things on the stands. It will be slightly different this year, but the organisers say that despite Brexit and Covid-19 difficulties, the event is still going to the best of its type in the UK, as usual. If you have never been here before it's an experience not to be forgotten!

The Commons Select Committee for Transport met in late July to question the DVLA on what its strategy is for overcoming the current backlog of more



I sadly could not attend the Old Timer Tractor Rally, near Ludlow, which was very much an enthusiasts' rally. The star was undoubtedly John Bownes' Clayton Chain Rail tractor.

than 1.4 million license applications. The DVLA was also asked to answer MPs' questions on industrial disputes and staff shortages brought about by the pandemic.

The Federation of British Historic Vehicle Clubs has said it would like to lend its support to the hard-working members of staff at the DVLA that have been dealing with a hugely increased workload in the wake of personnel shortages brought about by the pandemic. "We think every workplace can relate to the struggles of the past 18 months," it said recently.

"Through constant dialogue with the DVLA and our close working relationship built up over many years, we have managed to put systems in place whereby our member clubs, their representatives and experts on the ground are able to assist the DVLA through the outsourcing of certain elements of registration processes to the historic vehicle community. These have included in the past the V765 scheme, but also more recently the validation of imports and VHI applications."

It's suggested that, regarding the historic sector, the DVLA is beginning to get back on top of applications. The FBHVC help is to always ensure that historic vehicles that should be on the road are on the road and being enjoyed by their owners and the public as quickly as possible. As a result of those recent discussions on how the FBHVC can assist

the DVLA, the FBHVC has now been officially appointed a key stakeholder in the DVLA.

Speaking specifically on the subject of applications for historic vehicles, the DVLA commented: "When applications for historic vehicles cannot be processed using the usual methods, we consider each case individually on its own merits. If required, we also provide guidance to applicants on how best to proceed with their application if further evidence is required."

"Applications that may not have all the expected historic documentary evidence are considered taking into account all the available evidence so as to build a picture of the vehicle's history. Where appropriate, these vehicles are able to retain their history."

This is, at last, some good progress.

Lastly, I look forward to seeing some of you on Sunday 3 October in Bodle Street Green, East Sussex BN27 4RA, for our charity road run and vehicle day. All exhibitors will receive a free drinks ticket and there will be food and refreshments on site. For further details, please call 01323 833125.

Group Editor-at-large, Kelsey Media



Tell us about yourself...

After leaving school I worked on the family nursery in the Clyde Valley, Lanarkshire, that grew two acres of tomatoes and five acres of lettuce, brassicas and leeks. I also helped my neighbour at harvest time, who was an agricultural contractor, with baling and carting grain.

I have many fond memories of working with many different kinds of tractors – Case, John Deere, Ford, Fiat and Massey Ferguson.

Later, I worked in plant hire, driving JCBs for approximately a year, before I proceeded to work with a company building and maintaining playgrounds.

Eventually, I came back home to work on the nursery and became a partner in the business. Times have moved on and we now have a bedding plant nursery and grow lots of young vegetables for people to grow at home or on allotments.

I am presently chairman of Avon Valley Vintage Power Club, and have been for the past five years. I enjoy road runs, ploughing matches and the camaraderie that comes with it!

What made you start collecting tractors?

My great-grandpa's first tractor was at the back of our shed and I decided to take it out and see if I could get it running. It was a Bristol 10 crawler, which I still own. We did get it running and it took about a year to get it restored.

What was the first tractor you bought?

It was an Allis-Chalmers B, from 1941.

How many tractors do you own?

It totalled 12 at the last count!

How many implements do you own?

Numerous. Various ploughs,



FIVE MINUTES WITH...

Jimmy Orr

vegetable planters and a fertiliser spinner.

What is your most treasured item in your collection?

It has to be my John Deere A. It was even at our wedding!

Is there one tractor you dream of owning?

Yes, a John Deere 4240S – registration number MTS 16Y. It was a tractor I did round

baling with and I really liked it. It was very comfortable, with air conditioning and a decent cab.

What is the most frustrating thing about owning vintage/classic tractors?

There's not enough time in a day to work on them!

Do you have "agreed values" with your insurer?

Yes, it's a must.

How far do you travel when exhibiting?

I've been to Peterborough and also Langar for the John Deere 50th anniversary celebration, a few years ago.

Original or restored?

I like both. I like to see them restored, but I also like them in original condition. I have both in my collection.

What elements of repair/restoration do you undertake yourself?

All of it. I repair magnetos and have helped out friends with theirs too.

Do you have purpose-built storage?

No, but I would love to have it.

Do you collect literature and/or models?

Yes, I have various pieces of literature and audio books, and even some small models that I was given as a child.

Do you collect any other machines?

Yes, I have a collection of stationary engines, which my friend got me hooked on!

WHO'S NEXT?

If you know someone with an interesting collection, or a restorer with an eye for detail, please get in touch with the editor: tm.ed@kelsey.co.uk



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