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DYNAX-S50



Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



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Tractor & MACHINERY

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Little brother with the IH 276
and B-12 combination at Ramsey
Rural Museum on 3 October.

Welcome!

Hello and welcome to the November issue of *Tractor & Machinery*. I'd like to start by personally thanking the organisers of Ramsey Rural Museum's annual plough day, on 3 October, for putting on a great event.

After the 2020 event was cancelled, due to the pandemic, this year's was even more special. It may only be a small-scale, local event, but to meet up with old friends and make new ones was just what was needed – and lovely weather proved to be the icing on the cake.

I will admit that, having not ploughed for quite some time, both little brother and I were a bit rusty – but it was all in the name of fun and fantastic to be part of!

Like so many events, the volunteers that organise, run and clear up afterwards are the unsung heroes and thanks go to those involved not just with this event, but with all events held for the benefit of both enthusiasts/exhibitors and visitors alike. Your efforts are greatly appreciated.

We have numerous event reports in this issue, with more to follow. It's never nice

not being able to fit everything in, but to have an abundance of events after such a barren spell is great.

Covid-19 is still very much on people's minds, but it's reassuring to hear that many of you have felt relaxed and safe when attending rallies and working days recently. Long may this continue.

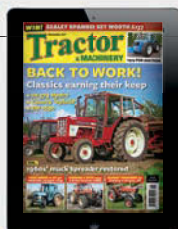
Elsewhere in this issue we've got the first part of Jonathan Whitlam's celebration of Ford's Series 10. It was 40 years ago when the new range made a big splash and these tractors are probably as popular today as they were then.

If red is your colour, Bob Weir has the story of an 'Economy' MF 130 – the budget version of what was already considered a budget model! Or, if you like off-white with your red, we have a couple of restoration stories that you might like.

Thanks, as always for your continued support. It really does mean a great deal. Until next time, all the best.

Scott Lambert

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



Main cover image: The McNeill family's IH 574 Hydro.
Photo: Clive McLaughlin at PigMintFilm.

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David and Russell McNeill knew exactly what they should buy with harvesting potatoes in mind, but their purchase soon became more than just another tractor.

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IN BRIEF



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Tyre-flipping record

A tyre-flipping contest in Newcastle has achieved a new Guinness world record. The event, which took place on 14-15 August, was sponsored by Continental agricultural tyres and featured a Tractor70 tyre weighing 100kg for the men and a 70kg CompactMaster AG telehandler tyre for women.

A new world record was recorded for the men's 100kg 12-hour tyre flip with a distance of 10.725km becoming the new benchmark.

"This was a brilliant event organised by Philip Pugh in aid of the Tiny Lives charity, which helps support the Royal Victoria Infirmary Neonatal unit, and Grace House, a children's hospice," said Continental agricultural specialist Richard Hutchins.

The Continental tyres were supplied by dealer New Bridgegate Tyres, with eight tyres being used across seven different tyre-flipping events.

TE-20's 75 years

The Friends of Ferguson Heritage is planning a 75th anniversary tribute to the TE-20 at the Newark Vintage Tractor & Heritage Show on 13-14 November.

The club is hoping to display as many very early tractors as possible, from the first days and weeks of production in 1946, according to FoFH chairman Rob Sowden.

Among them will be number 33, from Colin Taylor in Northern Ireland, which has been restored using almost all parts from its year of manufacture. Mr Taylor says that the only parts that don't date back to 1946 are the fuel, oil and battery.

Also crossing the Irish Sea will be Raymond Browne's newly-restored number six, which rolled off the line in the first week of production. The vehicle was found in 2019, buried under brambles, and its visit to England will be its first since restoration was completed just months ago.

"It is a fantastic and rare opportunity for visitors to see two of the oldest Ferguson tractors which have been restored close to original production line spec," Mr Sowden says.

Club secretary Peter Mitchell says the vehicles offer an insight into a war-torn Britain dogged by fractured supply lines and material shortages. For example, both TE-20s on show have 20hp Continental engines because the planned Standard version was not available in time to meet the production schedule.

Facts like these – and others about the achievements of founder Henry



The TE-20 is celebrating its 75th anniversary.

George (Harry) Ferguson – will be displayed alongside the vehicles.

Aside from the very old machinery, there will be examples from every decade from the Ferguson stable. "We hope to have more than 100 exhibits on the stand in the John Eastwood buildings, grouped in order of model and year of manufacture," says Mr Mitchell. "Along with the early greys, we know of 35s, 135s and 165s which are planning to make the journey to the show."

The club is still finalising entries and would like to see vehicles like the iconic 1200 from the 1970s. Many people have a soft spot for this articulated tractor, despite its unconventional hydrostatic steering system, pivoting between the two axles. "It was a modern design for the UK market which took its styling cues from the big American tractors of the era, so it stood out," says Mr Mitchell.

Finally, to bring the whole exhibit range up to date, the club is in discussion with local MF dealers to bring a large current tractor to the show.

To book tickets or enter the show competitions, please visit the website: newarkvintagetractorshow.com

Charity run's success

THE FRODESLEY HALL Farm charity tractor run, held in Shropshire, went ahead as planned on Sunday 12 September, writes Bob Weir. Dozens of tractors raised money for the local St. Mark's Church, Frodesley, and Shropshire Rural Stress Support.

"Shropshire Rural Stress Support was set up in 1991 to help people during periods of

anxiety," said organiser Ian Millington. The free confidential service is delivered by people with farming backgrounds, who understand the issues of living in the countryside. In addition to listening, Shropshire Rural Support also has an extensive network of contacts that can offer guidance and signposting to professional advice on most aspects of living and working in

rural communities and businesses.

"The tractors come from Shrewsbury and the surrounding area," Ian explained. "This is the run's second year, and we hope to continue for the foreseeable future."

For further information, please call 01694 731237 or 07976 436753, or visit the website: shropshireruralsupport.org.uk

£10,000 donation

To mark its 100-year anniversary, Britains, Europe's oldest specialist in agricultural toys and collectibles, is giving back to the industry by donating an amazing £10,000 to remarkable educational charity Farms for City Children.

Farms for City Children, founded in 1976, is a charity that gives school children aged 8-13 the chance to experience life on a working farm. With locations across Devon, Pembrokeshire and Gloucestershire, children and their teachers have the opportunity to work on the farm and explore the local countryside.

Prioritising schools that score highly against particular criteria, which include the index of multiple deprivation and free school meal eligibility, the experience at Farms for City Children farms helps develop the children's self-confidence, new friendships and experience completely new environments beyond their crowded city horizons.

Britains generous £10,000 donation will help fund 25 children, who are facing challenge in their lives and live in

some of the most densely populated areas of the country, spend a week experiencing life on a working farm. Following a difficult 18 months with many children required to home school, separated from their peers and stuck inside, the experience at Farms for City Children allows the school class to learn together outside of the classroom and away from technology with the activities led by knowledgeable and experienced former primary school teachers.

Mary Wood, General Manager UK and Ireland at TOMY, said: "We are incredibly proud of Britains' 100-year history, and without the support of the incredible farming community we wouldn't be where we are today – Europe's oldest specialist in agricultural toys and collectibles.

"We really hope this £10,000 donation helps a school class come together once again after what has been a challenging 18 months for us all."

Lisa Long Regional Corporate Fundraising Manager said: "We can't thank Britains enough for this amazing donation and pleased we can help mark their centenary year with them."



Yara moves to ensure UK fertilizer supply

Yara CEO Svein Tore Holsether has confirmed that Yara is bringing ammonia to Europe from production facilities in Trinidad, the USA and Australia to support fertilizer capacity, after the surge in European wholesale gas prices caused factories within Europe to stop or curtail production.

"Faced with record high gas prices, we actually have the flexibility in our system to switch off ammonia production: so rather than using European natural gas, we're importing from our other facilities that are running at full blast," he said. "We are bringing that ammonia into Europe so that we can maintain our fertilizer production at close to full capacity."

Mark Tucker, Head of Agronomy at Yara UK, has confirmed that the UK will have supplies: "It's a relief for farmers that product is still available, but please do talk to your usual supplier as early as possible to discuss your requirements."

"I would also encourage all farmers and their advisors to view this announcement as an opportunity to look again at your season 2021/22 cropping and nitrogen management plans. Are there opportunities to manage risk by considering spring cropping and adopt new technology to further improve nitrogen use efficiency? This will ensure that you make every kilogram of purchased nitrogen work harder for your business and optimise the return on investment."

Yara confirmed it was impossible to say how long the high gas prices would last in Europe, but that it was able to supply all its customers with contracted volumes.

Concluding on the current situation Mr Holsether said: "Longer term, what we need in place is policy to make development of renewable energy more resilient and we need a more value-chain approach to the food system, which is currently so fragmented."

IN BRIEF

Machine Mart

To help you spread the cost of getting the tools you need to get the job done, Machine Mart has teamed up with Hitachi Personal Finance to offer payment options and has just launched a new 12-month payment plan.

For more information, visit your local superstore, the website (machinemart.co.uk/finance) or call 0115 8406 248 (8.30am-6.00pm, Monday to Friday).

Beadlam run

The organisers of the Beadlam Charity Tractor Run, held in May, have announced that this year's event broke all records, raising a total of £10,723.28 for the Yorkshire Air Ambulance.

Charity run

David Monk passed his driving test on a brand-new David Brown 880 Highway model and decided that when one came up for sale he would buy it. He managed to find an agricultural variant and opted to undertake a road run in aid of charity, in June.

He chose the MND charity, as a well-loved teacher at a school he worked in at the time had recently died of this awful disease. Setting off at 5am from St. Austell, he made his way to Hertfordshire, stopping off at Honiton and Andover (camping) before arriving at the Whitwell Steam Fair in Hertfordshire, near where he was born.

On the return journey he stopped off at the same places, arriving back at St. Austell on his 62nd birthday.

The tractor ran without a problem on the 570-mile trip and he raised more than £2,000 for the charity, enjoying every minute of the journey.



David Monk's David Brown 880.

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Open invitation



Series 40 was introduced in 1991.

Blue Force is throwing an open invitation to all exhibits that cover the club's remit for this year's Newark Vintage Tractor & Heritage Show. Fordson, Ford and New Holland tractors and conversions, as well as Ford trucks, will all be welcome, says club spokesman and magazine editor Jonathan Whitlam.

Normally the club has at least a couple of big themes on its large stand at the show, but following the coronavirus pandemic and the lack of shows for well over a year, it has decided not to specify a particular theme in a bid to encourage as many people as possible to take part.

"Last year's cancelled show would have seen the Fordson E27N Major celebrate its 75th year," says Mr Whitlam. "This time around marks the 70th anniversary of its replacement, the E1A or 'New Major' which was introduced back in 1951."

The tractor was a radically new type of Fordson that for the first time completely

redesigned the concept and was virtually new from the ground up. Its brand-new sleek and, back then, very modern styling concealed a superb new type of engine which was available in either petrol, TVO or diesel variants.

The E1A design was a huge success and was gradually improved on over the years with the Diesel Major, Power Major and Super Major versions before finally bowing out in 1964, says Mr Whitlam.

Other notable celebrations include 50 years since the Ford 7000 model was introduced in 1971 as the first successful, mass-produced turbocharged tractor to be built in Britain.

40 years ago, Ford launched the Series 10 range from the 44hp 2610 up to the 103hp 7610 and 7710. These were the first Ford tractors to be equipped with a synchromesh gearbox.

Then, 30 years ago in 1991, Series 40 was launched to replace the four- and six-cylinder Series 10 models; these being the very last tractors to be introduced by the Ford Motor Company following the Ford New Holland division being sold to Fiat the same year.

It is also now 25 years since the first proper New Holland tractors were launched back in 1996.

Despite not specifying a theme, there will nevertheless be several of the aforementioned tractor models in the Blue Force display in the John Eastwood building at the Newark Vintage Tractor & Heritage Show on 13-14 November, as well as in the vintage competition classes.

New BKT plant

TRIAL PRODUCTION HAS started at BKT's new state-of-the-art site in Waluj, in the Indian state of Maharashtra.

The result of a \$56 million investment, the plant will be manufacturing small- and medium-diameter tires, designed for machinery operating in the agricultural and industrial industries.

At full capacity, around 500 people will be working at the site.

For BKT this new plant is a strategic choice which not only increases its production, but also makes it more efficient. The site, spread over 22 acres, is just 5km

from BKT's existing production facility in Waluj, opened in 1987.

The project focused on the construction of a cutting-edge plant from both a structural and mechanical point of view and on the reorganisation of departments and work flows for maximum efficiency.

With the foundation stone laid in June 2019, this site arose during the pandemic. BKT was determined to ensure the safety of all those working on the project before continuing with its realisation.

The company intends to expand its share of the off-highway market, following a philosophy summarised

by Arvind Poddar, BKT President and CEO: "Growth is our commitment. Looking ahead is our constant goal. A company which cannot look boldly towards its future is like a person who cannot dream".



Trial production has started at BKT's Waluj site.

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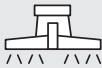
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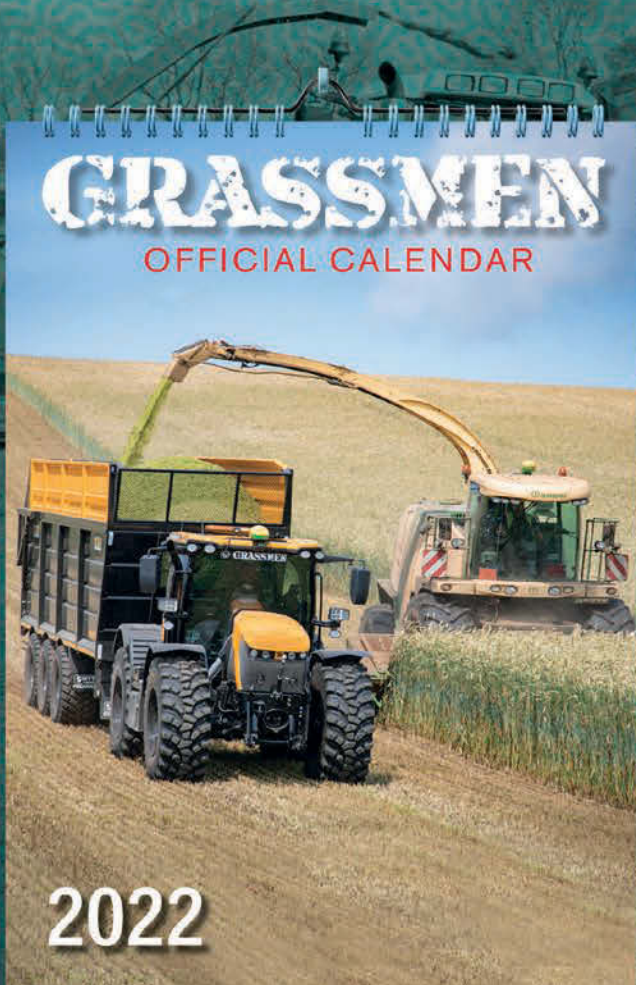
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A purchase with purpose

David and Russell McNeill's International Harvester 574 Hydro has been a labour of love, but it's not just for show, as Scott Lambert discovered.

David and Russell McNeill's IH 574 Hydro was first registered in September 1976 and was one of 4,206 IH 574s built that year. Photo: Clive McLaughlin at PigMintFilm.



The launch of any new tractor range is important, but International Harvester's World Wide Series had to be particularly good. Not only was it replacing a group of tractors that had built up an enviable reputation, but it was replacing a group of tractors that was somewhat 'long in the tooth' and required features that would demonstrate IH's ingenuity and put the new range well ahead of the competition.

First out of the blocks, in 1970, were the 454 and 574 – the former a three-cylinder, 52hp tractor and the latter a four-cylinder, 68hp model. They were accompanied by the Bradford-built 354, but this was not a new design – simply a 37½hp replacement for the IH 276 and 434, with new styling.

Assembled in Doncaster, the 454 and 574 had a lot to offer cash-conscious buyers – including comfort, safety and ease of operation, and at their heart were German-built diesel engines, namely the D.179 and D.239 respectively.

The D.239 was a four-stroke, direct-injection, water-cooled engine producing 68hp (63hp DIN). The four-cylinder unit had wet, replaceable liners and a Bosch fuel injection system with hydraulic governor. Later examples used a CAV fuel pump.

Bore size was 98mm (3.88in) and the stroke was a not insignificant 128.5mm (5.06in), with the total piston displacement being 3,915cc (239cu in). Maximum torque of 236Nm (174lb/ft) was generated at 1,500rpm and rated speed was 2,200rpm for tractors with the synchromesh transmission and 2,400rpm for hydrostatic examples.

The tractors had been built with the driver in mind and standard features like



The tractor was put to work soon after it arrived. All photos: Russell McNeill (unless stated).

hydrostatic power steering, oil-immersed disc brakes, a synchromesh transmission and hip level controls made them a hit with operators, but for those that wanted more, many options were available – including two transmission choices in

clutch pedal, while Hydrostatic brought infinitely-variable speed control to the masses.

A vast array of gears is a good thing, as there's bound to be one that suits the task in hand, but where ground speed is

Following that, everything from garden tractors to cotton pickers utilised the technology, so the World Wide Series seemed like an ideal platform for IHGB to introduce Hydro as alternative to synchromesh and the optional Torque Amplifier.

addition to the standard synchromesh build.

Torque Amplifier (TA) doubled the number of gears available, to 16 forward and eight reverse, via a dash-mounted lever that did not require the use of the

of vital importance a hydrostatic transmission has distinct advantages.

Such transmissions were not new technology, but fitting it as an option on a British-built range was a different concept. Hydrostatic drive was first showcased by International Harvester, in 1960, on the HT-340. This was a gas turbine-driven experimental tractor that was not a success in terms of fuel, but paved the way for hydrostatic transmissions in everyday tractors.

From 1964 onwards, International Harvester fitted hydrostatic transmissions into a range of machines, starting with the 430 combine. Following that, everything from garden tractors to cotton pickers utilised the technology, so the World Wide Series seemed like an ideal platform for IHGB to introduce Hydro as an alternative to synchromesh and the optional Torque Amplifier.



The mudguards were in a poor state and new parts had to be fabricated.



INTERNAL COMPONENTS

The hydrostatic element of the transmission slotted in place of the standard gearbox (a four-speed, two-range unit (with optional TA), while the rest of the rear end was similar to a conventional gear-drive version. The main difference was that the range gearbox did not feature a reverse gear, as the hydrostatic unit provided this. The steering, hydraulic lift, and auxiliary hydraulics were, in essence, the same as a gear-drive model.

A mechanically-driven, low-pressure charge/servo pump provided oil to fill the high-pressure pump and motor, as well provide a supply of oil to the servo rams that controlled the speed and direction of the tractor.

The axial piston pump converted mechanical energy into hydraulic energy and a hydraulic motor converted 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 was



Other than the mudguards, the remainder of the panels were in good order and needed very little attention before primer went on.



A good finish was achieved with the spray gun. Note the Bettinson cage/dual wheel lugs.

pumped, was done using a flat, circular plate known as a swashplate.

In the pump, a total of nine pistons forced themselves against the aforementioned swashplate. When the swashplate was angled, it varied the pistons' stroke and it was the alteration of stroke that determined the amount of oil that was pumped.

The pistons were filled with a light resin called Phenolic and met the swashplate at an angle, so as the pump piston rode down the angled plate it pushed it forward and this discharged the fluid. The fluid then forced the motor piston backwards, the piston rode down the angled swashplate and, thus, the barrel assembly was rotated.

Following a complete revolution of the barrel, the piston rode up the opposite side of the swashplate and was forced back into the cylinder and the oil was discharged, returning to the pump and filling the piston in readiness for the next pumping stroke.

The swashplate did not have fixed positions and could 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 zero and the tractor's top speed of 20mph.

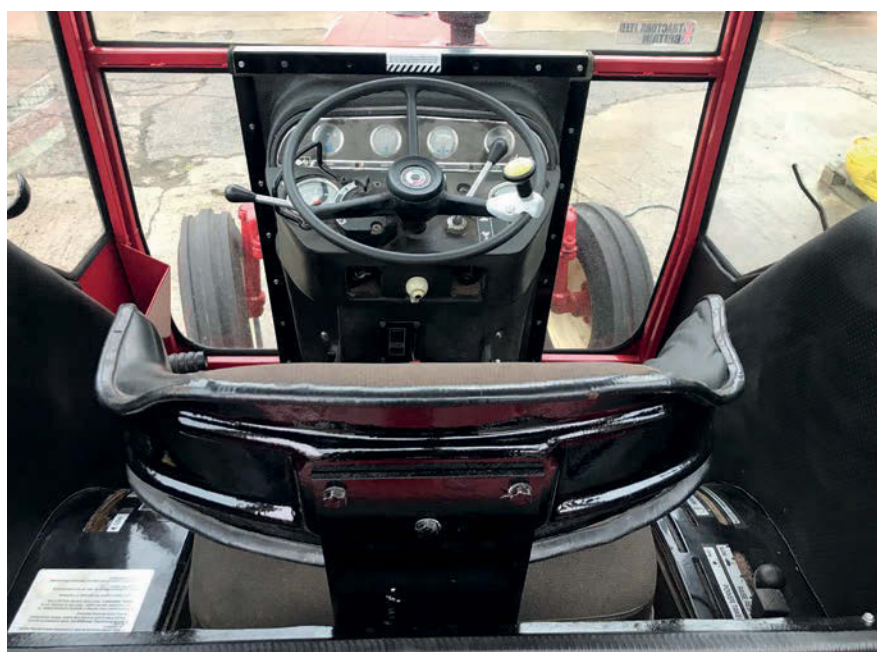
A crown wheel:pinion ratio of 14:51 permitted the high top speed on hydrostatic tractors, but a 15mph top ➤

SPECIFICATION: IH 574 Hydro

Engine	IH D.239
Cylinders	4
Power	68hp
Bore	98mm (3.88in)
Stroke	128.5mm (5.06in)
Displacement	3,915cc (239cu in)
Torque	236Nm (174lb/ft) @1,500rpm
Rated speed	2,400rpm
Transmission	Infinitely variable - 20mph forward to 9mph reverse
PTO	555 & 1,004rpm or 614 & 1,004rpm
Fuel capacity	77 litres (17 gallons)
Length	3,430mm (135in)
Wheelbase	2,170mm (85.5in)
Width	1,625mm (64in)
Height	2,260mm (89in)
Turning radius	3,050mm (120in)*
Weight	2,533kg (5,585lb)
Front tyres	6.00-16
Rear tyres	12.4/11-36

Note: Data refers to launch version of model.

* Without brakes



The 574's interior. Note the Speed Ratio Control Lever on the left-hand side of the dash panel.

The tractor was bought with potato harvesting in mind. In this case it's a Massey Ferguson 711. Photo: Clive McLaughlin at PigMintFilm.



speed was the norm for tractors destined for the export market.

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

Aside from regular servicing, with particular attention paid to filter changes, it was imperative to incorporate a large oil cooler into the system. Cool oil has better lubrication characteristics and means longer life for components. In this case, the 574 had the capacity to cool 14 gallons of oil per minute.

The oil cooler was situated in front of the radiator, where the air was cooler and cleaner and, following removal of the radiator grille, could be swung out to be cleaned to enable optimum

performance. An oil cooler bypass valve enabled cold oil from the cooler to be bypassed – allowing the oil to reach working temperature quickly when the tractor was started during cold weather.

EASE OF OPERATION

The main features of a 574 Hydro were listed as ease of operation, no gears to change, no clutch, independent control of forward speed and engine speed, an infinite range of speeds, instant forward/reverse operation, smooth iPTO engagement, positive engine braking and 'Foot-N-Inch' control.

These equated to lower maintenance costs, less driver fatigue, more output, maximum fuel consumption and optimum efficiency.

Although a Hydro model was capable of performing any tasks that a gear-drive tractor could do, it was best suited to jobs

that made the most of its benefits – such as loader work, baling, hedge cutting, precision planting, hoeing and harvesting.

It is the latter that attracted David and Russell McNeill to an International Harvester tractor with this transmission. "Both David and I are civil/mechanical engineers and we look after Curragh Farm in Aghadowey," Russell explained. "It totals around 25 acres and we grow a few acres of old variety potatoes with my three kids, who love the outdoor work. It brings back memories of my father growing potatoes in hard times when we were growing up.

"We searched for a few years for a Hydro machine, for ease of speed control for potato harvesting and planting."

The 574 Hydro was a very versatile machine and ideal for this sort of work. Aside from the transmission, a dual-



speed power take-off was fitted as standard. Unlike the 454, that was fitted with a single-speed PTO as standard, the 574 had dual power take-off shafts – either 614 and 1,004rpm or 555 and 1,004rpm. The system fitted was

D.239 engine. Parasitic losses meant that this was not enough for a tractor with a hydrostatic transmission and power at the PTO, in particular, was insufficient.

IHGB rectified this on later versions of the 574 Hydro by increasing the power

IHGB rectified this on later versions of the 574 Hydro by increasing the power output of the engine to that of the 674 – 78hp.

specified at the time of order, but can be determined today by noting the third suffix letter on the serial number plate – ‘Y’ for the former and ‘Z’ for the latter.

Initially, the 574 Hydro had the same power rating as its synchromesh sibling, with an output of 68hp produced by the

output of the engine to that of the 674 – 78hp. This meant that the power at the PTO, 58hp, was now the same on synchromesh and hydrostatic versions of the 574.

The three-point linkage was a reversible category I and II affair, with a



MF 711

The Massey Ferguson 711 potato harvester has become a sought-after piece of equipment with enthusiasts, but it is also a useful implement for harvesting small areas of

root crops, such as the McNeills' limited acreage.

On average land, just 35hp is required to operate the 711 and with four sorters aboard Massey Ferguson claimed that output was around 2-2½ acres per day.

A disc lifted the row of potatoes and soil and a rotor passed the potatoes into the side-mounted drum elevator, with the fine soil falling back to the field. Rubber-covered fingers inside the drum lifted the potatoes onto the sorting table – comprising rubberised canvas to minimise damage to the crop.

From here the team of sorters moved the potatoes into a rubberised conveyor trough and the stones and clods headed towards the deflector, doubling as a scraper to keep the sorting table clean, before falling to the ground off the front of the machine.

Two versions were available – bagger and bulk delivery – but otherwise the features were the same. A chain-driven unit permitted two PTO speeds, suiting numerous tractors, while independent depth control was achieved from the tractor seat via a hydraulic ram on each wheel. A kit was available to make the 711 suitable for harvesting early potatoes, bulbs and carrots.

In June 1968, the list price of the bagger model was £770, while the bulk delivery model was £876. The elevator attachment was an additional £116.

lifting force of 1,790kg (3,950lb) at the link ends. Power came from a transmission-mounted, live hydraulic pump with an output of 45 litres per minute (10gpm) and a work pressure of 172bar (2,500psi). Position, draft, response and drop rate were all conveniently controlled by levers at hip level, to the operator's right.

JUST THE JOB

The 574 had the features that would prove attractive to more than 29,000 buyers between 1970 and 1977 and these, plus the fact that a hydrostatic transmission added another dimension, proved irresistible to Russell.

He went on to say: "We bought this machine from a local fella who had found it in Scotland. It had only had two owners when we bought it – one that owned from new, until recently, and ►



The 'saddle' fuel tank added additional ballast over the rear axle.

it had been standing in a shed for decades.

"It was showing an original 4,500 hours and 9,000 miles on the speedometer. It was saved from being a loader tractor and although one was on it, it was never plumbed in!

"The bonnet, side panels, doors and front were unmarked, with not even a dent, and the original decals were still present. The downside was the tops of the mudguards – they were rotten!

"We made the decision to blast of the panels and left this in the capable hands of C Boyd Tractor, Machinery & Lorry Resprays in Ballymoney. While this was being done we CNC cut and folded the mudguards in house quite easily."

Although, at first glance, the cab on the McNeill's tractor looks the same as any other tractor from the World Wide Series, look closely and you will see that it is the later, ISO-mounted cab that was introduced to comply with new noise regulations introduced in June 1976.

As well as keeping the noise level at the driver's ear below 90 decibels, the rubber mounts helped cushion the ride. Tinted glass was also included to cut out

60 per cent of the sun's heat and reduce glare. Inside, heavily-padded, sound-absorbent trim reduced the noise level further.

"Any parts we needed were found without too much bother. The majority came from Farmcare NI, while others came from SPS Parts.

"Other than the shot blasting and glazing, everything else was done in-house," Russell explained. "Re-wiring, painting mixing, painting, the interior and any mechanical work – including servicing of the transmission. JS Windscreens of Balnamore glazed and re-gasketed the entire machine."

The finishing touch, as with most restorations of this nature, was the application of the decals. Kits for World Wide Series tractors are widely available, but the missing element was the 'Hydro' decal for the upper portion of the bonnet. David and Russell enlisted a local company to produce some to match the originals.

The 574 Hydro has proved to be a hit and exactly what the McNeills needed for planting and harvesting potatoes. The tractor, as can be seen in the

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photograph on page 14, was used in conjunction with a Massey Ferguson 711 potato harvester this year and Russell was very complimentary about its performance.

"For our job, we can't fault it. The ground speed control is revolutionary and the only drawback I see is power loss in the transmission. For its era, it's no noisier than say a Massey Ferguson 265. I'd say the main drawback is improper use and understanding that it's not really suited to heavy, low-rpm draft work.

"The only other drawback which I foresee is the servicing cost – a set of filters being £60 and oil being around £170. I suspect that most were not serviced correctly, hence the early demise of some and now the rarity of parts. An interesting fact is that if you drain the transmission oil you must refill the transmission below the floor with five gallons in addition to what you put in the filler plug, or you will destroy the transmission."

The McNeills' IH 574 Hydro looks set to be a useful addition to the farm and with enthusiastic youngsters waiting in the wings, its future appears to be assured. Hydro may not have had the impact that International Harvester would have liked, but it proved popular with those that needed the benefits it could offer, whilst paving the way for other continuously-variable transmission systems. ■

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Kevin's back!

Carters Steam Fair pulled into Pinkneys Green, near Maidenhead, for its 40th occasion over the August bank holiday and Peter Love was pleased to become acquainted with Kevin the County - a tractor that has thousands of young followers on social media.

'Kevin', the 1966 County 954, has just moved the showman's living vans into place by the 1924 Chair-o-Plane ride, which is believed to have been built in Germany and was bought by John and Anna Carter in 1978. Note the front-mounted exhaust silencer and airline connector for attaching to trailers.



Carters Steam Fair is a traditional, travelling fun fair, with rides dating from the 1890s to the 1960s. Boss Joby Carter said: "We are a unique piece of living history. Over the past 44 years we have been rescuing and restoring vintage fairground rides and attractions, taking them on tour around London and the South East for everyone to enjoy."

One of the features that makes Carters Steam Fair unique is the decoration of its rides and transport, with consistently superb signwriting, lining and traditional fairground decoration, created by Joby and his team. Joby is a leading expert on the traditional craft of signwriting and fairground art and hosts training courses at Carters Yard,

particularly during the colder, winter months.

In 1977, show promoters John and Anna Carter bought the rare 1895 Robert Tidman & Sons Jubilee Steam Gallopers that were in a terrible state and restored them magnificently in a short time. The ride is still in operation with Joby to this day.

Carters took the Jubilee Steam Gallopers to steam rallies and fairs and as their passion for vintage fairgrounds grew, they added more rides to their collection. They soon became known as a specialist in vintage fairground rides and restoration and the artistic talents of Anna Carter were put to good use restoring rides back to their former glory.

In 1999 they found a new yard to house the fair during the winter months,





Standing beside 'Kevin' is Joby Carter – a talented man who runs signwriting courses during the winter months.



At the rear there's a substantial winch to enable rides and living vans to be moved, should Kevin's traction not be sufficient.

but they were shocked when John Carter was diagnosed with Hodgkin lymphoma and sadly died the following year – it was a huge shock to his family and the preservation world.

John's enthusiasm and vision had been a guiding force, and his children had inherited a love for the fair and for what it stood for. After a difficult few months, it was decided to get the fair back out on the road and continue what John had started.

The fair has since gone from strength to strength, with Joby, Anna, Seth and Rosie Carter and their families all personally involved, and with many friends and supporters working hard to keep it on the road.

Joby and his wife Georgina took over the managing of the fair from Anna some years ago now, and are heavily involved in the travelling, maintenance and restoration of the rides.

The collection of rides and side stalls makes Carters the largest travelling vintage fun fair in the world and it is an incredible collection of beautiful vintage rides and attractions that would otherwise would have been lost. The highly-skilled restoration team have helped other people save items of British heritage. "We are certain that John would be very proud of what we have achieved," Anna Carter says.

AUCTION LOT

No. 17 in the fleet is a 1966 County 954/1124 that was bought in 2012 from an online auction site and was named in jest after Kevin, who was the winning bidder on behalf of Joby.

County introduced the Super-6 954 in the middle of 1966, powered by the Ford 2703E six-cylinder 95bhp power unit, but looking at this example it has been uprated with a heavy-duty rear axle from a 1004 model and the larger 113bhp 2704E that went in the County 1124, that was first shown at the 1967 Royal Show at Stoneleigh. 'Kevin' also features the later-style Ford Force panels.

Joby had wanted one ever since he was a teenager and his family had borrowed an example from friend and circus

owner the late Gerry Cottle, and it turned out to be a great success.

The tractor arrived looking a bit worse for wear, but in working order, painted blue – but was changed to Carters' maroon livery.

'Kevin' is used to move vehicles around on wet ground, and because of its light weight and low gearing it's able to shunt things around without causing too much damage to the ground.

The tractor had been out of use for some years, but Joby instructed fellow showmen the Hyman family to rebuild the tractor. They did a great job and 'Kevin' is now back out on the show field, doing what it was bought to do.

I caught up with the County at Pinkney's Green on 'build up day', Thursday 26 August, and it was great to see it in action. How often do you see a County tractor genuinely earning its keep in a commercial setting?

As County values are going up every month at the moment, most examples are now just being cosseted on the rally field or in a shed and to see one at work in different circumstances was a fantastic experience.

Joby was full of enthusiasm for the tractor and I would like to thank him for taking time out from his very busy schedule to talk to me and for his encouragement for me to write something about 'Kevin' in *Tractor & Machinery*. ■

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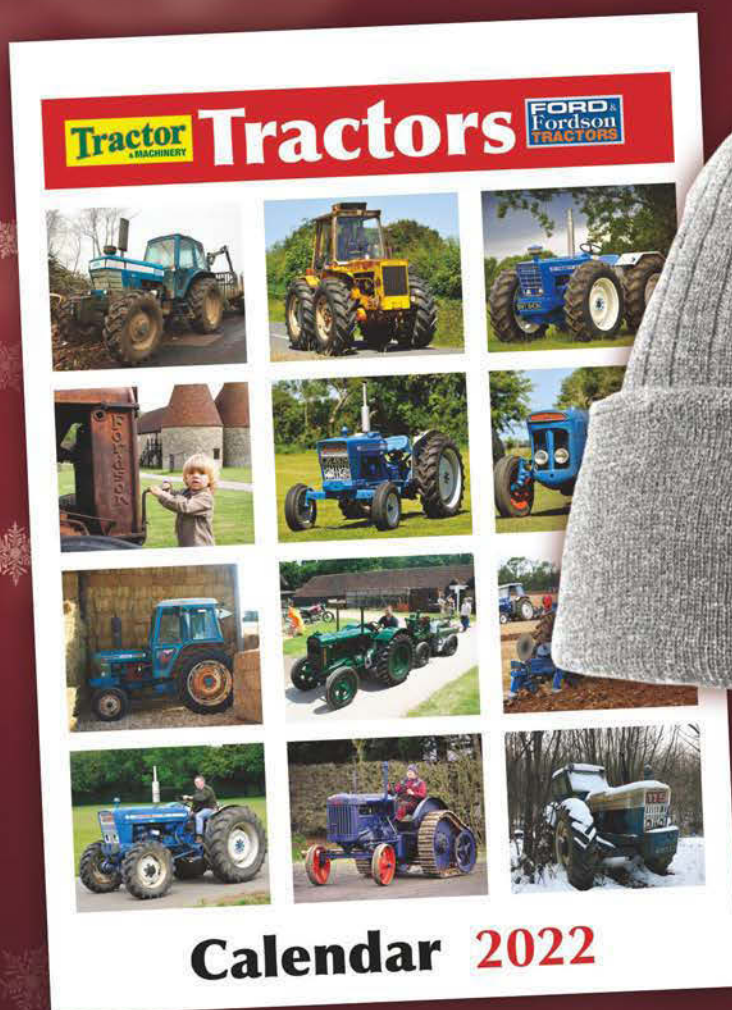
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The first generation

**PART
ONE**

Ford's Series 10 celebrates its 40th anniversary this year. Jonathan Whitlam looks back.

It was 40 years ago this year, in 1981, that the Ford Motor Company updated all of its three- and four-cylinder models, placing them all within a single series. These new tractors were a major upgrade on what had gone before, marking the introduction of several new features to the Ford line.

The models were also the beginning of 10 years of evolution of a series of tractors that would expand in scope as the years went by and would also take the Ford tractor from a purely mechanical machine into the beginning of the era of electronics.

The 64hp Ford 4610 was the best-selling three-cylinder tractor in the range and also the largest of the initial four models, making it ideal to show off the main features of the new Series 10 tractors, which used the same 'Q' cab as the previous 600 Series.



Although new, the Series 10 models that appeared in 1981 were firmly based on earlier incarnations of Ford tractors. In fact, the basis for the Series 10 range can be traced right back to the 1000 Series tractors, launched in 1964. This range of four models replaced the Fordson tractors that, in one form or another, had been such an iconic part of British farming since 1917, although now the same range of tractors would be built, not only in the USA and in Belgium, but also at a brand-new factory built for the purpose at Basildon in Essex.

Early teething troubles with the all-new line-up saw the improved Force models arrive in 1968, with these modified machines cementing the success of the new range and selling extremely well.

The Force tractors were the first to be fitted with Ford's own safety cab from 1970. The existing range of 2000, 3000, 4000 and 5000 models, plus the American 8000 and 9000 six-cylinder machines, was joined in 1971 by the 94hp, turbocharged, four-cylinder 7000, followed by the 8600 and 9600 replacing the American six-cylinder tractors in 1972 – these latter two tractors being the precursors to the new 600 Series range.

It would be 1975 when the Force range finally gave way to the new 600 Series



A 76hp 5610 cultivating stubble, fitted with the original LP cab sourced from Sekura.

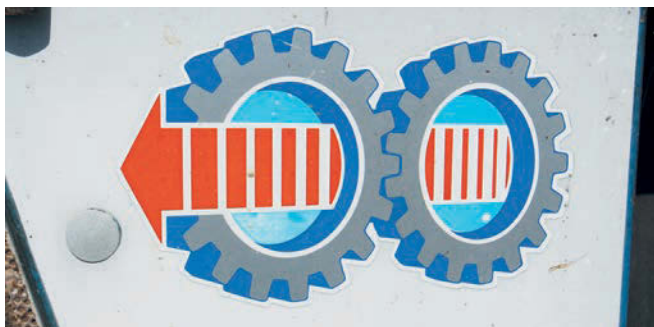
proper and it then took until 1976 before a new quiet cab was included to meet the sound level guidelines then being implemented by the powers that be! The new Ford cab helped make the new-look 600 Series, and the 700 Series four-cylinder variants, really look the part as the latest in tractor design and thus set the scene for what would come in the '80s.

NEW GENERATION

The first sign of change actually came in 1980 when the four-cylinder tractors in the 600 and 700 Series received new engines with more power. These were called the PowerPlus models and a small

decals of a piston was included on both sides of the bonnet to denote the new feature. The engines were, in fact, the first fruits of a programme that had been initiated to produce the next generation of Ford tractor that would soon become Series 10.

And so, 1981 saw the introduction of the new Series 10 tractor range, thus replacing all the Ford tractor models previously in existence, from the little 2600 up to the turbocharged, luxury 7700. This was the entire range of three- and four-cylinder models and the 8700 and 9700 that evolved from the 8600 and 9600 in 1976 had already ➤



These new decals placed on either side of the bonnet, behind the front grille, denoted the fitting of the new Synchroshift transmission.



Inside the 'Q' cab of the 4610, the column-mounted gear levers can be clearly seen. The lever on the left changed the range, while the right-hand lever selected the ratios within each range.



The front bonnet treatment was the main new external feature of Series 10, with headlights fitted into the front grille and a nose cone at the top that could be hinged out of the way to gain access to the air cleaner.



The AP cab was also an option on the 7610, which also saw the old constant-mesh gearbox fitted – with levers mounted centrally – making these 7610 tractors keenly priced.

been replaced by the new TW range in 1979, so Series 10 saw the updating of the Ford tractor range across the board.

There was an anachronism though, in the shape of the 8200 model. This tractor had been based on the earlier 8100 and was built in relatively small numbers for Ford by County Commercial Cars. Despite the arrival of Series 10, the 8200 would soldier on next to the new range and did not change at all until it finally bowed out in 1982.

FORD SERIES 10 MODELS: 1981-85

Introduced	Model	Power	Cylinders	Cab
1981	2610	44hp	3	Q, LP/LP2
1981	3610	50hp	3	Q, LP/LP2
1981	4110	57hp	3	Q, LP/LP2
1981	4610	64hp	3	Q, LP/LP2, AP
1981	5610	76hp	4	Q, LP2, AP
1981	6610	86hp	4	Q, AP
1981	6710	86hp	4	Q
1981	7610	103hp	4	Q, AP
1981	7710	103hp	4	Q
1982	8210	115hp	6	Q
1983	2910	44hp	3	LP/LP2
1983	3910	50hp	3	LP/LP2
1984	7910	103hp	6	Q

SYNCHROSHIFT

The Series 10 range was actually first seen at a dealer show in Switzerland in September 1981. At first glance the new range looked pretty similar to the outgoing machines, but a closer look revealed a brand-new design of decals on the bonnet and also a re-designed front cowl above the radiator grille that was liftable to gain access to the dry air element filter underneath. On either side of this, on both sides of the bonnet, a new logo of meshed gears was included on what was now a white painted panel, the new decal signifying the biggest change brought in with the Series 10 – the Synchromesh transmission.

Synchromesh gears were a first for the Ford tractor, despite the likes of Deutz and IH already having gone over to this type of easier-to-use gearbox. Ever since the innovative Select-O-Speed transmission had quietly disappeared, about 10 years prior to Series 10, all Ford tractors had been equipped with a basic constant-mesh, eight-speed transmission, soon uprated by the optional Dual Power gear splitter in the early 1970s, which provided 16 speeds in all and gave a high and low speed in each of the main gears – operated by a switch and without the need to depress the clutch.

Now a synchromesh transmission had been added to the mix, giving eight forward speeds and four in reverse – the

same number as before, but with better spacing of the ratios. The Dual Power option was also still available to double the number of gears. With Synchromesh in the new 1981 Series 10, Ford now had a truly synchromesh box that made changing through the gears on the move much easier – or at least it would have done if Ford had not decided to fit a column change unit with a difficult-to-master shift pattern to control the gear selection!

Synchromesh was a very good and useful addition to the Ford tractor but, in shades of what had happened earlier with Select-O-Speed, operators struggled to get to grips with the illogical change pattern, especially on the four-cylinder models. The three-cylinder tractors also had a column change, but it was easier to operate – due to a different layout that used the range lever on the left and the speed lever on the right. This was much less complicated than the four-cylinder models with both levers positioned on the right.

Unhappy users soon dubbed the new gearbox the 'Rubik's Cube', after the popular puzzle game invented in the '70s, and, eventually, Ford responded by altering the way the levers operated into a more logical and easier-to-use form, although still with a column-mounted set of levers.

This was where the larger, ex-700 Series tractors came into their own, as they were not affected by the column change issues, their Synchromesh transmission being controlled by conventional floor-mounted gear levers to the right-hand side of the driving seat. This often made the 6710 and 7710 a better proposition than the smaller, column-change 6610 and 7610 variants, although the 6710 and 7710 were heavier, larger and more expensive to purchase.

OTHER IMPROVEMENTS

Another innovation was the expansion of the availability of factory-fitted four-wheel drive on Ford's Series 10. Previously, Ford had been more than happy to simply produce two-wheel drive tractors and let the conversion specialists, such as County and Roadless, produce four-wheel drive versions, these then being sold through Ford dealerships alongside the standard machines.

Times were changing though and, after the 8700 and 9700 arrived in the late 1970s with the option of four-wheel drive and then their replacement, Series



A side view of an original 6610, showing the four-cylinder engine, bonnet decals, including the Synchroshift logo, and the hinged bonnet and front nose cone.



Inside the LP cab visibility is excellent, with plenty of glass area. The only blight on the landscape, according to many drivers, was the awkward gear shift provided under the steering column.

TW, also having the option, it was the beginning of the end for the four-wheel drive conversions. The three-cylinder 600 Series models were offered with factory-fitted four-wheel drive in 1980, using a Carraro axle, and with Series 10 the option extended to the 5610, 6610, 6710, 7610 and 7710 models – really hitting the four-wheel drive specialists hard. In fact, most had gone into receivership by 1983.

The Carraro axle was retained for the three-cylinder Series 10 models, but on the four-cylinder tractors a centre-drive ZP axle was used.

Series 10 also benefited from a more powerful hydraulic system, giving a faster flow rate and the ability for both the external services and rear linkage to be operated at the same time. The new hydraulic system gave faster operation and was a real improvement on what had gone before.

The three-cylinder Series 10 models, which had now received the engine improvements that had originally been seen in the four-cylinder PowerPlus 600 Series, were initially made up of the 2610, 3610, 4110 and 4610, mirroring the earlier 2600, 3600, 4100 and 4600 machines.

The four-cylinder tractors replacing the 5600, 6600 and 7600 were the 5610, 6610 and 7610, making it easy to keep some sort of commonality with the familiar numbering system of the older tractors.

The 6710 and 7710 had a higher floor and joined the aforementioned models to give a comprehensive offering of tractors from 44hp to 103hp, thus keeping Ford at the forefront of tractor sales in many countries, including the United Kingdom.

A close-up side view of the notorious Synchroshift gear levers in the cab of a 6610. It was such a complicated shift pattern that many dubbed it the 'Rubik's Cube' gearbox!



NEW MODELS & CABS

1982 saw the introduction of the first new model to appear in the Series 10 line-up since its introduction. This tractor was also the first six-cylinder tractor to become part of Series 10 and was dubbed the 8210. This was a 116hp tractor that was the replacement for the 8200 and was now built at Basildon as an integral part of the Series 10 line-up. The 'Q' cab and Synchroshift floor-mounted gear levers were standard fitments and four-wheel drive was an option.

The 'Q' cab was used across the range, much as it had been on the earlier tractors, including the smaller machines, often looking rather top heavy on the small 2610, 3610 and 4110, which was not surprising really, as the cab was the same size if it was fitted to the little 2610 or the 188hp TW-30!

Lambourn had provided a low-profile cab option for the three-cylinder models

in the 600 Series and for Series 10 Ford sourced a cab from Sekura from 1982, dubbed the LP – denoting low-profile. This cab provided a much more utilitarian workplace than the 'Q' cab, with flat glass and panels, but it was very useful for working in buildings with low clearances and was also often chosen by cost-conscious farmers, because it was cheaper. The four-cylinder 5610 was also offered with this cab, but the 'Q' cab remained the only option on the 6610 and 7610.

The 2610 and 3610 received a major upgrade in 1983, becoming the 2910 and 3910 respectively, and with beefed-up rear axles to make them stronger. Other improvements were made to make them more similar to the larger 4110 and 4610. Ford was also listening to customers complaints about the gear shift pattern of the Series 10 tractors and it was also in 1983 that a new 'H' ➤

The 8210 arrived in 1982 and was now built at Basildon, as opposed to its forerunner, the 8200, that was assembled in Hampshire by County Commercial Cars. With 115hp, this was the flagship model in the range.



USEFUL CONTACTS

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pattern gear shift replaced the original version, making operation much easier and more logical. The gear levers were still positioned under the steering column, but at least it could no longer be called the Rubik's Cube!

By 1983 a serious problem had reared its head in the shape of perforated engine blocks, something that would become a problem synonymous with Ford tractors and one that was exacerbated by the ever more powerful and heavier tractors being produced. The four-cylinder engines were the most prone to perforation, due to additional vibration.

Ford addressed the problem by fitting ribbed engine blocks, which were stronger and helped to prevent these issues, but it took the use of a chemical product in the cooling system to finally sort these problems for good.

1984 saw the introduction of another new model – the 7910. This was basically a de-rated version of the 8210, with the same six-cylinder engine being fuelled to produce 103hp. This was to meet a demand from French farmers in particular, who preferred a straight six-cylinder engine over a turbocharged four pot in this power class. The 7910 also found sales elsewhere, including in the UK, but it was always rather overshadowed by the more powerful 8210.

It was also in 1984 that the four-wheel drive systems used on the Series 10 were upgraded, with an improved ZF unit on the four-cylinder machines and a centre-drive design now used on three-cylinder models. Also, in 1984, a new LP2 cab replaced the original and a



A side view of the 7710 shows the higher bonnet line, with only the new Series 10 decals changing the appearance of the bonnet from the earlier 7700 model. Four-wheel drive was now a factory-fitted option on the 7710.

new AP, or All-Purpose, higher version was also produced, the latter version being available on the 4610, 5610, 6610 and the 7610.

Once again, these cabs were built by Sekura for Ford. The two larger models fitted with the AP cab also reverted back to the constant-mesh Dual Power transmission, keeping the price of these machines at a very affordable level compared with the standard tractors.

South Essex Motors, which had already been responsible for several altered Ford tractors, began producing a narrow version of the 4610, as well as a turbocharged variant, the 4610T, with 77hp under the bonnet. Both were produced from 1984.

The original Series 10 had been very successful for Ford, even despite the unpopularity of the Synchroshift column change. By 1985 the range had been on the market for around four years and it was then that it was given a full makeover to take it through to the 1990s. This would include a new Super-Q cab option and styling tweaks that made the new Series 10 Force II quite possibly the best-looking Ford tractors of all time.

* In part two we shall see what the Force II range meant for users of the Ford tractor in the latter half of the 1980s and take a closer look at the many improvements brought in by this exciting new take on an existing product. ■

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Marshall 100 Series

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

All images: Taken from Marshall promotional literature.



Initially, Marshall's 100 Series comprised just two models – the 100 and 115 – but the 125 was latterly available as the range-topping model. As with many other 'new' ranges, the 100 Series was a blend of proven and new technology.

At its heart was the Leyland 6/98 engine – with the 103.5hp Marshall 100 using the engine in naturally-aspirated form and the two larger models using a turbocharged version of the 6/98. Maximum torque was delivered at low revs, particularly in naturally-aspirated form, and other features included a viscous fan and stainless steel exhaust.

Coupled to the engine, via a 13-inch (330mm), single-plate clutch, was a ZF transmission with 20 forward and nine reverse gears – of which eight forward and four reverse gears were creep speeds. This gearbox is essentially the same as that fitted to the IH 1255XL and 1455XL, as well as some Fendt Favorit models.

Speeds ranged from 0.3mph (0.5kph) to around 20mph (32kph), with an electronically-engaged differential lock and a power-assisted hand clutch providing control of a two-speed power take-off. Four-wheel drive models used a side-drive front axle with limited-slip differential and electronic engagement of drive, permitted on the move.

For added ease of control and safety, hydrostatic steering, automatic four-wheel braking and hydraulic trailer braking were standard fitments.

At the rear, things got rather interesting. Like some of its competitors, lower link sensing was part of the package – providing accurate draft control with all types of implements – but the 100 Series scored heavily in the fact that it utilised electronic linkage control. Not only was it accurate, but it

provided the facility to mix position and draft control, the ability to reset an implement at a pre-set depth after turning at the headland, and a variable response for lifting and lowering the linkage.

Mudguard-mounted controls made hitching implements easier and a hydraulic drop arm took the drudgery out of linkage levelling. Lift capacity was 10,000lb (4,536kg) and the three double-acting spools were colour coded for simplicity.

The Sekura-built Explorer cab was common across the Marshall range, but it looked particularly good on the 100 Series. Two doors, a flat deck, an adjustable steering wheel, a suspension seat with swivel function and ergonomic controls made for a nice working environment.

When the Leyland tractor business was sold in 1982 to Charles Nickerson, the owner of Marshall Tractors, it was hoped that the legacy of the Leyland tractor line would enjoy a prosperous future, but it soon became clear that this would not be the case.

In the early days of Marshall building the former Leyland models at Gainsborough, it was envisaged that around 2,000 tractors per year would leave the factory, but around three years into the venture and Marshall had only assembled around 1,000 tractors – 97 of which were purported to be 100 Series models. The company had run out of money and the receivers were called in.

Production was transferred to Scunthorpe under the leadership of Theakstons of Driffield, for a short time, before Bental-Simplex bought the business. This marked the end of the 100 Series, as in 1989 Marshall Daimler Ltd. began a badge-engineering exercise with Steyr tractors and the six-cylinder machines were confined to the history books. ■

FACTS & FIGURES

Leyland 6/98 engine

100: 103.5hp, 374Nm @ 1,300rpm

115: 116hp, 402Nm @ 1,600rpm

125: 125hp, 450Nm @ 1,650rpm



ZF synchro transmission

- 20 forward, 9 reverse
- 8 forward, 4 reverse creep
- 0.3-20mph



ZF front axle

- Side drive
- Electronic engagement
- Limited-slip differential



Hydraulics

- Electronic linkage control
- Lower link sensing
- 10,000lb lift capacity



Explorer cab

- Two doors
- Flat deck
- Ergonomic controls

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Resurrection

David Brown fan Robert McCormick has always wanted a 1690 and it wasn't until recently that his dream became a reality.



Robert McCormick's David Brown 1690 following its rescue from an uncertain fate.



Panels were missing and the cab was in a poor state.

USEFUL CONTACTS

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Being brought up on a farm that ran David Brown tractors, it was inevitable that Robert McCormick would develop a soft spot for them. "We started with a David Brown Cropmaster, followed by a 990 Implematic – which I still have," he told *T&M*.

"I bought my first tractor in 1980, a David Brown 996, and have had a number of David Browns since – but I always wanted a 1690. They are really quite rare, so when I saw one advertised on Done Deal, I really had to go and see it."

David Brown Tractors, based at Meltham Mills in Yorkshire, had been building tractors for 40 years when it introduced the new 90 Series. The company had been acquired by Tenneco and merged with J I Case in 1972, and this resulted in the Case name appearing on David Brown's tractors, albeit in a small font, and the new range was the last where the David Brown name would appear prominently on the bonnet.

Underneath the new tinwork the skid units were very familiar, but the new cab, styling and numbering system meant that the 90 Series appeared extremely fresh. Five new models were offered, with

sloping bonnets and the new Sekura-built cab, which was the most comfortable cab ever fitted to a David Brown tractor. Its main features included wide-opening doors, a suspended seat, copious amounts of glass and ergonomic controls.

At 48hp, the three-cylinder 1190 was the smallest and also only offered in two-wheel drive form, unlike the larger models in the range. The four-cylinder, 58hp 1290 and 67hp 1390 were similar in terms of specification, while the 1490 was the largest of the four-cylinder models, with 83hp available.

The flagship of the range was the 103hp, six-cylinder 1690 which, like the 1490, could be purchased in two-wheel drive form with the award-winning Hydra-Shift transmission, instead of the synchromesh unit.

Unfortunately, teething troubles were experienced with the new range and the 1690, in particular, needed issues

addressing. In 1982, 90 Series upgrades included a front-hinged bonnet, for better engine access, headlights positioned higher on the front of the bonnet, and a switch to Italian-built Carraro front axles.

MORE POWER

Despite the 1690 being the company's first six-cylinder tractor since the 50D, it did not escape disapproving comments and in a bid



The new and original panels were painted with buff primer prior to receiving top coats of Orchid White.

to counteract criticism surrounding the engine's performance, David Brown fitted a turbocharger. This boosted power to 105hp and, along with several other mechanical upgrades, restored some confidence in the range-topping model. Examples in this guise are referred to as the 1690 Turbo.

Over the years, much of the negativity surrounding the 1690 has diminished, especially amongst David Brown fanatics, and it has become a popular model for classic tractor enthusiasts. Robert, as an aficionado of the marque, realised its potential as both an appreciating asset and a reliable workhorse and knew that a 1690 was just what he was looking for – irrespective of condition.

"On first inspection, I did not know whether to laugh or cry," Robert exclaimed. "It was really rough and needed a lot of work, but on the up side it had a really sweet-sounding engine with minimal blowback. I purchased the tractor and a transporter brought it to my workshop in Co. Down.

"I started by removing what panels were still on the tractor, to give me access to the engine. Next was a full service, with all oils and filters renewed. Then the work really started!"

The cab, a Sekura-built unit that has received a great deal of praise over the years from both David Brown and Leyland/Marshall fans, was in a poor ➤



DAVID BROWN 1490

The 1690 is not the first David Brown that Robert has resurrected. He was presented with an opportunity to purchase a 1490, but it had no roof, no mudguards, only one door and no front panels.

After a great deal of work he got it into a roadworthy condition and it has turned out to be a very useful tractor on the farm.

Not one to rest on his laurels, Robert is now starting work on a David Brown 996. It has body and engine problems and he expects it to keep him busy until Christmas.

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

Back on four wheels and with the bonnet left to finish. Note how high the cab looks without the steps in place.



state – inside and out. “The doors had been held closed with a rope tied from one to the other,” said Robert. “New inner and outer door handles at least gave me easy access to the cab, but once inside there was also plenty to do. The floor was wet and slippery, but a new clutch master cylinder rectified that.

“Next was the electrical system – there was not even an ignition light. Local auto electrician Stephen Wilson, from Truck & Plant Elex, was called in and he transformed the tractor with LED headlights, work lamps and, of course, flashing beacons.

“One frustrating problem that I came across was that finding the gears proved difficult,” Robert explained. “The 1690 had the early gear change, so I have upgraded the gear stick and selector to a 1594 type, which is much better.

“What changes the tractor most, but takes the least time, is the panels. I purchased a new front panel and nose cone and after getting the bonnet and all of the panels rubbed down, I gave them a coat of primer followed by the top coats. I also took advantage of having the panels off the tractor and gave the chassis and engine a nice bright coat of David Brown/Case Power Red to brighten it up.”

The 90 Series was not only the last range to feature the David Brown name on the bonnet, but it was also the last to

feature a Power Red skid unit. Following the introduction of the 94 Series, Power Red was only used on the wheels, with the skid unit finished in black – with the livery often referred to as the ‘Magpie’ colour scheme.

ASSET

Robert’s intention was to add to his fleet of dependable classics with a tractor that is mechanically sound and will perform the tasks that are asked of it. The purists may not like the LED headlights and additional work lights, but they make the tractor more usable and provide him with a machine that will undertake the heavier jobs on the farm, as well as being a great tractor for road runs.

“I have to say, I am delighted with the result,” Robert told *Tractor & Machinery*. “I am sure that the 1690 will be a great asset on our farm.”

Come 1984 and the introduction of the 94 Series, more power was on offer throughout the range – with the exception of the 1194 and 1494. The output of the 1294 was now 61hp, while the 1394 was a 72hp tractor – thanks to the addition of a turbocharger.

The top-of-the-range 1694 now boasted 108hp from its turbocharged six-cylinder engine, while there was a newcomer that filled the original gap. The 95hp 1594 used a naturally-aspirated six-cylinder

SPECIFICATION: David Brown 1690

Engine	David Brown
Cylinders	6
Power	103hp (DIN)
Bore	3.94in (100mm)
Stroke	4.5in (114.3mm)
Displacement	329cu in (5,392cc)
Rated speed	2,300rpm
Clutch	12in (305mm)
Transmission	Synchro: 12 fwd, 4 rev Hydra-Shift: 12 fwd, 4 rev*
Lift capacity	6,590lb (2,990kg)
Length	13ft (3.95m)
Wheelbase	8ft 4in (2.5m)
Width	6ft 6in (2m)**
Height	8ft 8in (2.6m)***
Ground clearance	16in (0.4m)
Turning radius	2WD: 14ft 8in (4.5m)**** 4WD: 19ft 2in (5.8m)****
Weight	2WD: 8,500lb (3,855kg) 4WD: 9,023lb (4,093kg)
Front tyres	2WD: 7.50-16 4WD: 12.4/11-24
Rear tyres	16.9/14-38

*Two-wheel drive only **Minimum track ***To top of cab ****Without brakes

engine and became a popular choice with many buyers.

A creeper transmission was now an option on the 1394 and 1494, while the Hydra-Shift transmission was finally available as an option on four-wheel drive tractors – resulting in an advanced package that was ahead of much of the competition at the time.

The 94 Series improved the original design and addressed the bulk of the earlier issues. The loss of the David Brown name did not seem to have a detrimental effect on sales – which is surprising given the high regard in which the David Brown name was held in agricultural circles.

Of course, beneath the Case decals and the new livery, the 94 Series was still a David Brown product – a range of Yorkshire-built tractors with British engineering at its heart.

The 1690 may have given way to the 1694, but as the first David Brown six-cylinder tractor for many years it will always have a special place in enthusiasts’ hearts and worth saving whenever the opportunity arises. ■

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1690

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STAR LETTER



Pettit trailer

Dear T&M,

Regarding the letter about the colour of Pettit trailers, the models that I have seen have all been painted in red, as shown in the 'three-way tipper' picture.

Keruing was the preferred species of timber used by most trailer manufacturers of that era, with its very fine grain, lack of knots and rot resistance. Keruing does have its downside though – splinters will go septic (and painful) overnight, so be careful when handling it. I would advise wearing gloves, but I can never work comfortably with thick gloves on.

Keruing also contains a lot of resin, which comes to the surface in spherical globules, especially in hot weather. This is a good reason not to varnish the boards, as the resin will push the varnish off the surface of the timber. I recommend treating the timber with Danish Oil, as this soaks in but does not leave an impermeable surface coating.

Also, once varnish starts to deteriorate it is difficult to smarten it up without major work, whereas Danish Oil can be given a wipe over by brush or cloth and it will be good as new again. There are many different 'recipes' under the banner of Danish Oil, the important thing seems to be the percentage of Tung Oil it contains. I

have found the product from Rye Oil to be particularly good.

I have included a picture of a recent restoration where the boards are treated with Danish Oil. Just another word regarding varnish. If you do decide to use varnish, then bear in mind that there are many very different products that go under the name 'varnish'. Going for 'Yacht varnish' sounds rather better, but even that is not foolproof as yacht varnish from one well-known High Street supplier is not recommended for external use!

The key thing is to use Yacht varnish from a manufacturer that expects it to be applied to boats, so buy from a chandlery and you should be okay.

My other point relates to Andrew Hall's MF trailer restoration. It's an enjoyable read and honest too, outlining the problems in dismantling the hydraulic ram on these 'five-stud' trailers. Andrew had new seals made specially, but I can advise that these are 'off the shelf' items from Fergie Trailer Shop, which should be a cheaper option.

Phil Kolbe (Fergie Trailer Shop), via e-mail

SL: Valuable insight – thank you Phil. I have to say that the timber originally used on my Pettit trailer has proved extremely durable. For an implement built well over 50 years ago, the current condition of the boards on the sides of the trailer is remarkable!



Matbro Mastiff loader

Dear T&M,

I have just come across the request for help regarding a Matbro Mastiff loader and I hope that I can add to your correspondent's dilemma.

From the photograph, this loader is a Matbro Mastiff Series II, which would tie in with 1963 taxation date. The Matbro Mastiff Minor had the driver positioned on the rear

chassis, whereas the photo clearly shows the operator's cab on the front chassis. The cab has been modified from factory specification, as the original had a folding canvas top to facilitate driver entry.

Mastiff Series II models did indeed have Ford Super Major axles (six studs on the axle ends), compared with the eight-stud arrangement on the Ford 5000 axles with the Series III model, which was introduced circa 1966.

All Mastiff Series II, and indeed Series III models, used Ford six-cylinder engines, so this machine must have been re-engined at a later date. The Series II model used a Brockhouse ITT transmission with separate transfer box, whereas the Series III used the Brockhouse TTT three-speed forward and reverse transmission with integral drop box.

Chris Morley (Matbro 1968-91), via e-mail

SL: Useful information – many thanks Chris!

High-hour fleet

Dear T&M,

I enjoyed your article on the Linssens' MF fleet. It shows what can be achieved by regular servicing and careful operating, but it seems to highlight a huge difference in the economics of farming in the Netherlands as opposed to the UK.

Running a profitable small mixed farm in the UK without a direct marketing operation is pretty much impossible. And four tractors, all racking up high hours, on a 100-acre dairy, beef and arable operation? What on Earth are they all doing?

Andrew Morton, via e-mail

SL: I too questioned the number of hours that the tractors were racking up, but when you break it down it's not unimaginable.

The MF 135, for example, has clocked around 17,500 hours over 45 years. That's approximately 389 hours per year, or 7.5 hours per week. The MF 3060 has amassed more than 21,500 hours over 31 years – which equates to approximately 694 hours per year, or 13 hours per week.

As for the economics of farming and the differences between the Netherlands and the UK, that's something I am not able to comment on. Perhaps a reader with knowledge of the subject will be able to enlighten us all.



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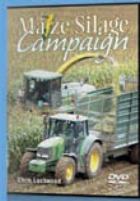
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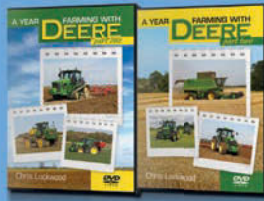
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Norman Mitchinson with his 'Economy' Massey Ferguson 130.

Small Red Giant

The Massey Ferguson 130 was the smallest of the Red Giants, and survivors are thin on the ground. Norman Mitchinson from the Scottish Borders owns a fine example, writes Bob Weir.

Norman Mitchinson lives in Selkirk, which was formerly the county town of Selkirkshire. The Royal Burgh is one of the oldest towns in the Scottish Borders and was prominent in the Scottish wool industry. These days the town is best known for its Selkirk Common Riding, which is held in the month of June. The ceremony features hundreds of riders and is one of the largest cavalcades of horses in Europe.

Norman comes from a farming background and has lived in the Borders area all his life.

"My father worked freelance and was involved in farm, dyke and drainage work," he said. "Back in those days you had to turn your hand to most jobs, as and when they became available. Although he started off working with horses, he was a tractor man for many years. He would have driven various makes, including grey Fergies, Case and Fordson."

Norman also went into farming after he left school and worked in the local farm dairy. "I worked in the dairy for three years, but the hours were long, even by the standards of the day," he recalls. "I was only allowed one weekend

off a month and had to get up at 4am every morning to milk the cows. It all got too much in the end, so I packed it in and became a lorry driver instead. I worked for the Co-operative Galashiels creamery, until they made the workforce redundant in the mid-1990s."

Norman is now in his late 70s and can remember the days when the farms were still transporting their milk using traditional churns. "You did the rounds of all the local farms collecting milk, and the job would take most of the morning," he recalls. "The roads could get quite treacherous during the winter months, and you had to keep your wits



The 30hp, four-cylinder A4.107 engine was built by Perkins to MF specifications.

about you. A lot of dairy farmers packed it in when they switched to bulk tankers, because they couldn't afford the investment. Times certainly changed, but I suppose it's for the best."

Apart from collecting tractors, Norman has another interesting hobby and has been a radio ham for many years. "I got interested in amateur radio and decided to have a go," he explained. "I have been involved in this hobby for many years and passed my amateur radio license. I am currently involved with the radio repeater site at Lindean Loch, just outside the town. Radio repeaters, or base stations, are used in two-way radio communication to enhance the radio signal over a wide area. The mast is also the main television broadcasting station in the Borders area and was one of the first stations in the UK to be upgraded as part of the digital switchover."

PASSION

Once he left the Co-op, Norman decided to run his own shop, specialising in electrical goods and repairs. "I thought I would put my radio expertise to good use," he explained. "I ran the shop for several years, until I retired. Although I enjoyed the work, I wanted to spend more time restoring my tractors."

Norman has been collecting old tractors for many years and is a member of the Borders Vintage Agricultural Association (BVAA). "I've always liked looking after tractors, which is probably

a throwback to my childhood," he said. "I don't have particular favourites and tend to buy whatever takes my fancy. Some of the tractors have needed some work, but fortunately I am quite handy with tools. That's one of the benefits of having been brought up on a farm."

He can remember that he acquired his first tractor when he still owned his electrical repairs shop. "I got a call out from a farmer to repair an aerial on his premises," he explained. "I could not run the cable through the window, so decided to go round to his shed to see if I could find a piece of wire. Much to my surprise I found this International B-414, standing next to a pile of pallets. The tractor did not appear to have been used in years but looked in good condition."

After he had finished installing the aerial, Norman decided to have a word with the owner. "Turned out the

SPECIFICATION: MF 130

Engine	Perkins A4.107
Cylinders	4
Power	30hp
Torque	75lb/ft @ 1,200rpm
Bore	3 $\frac{1}{2}$ in
Stroke	3 $\frac{1}{2}$ in
Displacement	107cu in
Rated speed	2,250rpm
Clutch	Economy: 11in De Luxe: 11in/9in
Transmission	8 fwd, 2 rev
Lift capacity	1,825lb
Length	109in
Wheelbase	72in
Width	63in*
Height	55in**
Ground clearance	17in
Turning circle	10ft 7in***
Weight	2,600lb
Front tyres	Economy: 4.00-19 De Luxe: 5.50-16
Rear tyres	10-28

* Minimum track ** To top of steering wheel *** Without brakes

International had belonged to the previous farm owner and had been left behind as part of the fixtures and fittings," he recalls. "I asked him if he would be interested in selling, and he said he was happy to exchange the tractor for a new fax machine. Fortunately, I had one in stock, and was able to come to an arrangement. Once ➤



RIGHT: As an 'Economy' variant, Norman's MF 130 simply has an oil pressure gauge and ammeter.

A De Luxe version of the 130 in action with an MF 793 plough. Photo: AGCO.



I had set up his fax, I drove the tractor back home, and it has been with me ever since. I've since added a couple of accessories, including a loader and Ransome plough, and the tractor is stored a few miles away in Kelso."

In addition to the International, Norman also owns an early petrol/TVO Fordson E27N, a grey Fergie paired with a contemporary plough, a Massey Ferguson 135 and an E27N crawler.

"The crawler is interesting because it was originally new to the farm I was brought up on when I was a boy all those years ago," he explained. "I can still remember the Major turning up one day, and it certainly looked an impressive machine.

RECENT ACQUISITION

"The tractor stayed with the holding for several years, until it was sold on as part of a farm sale. It then did the rounds and in one of those coincidences finally ended up with a good friend of mine, George Riddell. It took me many years to

persuade George to sell the crawler, and because of a lack of space the tractor is still stored in his shed."

Norman also acquired his most recent tractor, the Massey Ferguson 130, as part of a disposal sale.

"The Massey Ferguson previously belonged to the late Bill Shiel, and I bought the tractor in 2018," he recalls. "I don't know a lot about the Massey's history, except it was new in 1967 and is wearing a Newcastle-upon-Tyne registration."

Massey Ferguson faced a lot of competition in the early 1960s from the likes of David Brown, Ford, International Harvester and Nuffield. The earlier 35 and 65 models had been a success, and the Massey Ferguson Corporate Coordinating Committee was set up in 1962 to consolidate the company's position in the tractor market.

The aim was to develop a new line of tractors and emphasis was put on designing similar types of tractor for different markets, to take advantage of

economies of scale. The first four tractors in what was the new 100 Series, the 'DX' line, were introduced at the 1964 Smithfield Show in London. Of the MF 130, 135, 165 and 175, the larger three tractors were built at Banner Lane in Coventry, featuring Perkins engines and a six forward, two reverse transmission as standard.

The MF 130 was the baby of the 100 Series and was built in France. The tractor was aimed predominantly at the wine and fruit-growing industries. The machine was powered by a 1,753cc Perkins A4.107 four-cylinder diesel engine, delivering 30hp at 2,250rpm and 75ft/lb ft of torque at 1,200rpm.

A vineyard variant was also produced, but it was a choice between Economy and De Luxe versions of the basic model that most buyers had to make a decision on. Visually, integral headlamps showed if an MF 130 was a De Luxe version, but other differences were less obvious.

Mechanically, the predominant difference concerned the clutch. An



11-inch, single-plate clutch was fitted to the Economy model, while a dual-plate (11-inch transmission, nine-inch PTO) clutch was fitted to De Luxe tractors.

The dual clutch obviously meant that De Luxe MF 130s had a live PTO, but they also had ground-speed power take-off too, with one rotation of the shaft achieved with 19 inches of travel. Economy versions of the 130 solely had a power take-off proportional to engine speed, with 24hp available at the shaft for both versions.

Other differences between Economy and De Luxe were road lights and a tractormeter – which were standard on De Luxe only, 4.00-19 front tyres for Economy and 5.50-16 for De Luxe, and a difference in top link – screw-type adjustable for De Luxe and two-piece adjustable for Economy.

INVESTMENT

Compared to other small tractors, Massey Ferguson's 135 included, the 130 was a little different in that it had dry disc brakes and synchromesh on the top two gears in each range. These were nice features to have on any tractor – yet alone a 30hp model.

Lift capacity of the category I linkage was 1,825lb (828kg), with two-way draft control, response control and position control all part of the package. A gear-type pump delivered two gallons

per minute at full revs, with oil lines available for delivery and return. An automatic hitch was an optional extra.

The tractor weighed in at 2,600lb (1,179kg), but front and rear wheel weights were optional accessories, as was a weight frame and up to eight 60lb (27kg) weights.

In December 1967, the list price of an Economy MF 130 was £675, while a De Luxe version would have set you back £710.

Norman's MF 130 is an Economy model, but it's had a few additions to make it more suitable for occasional use. "As I recall, Bill had acquired the Massey Ferguson from an enthusiast in Berwick-upon-Tweed," Norman recalled. "He was the one who fitted a different front to the tractor. ➤



Photo: AGCO

MF 2130

Massey Ferguson's Industrial & Construction Machinery distributors had a 'Highway' version of the 130 to sell, but it did not prove as popular as the 'yellow version' of the 135 – the 2135. They were pitched particularly at local authorities, but the 2130 was said to meet the requirements of airports, highways, hospitals, public parks and gardens, sports grounds and golf courses.

Like the 130, the 2130 was available in two guises – 'Economy' and, confusingly, 'Highway' – with the latter being the 'bells and whistles' option. For the most part, the Highway was a yellow De Luxe tractor, with the main mechanical difference being the addition of drum brakes for parking.

Aside from the full complement of lighting, a speedometer, horn and mirror were also standard fittings on Highway versions of the 2130. A foot throttle was standard equipment on both versions.

The 2130 was a rare tractor, with just 221 brought into the UK from France in 1965, according to a *Machinery Serviced by Central Parts Operation* document dated 23 January 1970. It was marketed alongside the 2135 tractor and promoted as part of a package of implements to suit the 'Industrial' market, including the 35 loader, 17 trailer, 723 post hole digger, 721 multi-purpose blade and 727 cable layer.



The business end of the 130 reveals more differences between the French and British designs.



Compact in its dimensions and with distinctive 100 Series styling, the 130 was pleasing to the eye. Photo: AGCO.

"I've carried out my fair share of restorations over the years, but this time around I was looking for a tractor in good condition to take on club road runs," he said. "I also think some old tractors are a reasonable investment at the moment, bearing in mind the very low interest rates. If you can turn a profit looking after an old tractor, that's a bonus."

Norman spent a few weeks tidying up the MF 130 and touching up the paintwork. "I also relined the brakes, and added the pair of headlamps," he explained. "ABB 52E was a basic model and would not have come supplied with front lights. These were integrated into the front of the tractor on the De Luxe model, but I did not want to risk spoiling

the metalwork. The Perkins badge is just a bit of fun."

Norman says the tractor is fun to drive, and the steering is light and straightforward. Although parts of the Scottish borders can be quite hilly, he also says the Massey can keep up with the traffic when it is taking part in road runs.

"These have all been cancelled of late, because of the Covid pandemic, although they'll hopefully be starting up again in the near future," he said. "It would be nice to see some of my BVAA friends again, because that's what collecting tractors is all about."

* With thanks to Mark Channell for providing information on the Massey Ferguson 2130. ■

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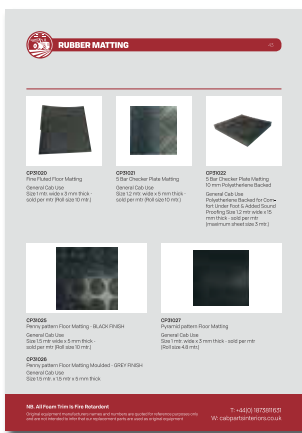


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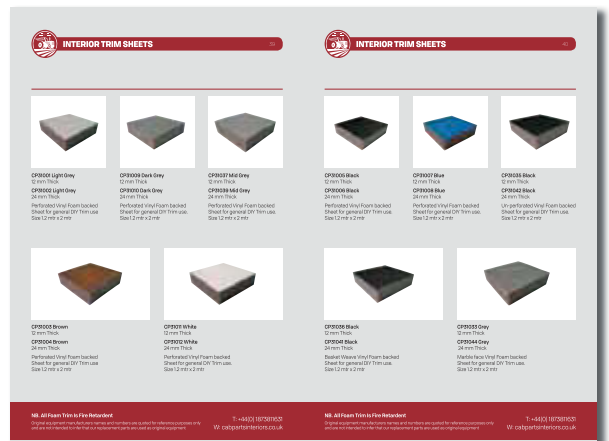
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Czech mate!

Joseph Lewis discovers a Zetor 14145 working on a farm in Devon.

Giles Bamberger with his 1988 Zetor 14145, which came from Wales.



One of my favourite recent classic tractor finds is this 1988 Zetor 14145, owned by Giles Bamberger. We have seen many models from the 1960s and '70s from one of the pioneers of four-wheel drive, but this 150hp, six-cylinder model from the 1980s reflects later developments from the innovative Czech company and is a key part of Giles' fleet of tractors.

"I have been connected with farming all my life with my father, milking cows," explained Giles. "The first tractors I can remember would have been Fordson

Majors and Super Majors, then a Ford 5000 Select-O-Speed. By about 1978 we started our Zetor connection, with a 6748.

"From this firm farming foundation, I developed a liking for Ford tractors and built on this experience with a new role in south-east England. As a 16-year old I went to work in Essex on an arable farm at harvest time, for A W Squire & Sons.

"They were Massey Ferguson people, which didn't sit well as I was a Ford fan. Luckily, Ernest Doe's Rochford depot was literally at the end of their drive. They had Ford TW tractors in the yard and County as well. I now own a TW-35 and two Countys, as well as a Marshall 904.

"Today, we farm dairy and suckler cows, beef and followers. I carried out contracting until 2018, running a Krone big X700 with 12-row maize header and whole crop header, two Fusions and conventional round balers, three big square balers, a McHale 998 wrapper, mowers, ploughs, drills, tankers and dung spreaders. I also had three excavators, a skid-steer loader and tracked dumper, dump trailer etc., which, due to ill health, I decided to sell."

At present Giles' working fleet features a Takeuchi TB290 with tree shear, grab, breaker and post knocker and a Case CX135 13-ton excavator with blade, with



The 150hp Zetor handles these Twose rolls with ease.
Photo: Giles Bamberger.

two low-loaders, a 20-ton dump trailer, tracked dumper and skid-steer loader.

On the farm side, the scraper tractor is an IH 574, while the rest is Ford/New Holland – with 7610, 7810, 8340, 8360 and T7.210 models, as well as a Claas Scorpion 7035 telehandler.

BACK TO ZETOR

“The Zetor connection came around again in the early 1990s, when we bought a Zetor 10145 for contracting,” continued Giles. “It had typical Zetor brakes, but the rest of it was bulletproof and it sounded nice when working. Probably from then onwards I wanted a Zetor 14145.

The chance came in 2015, when I saw this one advertised and after a bit of haggling, a deal was done over the telephone. I had only seen pictures of it until it was delivered from Wales, but I was not disappointed.

“Apart from the Zetor brakes, one of which didn’t work at all, everything else was fine. I am not sure what it had been doing before I got it, but it has McConnell brackets on it and does not appear to have had a hard life. When I got it I had the brakes renewed and a trailer braking valve fitted.

“On the plant side, I have a New Holland T7.260 for the heavy work, but the Zetor does haul the TB290 around the farm. Some of the ground is four miles away and I would haul nearly all of

the big square bale hay with it and the two low-loaders with bale wedges.

“Last year we did about 600 big bales and 500 round bales, including straw. The 14145 also goes on the slurry pump and pulls the 6.3m Twose ballast rollers on drilled ground.”

Coming full circle, the Zetor 14145 has proven to be a good choice and one of those occasions when a dream becomes reality.

“I didn’t buy it for any other reason than it is a very useful 150hp tractor that can do any job – it was the right money at the time and I always wanted one,” concluded Giles. “I hope it will hold its

value well and spares are cheap and easy to source. Interestingly, for the older, mechanical technology, it does out pull the T7.210 up hill on the road with bales on!

“The gearbox is not synchromesh and takes some getting used to, but is fine when mastered. It has two forward ranges and one reverse, with four gears in each with a splitter lever. It also has three-speed PTO – 540rpm, 1,000rpm and ground speed. The 14145 fits in well for farming and moving around plant when required, and does about 100 hours a year – enough for an old girl I think!” ■



LEFT: No electronics here – just analogue instruments and levers! Photo: Giles Bamberger.

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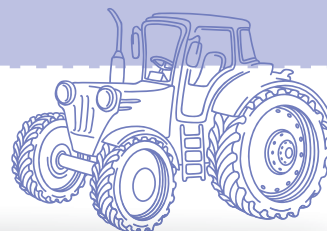
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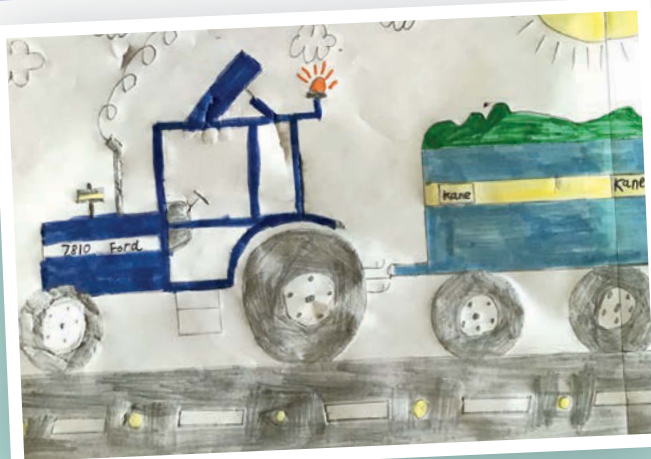
DADDY'S 7000

Ahhh, the whistle of a turbo!

Dear Junior,

This is a picture of my daddy's Ford 7000. I love to watch daddy take in the bales with this. It does the job!

Shea Thornton (aged 5), Co. Monaghan



SILAGE SENSATION

I can feel the ground shaking from here!

Dear Junior,

This is a picture I drew of my dad's tractor, carting home the silage outside Strabane in Co. Tyrone, Northern Ireland.

Alfie O'Neill (aged 9)



BIGGER RED

Hard to beat that six-cylinder growl, isn't it?

Dear Junior,

Here is a picture of my favourite tractor, an MF 699.

Tomos Jones (aged 7), Shropshire



BIG RED

What an impressive combination!

Dear Junior,

This is a drawing of my granddad's Massey Ferguson 135 and his big red trailer. My little brother, Joshua, and I had a lovely holiday with him and he let us try it out.

Emily (aged 6)

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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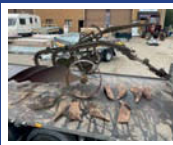
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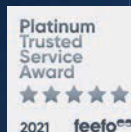
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The McKee family's International Harvester B-200 manure spreader. All photos: Jeff McKee.

Spreading the love

The McKee family recently took on the restoration of an IH B-200 manure spreader. Jeff McKee told Scott Lambert what was involved.

Like many enthusiasts, Jeff McKee's interest in agricultural machinery goes back to his early years. His grandfather was a contractor and continued exposure to tractors meant that Jeff was soon bitten by the bug.

An International Harvester B-414 played an important role in his grandfather's business and when he passed away Jeff vowed to restore it to its former glory. His father, Robert, and uncle, Graham, had grown up around machinery from this era and for them the implements are as important as the tractors.

Over the years, the trio have taken great interest in finding and restoring implements to complement their tractors and have built up quite a collection. A few years ago they decided to hold a 'theme' day at their home in Kilkeel, Co. Down, and it was at this point that they decided a piece of equipment was missing from their array of IH machinery.

They, naturally, had the tractors and ploughs that form the backbone of many collections, as well as a B-47 baler, but they concluded that the one thing that was missing was a manure spreader.

Jeff scoured the *Tractor Mart* pages of *Tractor & Machinery* and the Internet for some time, but the right machine ►



The B-200 as purchased.



Corrosion, as you might expect, was extensive.



A second B-200 was purchased as a donor, but some parts had to be fabricated.



Suspending the frame and individual components ensured full coverage when spraying paint.



Ready for reassembly.



The frame, complete with axle and wheels shod with BKT 7.50-20 tyres.

eventually came along via local enthusiast Andrew Annett, who had bought the spreader at auction and was willing to sell it on.

The machine was an IH B-200 – a ground-drive model capable of holding 1.5-ton loads. It was just what they were looking for, but the downside was that it had several parts missing. This resulted in Jeff, Robert and Graham buying a second spreader, in the hope of making one good one from the two. An auction, conducted by H J Pugh & Co., yielded exactly what they wanted and it was bought through online bidding.

With the second B-200 home, work began on the restoration and the trio was of the opinion that it would be one of their easier projects. This turned out not to be the case.

“When we started the restoration, it seemed like quite an easy project,” said Jeff. “We were wrong! There are so many moving parts in that spreader, it’s unbelievable!”

The B-200 was pitched at farms with an average herd size or larger and, like other spreaders of the period, was designed as a low machine to facilitate easy loading. Being ground driven, there was no PTO shaft and sharper turns at the headland were possible. It was robust and well suited to most operations.

SIMPLE DESIGN

The hitch and frame were simply constructed, with hitches available to suit both drawbars and pick-up hitches. Unlike some rival spreaders, with the box made extensively from wood, the B-200 had steel sides and a wooden floor. Much like a trailer, the box was tapered slightly to enable material to flow easily to the rear.

At the front, high above the drawbar and within easy reach of the tractor seat, two levers permitted easy operation of the B-200. The first put the ‘apron’ into gear, while the second controlled the spreading rate – with five settings to choose from.

The slowest speed setting enabled just five loads to be spread to the acre, with an additional five loads for each speed selected, up to 25 loads per acre on setting five. A steady flow of material was said to be assured, thanks to a ratchet and pawl apron feed.

At the rear, the upper shredding cylinder levelled off the moving load to a constant depth, while the larger, second cylinder ensured that the material



Completing the scene from the '60s, a second B-414 with B-901 'Extended' loader.

heading towards the spiral was well shredded to permit even distribution.

"We started by stripping everything down," Jeff explained. "The chains were separated, cogs taken off the shafts, and the beaters were unbolted too. We took every panel we could save and cut the rotten bits out and welded in new bits. The sides couldn't be saved, so we got some new metal for that. We also made the arch at the back from scratch, as the old one was badly twisted out of shape and beaten down by some careless loader action in the past.

"The handles for engaging the floor, and the beaters, were straightened up and the old rotten floor cut out. We

sanded everything down individually and hung it on a ladder attached to the roof of the shed, ready for painting!

"I understand that two-pack paint isn't necessarily for the ultimate vintage enthusiast, but I find it easier to get a colour matched, as well as easier to use and a better, longer-lasting finish. I used a shade of red from Auto Paint in Newry, matched from some I had, along with 'Mercedes 1408' off-white for the wheels.

"We got some new carriage bolts and started the rebuild! It seemed daunting at first, but with some help from a manual I salvaged from a neighbour, we soon got things into perspective.

"New tyres were also needed, but our local tyre man Eddie Doran, trading as E D Tyres, helped out with those," Jeff continued. Some of IH's marketing material shows the B-200 fitted with Firestone 7.50-20 tyres, but Eddie supplied Jeff, Robert and Graham with a pair of BKT Implement-AS504 7.50-20s – which set the spreader off nicely.

PERIOD LOOK

The finishing touch, the all-important decals, were supplied by Machinery Decals. "Titch Sanders is very easy-going and really helpful," Jeff told *T&M*. "With the older stuff being faded, and in some cases non-existent, he can usually get the decals as near to what I want with some explaining over the phone!"

With the B-200 restored, Jeff was keen to hitch it to his B-414 and complete the period look. A second B-414, fitted with a B-901 loader, fittingly provided manure-shifting capability and rounded off the International Harvester quartet.

Two versions of the B-901 were available, initially to suit B-250 and B-275 tractors. The 'Standard' model was for use in confined spaces and where lift height was not particularly important, whereas the 'Extended' model enabled extra reach and a greater discharge height.

Both models had two positions for mounting the lift cylinders on the frame – the lower point for optimised tearaway force and the upper for increased lift height. The frame itself was a one-piece welded element, bolted to the front ➤

SPECIFICATION: IH B-901

MODEL	STANDARD	EXTENDED	
	UPPER	LOWER	UPPER
Maximum height	9ft 9¼in (2,978mm)*	9ft 10¼in (3,004mm)*	10ft 10in (3,302mm)*
Discharge height	7ft 11in (2,413mm)**	8ft (2,438mm)**	9ft 1¼in (2,775mm)**
Reach at maximum height	12¼in (311mm)	26in (660mm)	14½in (368mm)
Maximum forward reach	24½in (622mm)	38in (965mm)	
Height at maximum forward reach	4ft 4in (1,321mm)		
Lift capacity	1,480lb	1,480lb	1,370lb
Tearaway effort at ground level	2,015lb	2,040lb	1,800lb
Price	£86-0-0 (December 1962)***		

* Bucket pivot points to ground ** Bucket edge to ground in fully discharged position *** For use with Standard or Vary-Touch hydraulics

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SPECIFICATION: IH B-200

Box capacity	1½ tons (1,524kg)
Box length	9ft 2in (2,794mm)
Box width	Front: 41in (1,041mm) Rear: 42¾in (1,085mm)
Box depth	17½in (445mm)
Loads per acre	1st: 5 2nd: 10 3rd: 15 4th: 20 5th: 25
Beater diameter	Upper: 12in (305mm) Lower: 18in (457mm)
Width	6ft 6in (1,981mm)
Length	15ft 8in (4,775mm)
Ground clearance	6½in (165mm)
Wheel tread	65½in (1,661mm)
Weight	12cwt (610kg)
Tyres	7.50-20
Price	£188-0-0 (December 1962)

axle bolster and a crossbar across the transmission housing – under the fuel tank.

Pre-formed steel pipes connected the loader frame to the tractor's hydraulic system, so only two flexible pipes were required – connecting the rams to the loader frame. This made for a neat arrangement, and the inclusion of an isolating valve in front of the gear lever meant that switching between loader operation and the three-point linkage was straightforward.

At the front, a tubular steel guard protected the bonnet and radiator and it could be unlatched to swing forward for easy access to the engine.

A parking stand enabled the loader to be taken off the tractor, following the removal of four quick-release pins, and left in a position that made reattachment easier than if it was left on the ground or balanced precariously.

The B-901 loader is an implement that adds another dimension to the McKees' collection of machinery, but given their penchant for International Harvester equipment of this era, more will surely

follow. Jeff has an IH 120 disc harrow and a B-13 plough ready for restoration, but he would like to add a B-614 tractor to the collection too.

Aside from his fondness for International Harvester machinery, Jeff has designs on a John Deere 2130. "My grandfather bought one brand-new," he explained. It'd have to be the new-style 2130 with a Duncan cab and oversize tyres would be a must!"

Whatever the colour, we're looking forward to seeing the next addition to the McKee collection. ■

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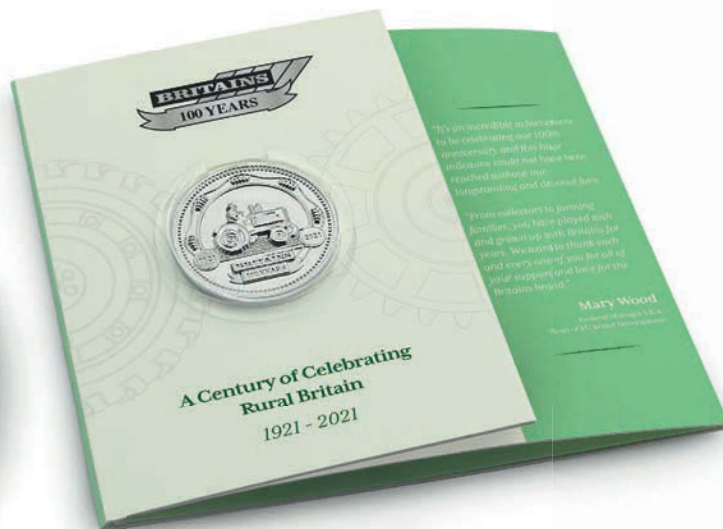
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Model corner

The latest from the scale-model world



To help celebrate its 100-year anniversary, Britains, Europe's oldest specialist in agricultural toys and collectibles, has launched a special commemorative coin to help core fans honour this incredible milestone and further add to their ever-growing Britains collection.

Teaming up with Tomato Source, Britains has designed a stunning silver-effect commemorative piece featuring the famous Fordson E27N Major tractor that was first replicated by Britains in 1948. Presented in a beautiful wallet detailing 100 years of Britains Farm Toys, this exclusive coin is sure to take pride of place in any Britains fan's collection.

Britains launched its first Model Home Farm in 1921, which featured 30 farm figures and animals along with the first farm vehicle. Since then, Britains has grown from strength to strength to become a specialist manufacturer of agricultural toys.

Innovating and developing its collection of products throughout the last 100 years, Britains prides itself on creating life-like replicas of farming vehicles and settings to excite both loyal farming fanatics and budding young farmers alike. With more than 70 products currently in its collection, Britains continues to expand its offering with even more exciting new additions

planned to launch during its centenary year.

Mary Wood, General Manager UK & Head of EU Brand Development at TOMY, Britains' parent company, said: "This is a truly incredible milestone for Britains, one we simply couldn't have reached if it wasn't for our incredibly devoted and longstanding fans who have played and grown up with the brand for many years."

"We really wanted to mark this anniversary by thanking our dedicated

fans for their continued support by giving them a chance to add to their collection with something beyond a toy.

"This is the first time we have licensed the Britains brand, and when better to do so than our centenary year?"

We really hope fans enjoy this exciting, limited edition launch and would like to thank them again for their continued loyalty and support."

Emma Beeson, Director at Tomato Source, said: "We are delighted to be celebrating a century of rural Britain by bringing this beautiful collector's piece to fans. We have meticulously recreated the rubber tyres and spudded steel wheels from the Fordson Major models produced by Britains in 1948. It's a wonderful piece and we are privileged to have been able to work alongside such a well-loved and heritage rich brand."

Just 1,000 of the 38mm-diameter coins have been produced, available to purchase from Amazon at £15.99.

"This is the first time we have licensed the Britains brand, and when better to do so than our centenary year?"

Ford 7600 7A1 Launch Edition 1:16 Scale



At the 1975 Smithfield Show Ford launched the 7A range. At first glance the 7A looked almost identical to the outgoing 6Y range, however under the skin many changes were made. The engine benefited from an output of 97 hp, very impressive in the day. In addition a revised silencer system helped with lower noise level, an eight-speed transmission, Dual Power and an improved electrical system completed the package.

This stunning 1:16 scale model is supplied in a exclusive Limited Edition Box. The model depicts how the 7A1 appeared at the Smithfield Show Launch and production only ran in this guise for around six months.



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Tom Scott's County 1474 TW will be sold at auction by North Yorkshire-based Mathewsons.

Significant sale

With the help of owner Tom Scott and auctioneer Mathewsons, James Connolly looks at a County 1474 that is due to be sold at auction soon.

Approximately 15 years ago, Tom Scott, from Crumlin in Co. Antrim, saw this County 1474 TW advertised for sale near Dover, Kent. It was sold new by Ford tractor dealer Haynes of Maidstone, Kent, and Tom decided to purchase it and have it transported to Northern Ireland.

The serial number plate shows that the tractor was built on 24 July 1981, and although the original 1474 was based on the Ford 9700, by the time this tractor was built, County was using the Ford TW-20 skid unit to produce this model.

When Tom bought the tractor it was in off-farm condition, and after being checked by a local Ford/New Holland-

trained mechanic, any issues were sorted out and the decision was taken to respray the tractor. This was undertaken in a spray booth that Tom used in his truck repair business. The tractor also had four new Goodyear 18.4 R34 tyres fitted.

Whilst in Tom's ownership the tractor has never been put to work, but has attended many local event and one of its last outings was at the Ford 100 event in 2017, held near Nutts Corner in Co. Antrim.

Tom is planning to retire and take things easier and has made the decision to sell the tractor. Given that the current market for 1474s is very strong, Tom has commissioned Mathewsons in Pickering, North Yorkshire, to sell the tractor at the company's auction on 12-13 November*.

Tom has a good working relationship with Mathewsons, having bought and sold classic commercial vehicles from the company in the past, as well as recently selling a County 1184 TW through the company.

Having seen quite a few 1474s, both at working events and at shows with static displays, it's fair to say that this tractor is a nice example of the model.

Tractors in good original condition tend to fetch the highest prices, but well-restored examples are also popular with enthusiasts. Some like to purchase an unrestored tractor, whilst others prefer tractors that have been restored and painted. Either way, the 1474 is very popular with fans of the County marque.

AESTHETICALLY PLEASING

The overall condition of the 1474 is very pleasing to the eye and the four Goodyear 18.4 R34 tyres really set it off. The tractor has the 12 County front weights, along with the large front weight block, and inside the cab there's very tidy trim and the Bostrom seat is in first-class order – it looks like new.

A Clarion push-button, medium- and long-wave radio is installed, which is fitting for the period and age of the tractor. The cab floor mat is also in good condition.

With 4,094 engine hours recorded on the clock, this tractor has not worked hard. The interior reflects this when considering the condition of the clutch pedal, brake pedals and the floor-mounted Dual Power pedal. All the lights on the tractor are correct and in good order.

The engine starts up easily and the oil pressure gauge rises instantly. The fuel gauge and temperature gauge work perfectly as the tractor idles and warms up. When you blip the throttle on the turbocharged Ford engine, it sounds healthy and responsive. One thing to check on any tractor is the engine oil and in this County it was on the mark and was a good colour.

This particular County 1474 has a 540rpm power take-off shaft fitted, along with twin assistor rams, drawbar and spool valves. Although I did not drive the 1474, Tom assures me that the tractor drives perfectly and that the brakes are good.

As to the value of this tractor, it is anyone's guess! Bearing in mind that the last County 1474 offered for sale at auction made an incredible £196,000, albeit in nice, original condition, and the unpredictability of the current market, it is difficult to estimate a sale price. Mathewsons will be setting an estimate once the tractor is prepared for the auction.

The tractor is being pencilled in for the November Mathewsons sale and it will be interesting to see what the outcome of the sale will be.

* Mathewsons' auction on 12-13 November has been earmarked for the sale of this tractor, but anyone interested in bidding is advised to contact the company to confirm the date of the tractor's auction. For further information, please contact Mathewsons on 01751 474455 or visit the website: mathewsons.co.uk ■



4,094 hours on the clock.



The interior is in lovely order, with a well-upholstered Bostrom seat.



The tractor is fitted with two assistor rams and two double-acting spools.



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Astle Park

The Astle Park Traction Engine Rally is a traditional family event, held this year on 14-15 August. The show is mainly steam orientated, but more than 100 tractors were present this year, with nearly all of them braving the rain showers to parade in front of the large crowd, says David Reed.

To be fair, despite there being a number of marques represented at Astle Park, the tractor section was dominated by the Fordson name and those that came under the Ferguson banner.

Andrew Dobson was at the event with his 1951 Ferguson TE-D 20 that he received as an early 14th birthday present, back in 2005, after the tractor had stood unused for a number of years. It has been restored by Andrew with the help of his grandfather using second-hand parts and is now used for general farm work, while Michael McElchare's 1952 Ferguson TE-F 20 was spotted languishing in a hedge in North Yorkshire seven years ago when he was making a delivery to the farm. After Michael bought the tractor he fully restored it over an 18-month period.

Among the many MF 35s on view, Peter Newton was seen with his four-cylinder example, while George Newton was driving his three-cylinder model. Both had made the trip down from Millom in Cumbria, while it was a somewhat shorter trip from Nantwich for Paul Reeve with his 1961 MF 65.



This 1969 County 1124 Super-Six was found on a farm at Poynton, where it had stood for eight years without being used. It was pulling a Morewear Goose 10-ton dumper that was found in a poor state.

Seen in working condition was a 1965 MF 175 that was entered by B Cragg, while Phil Booth's 1974 MF 1080 was bought in the 1980s and worked on the farm until being fully restored in 2018.

Tony Walker said of his 1968 Nuffield 4/25, that he bought in 2009: "It belonged to a lady who had a smallholding. It is as original now as it was then. The only thing that I have done to it is fit new tyres."

In similar condition was a 1969 Nuffield 4/25 that had been entered by J Whittington, while a 1965 BMC Mini and 1972 Leyland 154 in excellent condition were also seen braving a sudden rain shower to parade around the ring.

The David Brown brand was also well-represented with L Goodier's 1951 Cropmaster braving the wet conditions. Seen in the later Chocolate Brown and Orchid White livery were a couple of models owned by the Nixon family.

The first was a 780 that dated from 1968 and the second was a 770 from a year earlier, both being in excellent condition, while having a work-worn look was D Foden's 1957 David Brown 2D. No history is known about this tractor, but it has been with the present owner for 25 years and is still in original condition, apart from having two new rear tyres fitted.

There was a good selection of tractors bearing the International Harvester symbol too, including the 1968 IH 523 Agriomatic-S that had been entered by G Dale. D Tomkinson's 434, which was also from 1968, and to round things off was a 454 dating from 1972, entered by M Hall.

All in all, the Astle Park event was an excellent show in all classes, with the tractors being an integral part of proceedings. There was a lot to see, proving that this Cheshire event is well worth a visit. ■



Phil Booth's 1974 Massey Ferguson 1080 was restored in 2018.



A 1959 Fordson Dexta with a military colour scheme.

Vow Vintage Club

On Saturday 14 August, the Vow Vintage Club held a ploughing and cultivation day at Bryan Hanna's farm near Ballymoney, Co. Antrim, writes James Connolly.

There was an excellent turnout of vintage and classic tractors working together in one field, from the likes of County, Ford, Massey Ferguson, Muir-Hill and Zetor.

The weather was kind and it proved to be a very enjoyable event. Monies raised will go to the Sandelford School for children with special needs and Causeway Hospital Coronary Care Unit. ■



Above: Samuel Gault, from Ballymoney, with a 1968 Zetor 4011 and Ferguson two-furrow plough.



Left: Gilbert Gault ploughing with a David Brown 990 Selectamatic belonging to Bryan Hanna.

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C Gadsden, from Biddenden, was using his Fowler VFA 40hp crawler and three-furrow plough.

Romney Marsh

RMPCS chairman Ben Ashdown welcomed everyone to the Romney Marsh ploughing match at Ham Mill Farm, Ham Street, on Sunday 5 September, writes

Peter Love.

There was a full commentary given to the proceedings and from a purist's point of view, this is the best ploughing match in Kent these days, opening the season well. Despite many other things going on in the area, a larger crowd than 2019 was in attendance.

The oldest tractor on site was Austin West's 1938 Case C, in original condition, that was working to perfection in the trailed class with a Ransomes RSLD9 – taking third place. Using a Lister Cockshutt plough, Colin Fryer finished second in this class with an IH B-275 and John Dungey took first with his 1940 Fordson N and Ransomes Motrac behind.

It was great to see C Gadsden out with the Fowler VFA crawler with Ransomes three-furrow behind, and the oldest competitor was 81-year old Ralph

Stevens, from Horsmonden, with his Caterpillar D2 and Ransomes TS15.

The overall winner was Geoff Burse, from Chichester, with his four-wheel drive Ford 6610 with Kverneland plough, from the Semi-Digger class. The reserve on the day was Ian Lynch with his Massey Ferguson 35X with Ransomes TS59, who had taken the top spot in Class 2 Classic earlier.

It was an excellent event in glorious weather and everyone should be congratulated for their efforts in staging the season opener in the area. ■



Not far from home was P Batt and his Roadless 75 with modified Ransomes reversible plough.



Austin West finished third in Class 5 Vintage Trailed, with the oldest tractor at the event.



Overall Champion on the day was Geoff Burse, from Chichester.

Bath & West

The Bath & West Country Festival 2021 was held on the August Bank Holiday weekend, 27-29 August, near Shepton Mallet in Somerset, and replaced the Society's usual Royal Bath & West Show for one year only, writes *Joseph Lewis*.

A newly-created layout included the regular tractor club entries from the Ferguson Club, Ford & Fordson Association and The Nuffield & Leyland Tractor Club, as well as a display of David Brown tractors from a local collector.

A number of tractors were either new restorations or first-time appearances for their owners at this event. These included a Roadless 980-4 owned by Mike Mitchell but now 'as intended', with equal-sized wheels and '980-4' designation on the

B Cullingford's newly-restored 1978 David Brown 1212, which came from a Cheffins sale.



nose cone, as well as Mike's newly-acquired Ford 8000 complete with fender-mounted radio.

Other highlights included a newly-restored 1978 David Brown 1212 and Graham Rendell's lengthy restoration of his 1954 David Brown 25C, after a life by the sea near Bridport, Dorset.

Paul Johnson from Cwmbran was making a first visit to the Bath & West with his comparatively rare, petrol-powered 1966 Massey Ferguson 135, now featuring a milking parlour set-up that runs off the inlet manifold.

* Many thanks to Patrick Palmer, tractor section contact, for his help. ■

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Longstock Rally



A fine Ford pre-Force 5000 Select-O-Speed, contrasting with Ben Hiscock's 1989 Ford 8830.

Held on 11-12 September, the Longstock Rally is set in the Test Valley district, near Stockbridge in Hampshire, says Peter Love.

Although the rally has been going for more than two decades, it declined somewhat in later years until Andy Knight and a new committee took over in 2020. The show is certainly on the rise again, and in a big way. With two rows of autojumble, plenty of refreshment stands, displays and a good timber section, it had plenty of appeal.

Very much the highlight in the tractor line-up was the late Dave Hiscock's John Deere tractors, now with Kay and Peggy Hiscock. They look just as immaculate as when Dave had them out, in some cases

20-plus years, and included a 3020, 4020, 5020 and a 4620 that came from France in a rough state.

They were joined by Alan Young with his 1949 Field-Marshall Series 3 and rally vice-chairman David Aylward with his stunning 1956 Marshall MP6. David also had his Marshall 100 and Nuffield tractors on The Nuffield and Leyland Tractor Club's fine stand. Not far away was Dave Morgan's line-up of Nuffields, from Yate in Somerset.

The traditional ploughing field gave ploughmen time to test out their equipment over the two days of the show, in glorious weather, and the Saturday tractor road run was a great success.

Over on the other side of the valley was Mark Osborne with a group of County

machines, including possibly the rarest tractor at the event – a 1979 County 6700-Four (no. 40296) with a lovely Taskers fertilizer spreader behind. Also in this area was a 1:32-scale County display, which was nice to see.

Further up was an excellent 'Ten decades of Ford & Fordson Tractors' display staged by the Hartwright, Dyer, Hiscock and Wood collections and the Blue Force stand that was run by George Yarwood from Cheshire. The oldest in this display was an MoM Fordson, but perhaps the nicest tractor in this area was a restored Ford pre-Force 5000 Select-O-Speed.

With the weather as good as it was, one was pleased to see this event full of people enjoying themselves. Andy Knight has worked so hard to keep this event on track and he and his team need to be congratulated in galvanising it and taking it on an upward trend once more. ■



Kay Hiscock with the John Deere 3020 that was restored more than 20 years ago.



Gary Rutter had his fleet out, including this genuine Cooper County CD50 conversion with Doe heavy cultivator behind.



David Aylward's 1956 Marshall MP6 was purchased with a cracked engine block.

Silage day

On the last Saturday of August, a silage working day took place on Mark Stewart's farm near Loughbrickland, Co. Down, writes *James Connolly*.

A variety of classic Fords and Ford-based conversions were in action, along with silage harvesters and trailers. The weather was superb and it was great to see these machines at work.

Pat O'Sullivan, from Co. Offaly, brought along his replica County 1884, along with a very tidy 1474 TW to the event. The replica 1884 was built from a TW-35 and a County 1454. This was the tractor's first public outing and it performed well on the day, drawing silage with a Kane trailer.

The highlights included a Muir-Hill 141, belonging to John Mulholland, which was



John Mulholland's Muir-Hill 141 and JF Stoll FCT 1050 precision-chop harvester side filling a 1977 Ford 7700, owned by John McQuaid.

teamed up with a JF Stoll FCT 1050 harvester, and Malcolm Cooke Jnr. cutting silage with Ken Cooke's County Super-4 and a Kidd MkI double-chop harvester.

Everyone enjoyed the event and thanks must go to Mark Stewart for hosting what turned out to be a very good day. ■



Jordan Mathers, with his Class 890 SL, side fills to Pat O'Sullivan's replica County 1884.

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Tractors
from only
25 years
old



Overall winners Chris Cullen (left) and Trevor Bennett.

Weald of Kent

The late summer weather did not disappoint and a lovely warm sunny day attracted a massive crowd to this year's Weald of Kent Ploughing Match at Honey Farm, near Pluckley, writes Gary Hawkins.

Along with the large crowd, a good number of ploughs turned out to contest this year's match, on a reasonably flat venue of stubble with a medium soil providing a fairly good ploughing canvas for all. It was noticeable that some areas had more straw and longer stubble, which proved hard to bury with the older classic and vintage ploughs. This was not the case for the modern commercial ploughs, however, with a deeper furrow dealing well with the trash that was presented.

The age of the tractors covered everything from the early '30s up to the very latest models, but I was particularly interested to see John McPherson using a McCormick W-4 pulling a two-furrow

Cockshutt plough. Toby Ford did a very nice job with his IH/Fiskars combination to win The Fred Jenner Memorial Trophy for conventional ploughs.

Nick Wright finished third in the Open Vintage (Fred Beard Memorial Trophy) driving a well-presented Fordson Dexta with a Ransomes Robin two-furrow plough.

Chris Cullen won the class with his Nuffield Universal Three, ploughing with a Ransomes TSS9.

The ploughing was backed up by some excellent trade stands and family entertainment, including steam ploughing, horse ploughing, terrier racing and dog handling. Archery and clay pigeon shooting and some great displays of wild birds were topped off in the air by a WW2 Spitfire from Biggin Hill.

The match never fails to deliver and it was great to see everything back with excellence, after last years' forced cancellation. ■

CLASS WINNERS (ABRIDGED):

Reversible Champion Ploughman
(The Kent & Sussex Fuels Trophy)
T Bennett

Conventional Champion Ploughman
(The John Geering Memorial Trophy)
C Cullen

Class 1: Conventional ploughs
(The Freda Jenner Memorial Trophy)
T Ford

Class 2: Classic (The P Hocken Challenge Cup)
C J Fryer

Vintage A: Open Vintage Trailer Ploughs
(Alfred Day Challenge Cup)
A West

Vintage B: Open Vintage Trailer Ploughs
(Freda Jenner Memorial Rose Bowl)
J Dungey

Vintage C: Open Vintage Mounted Ploughs
(The WKPMA Challenge Cup)
D Newman

Vintage D: Open Vintage Mounted Ploughs
(Fred Beard Memorial Trophy)
C Cullen

Class 3: Open Reversible Ploughs
(C Foreman & Sons Memorial Trophy)
T Bennett

Class 4: Local Reversible Ploughs
(The John May Memorial Trophy)
M Sheath

Class 5: Local Reversible Ploughs
(Fegan Homes Challenge Cup)
P Bishop



Class winner Austin West in action with his Case.



Toby Ford went on to win Class 2.



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Workshop

Projects, expert advice
& product news

68 MF 500 SERIES

Lack of use causes a breakage on a 1977 Massey Ferguson 550. Andrew Hall sets about a repair to the offending part.

73 MF 17 TRAILER REBUILD

The handbrake lever proves to be stubborn and there are decisions to be made regarding timber replacement.

76 EXPERTS' ADVICE

The *Tractor & Machinery* team provides the answers to

the questions you have asked regarding your tractors and implements.

79 780 RESCUE

The little David Brown's rear wheels and dash panel are the subject of the latest instalment of this long-running series.

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MF 500 Series

Due to lack of use, the external services lever of Andrew Hall's Massey Ferguson 550 snapped off when he tried to move it. This feature shows the steps taken to remedy the problem.

It's a well-known fact that machinery doesn't like standing around unused, and my '77 Massey Ferguson 550 is no exception. Up to last year the tractor was in reasonably regular use for topping duties, hay turning and baling, as well as the occasional ploughing match. During the winter it is also used on a hydraulic log splitter too.

At the start of the first lockdown I prepared a large stock of firewood, which saw us through the 2020/21 winter and I didn't need to use the tractor on the splitter, giving me a rest period regarding logs. This meant the tractor had little use until I turned and rowed up a field of hay for a friend in the summer of 2020.

On the return from this job I noticed the hydraulic pump seemed to be rattling rather loudly as I reached home with the Haybob attached. Concerned about this I checked the transmission oil level, which was completely off the dipstick. I immediately refilled the system, which silenced the pump thankfully, but then noticed oil dripping from the left-hand lower link pin.

A closer inspection showed the pin to have slackened and allowed it to drift outwards and oil to leak from the area. At this stage I stopped using the tractor, which stood around unused for many months, until I recently needed to use the front-end loader to do some lifting.

In an attempt to temporarily stop the leak I used a soft mallet on the end

After a long period standing idle, the external services lever had seized up and snapped off when an attempt was made to move it.



DIFFICULTY
RATING

of the lower link pin to drive it back into place, but will need to remove and replace the pin as soon as possible.

SEIZED SELECTOR LEVER

The loader had been on the tractor whilst it was idle and the external selector lever was in the loader position during this time. I had noticed that it

was stiff the last time I moved it, but this time it wouldn't move and succumbed to some excessive pressure and snapped off completely. This meant I could use the loader, but not the rear linkage. A close look at the broken lever showed it had been repaired before, so I had no option but to repair it once again!

CAB FLOOR

To access the bracket that supports the external selector lever I needed to remove the cab floor, together with the seat. The lever works the external valve that is located on the right-hand side of the hydraulic top cover and is connected to it by means of a steel rod.



Snapped off

1 The spindle was seized and the lever snapped off at a weak spot as I tried to turn it from the loader position to the rear linkage.



Seat removed

2 Removal of the seat allowed the cab floor to be removed to access the rear of the lever. Despite vacuuming, there was still some hay loose in the cab.



Detaching the control rod

3 The control rod crosses the tractor to the selector valve and is being detached at the valve end.



Access

4 The two setscrews that attach the lever support have nuts behind the panel that can be seen in this view.

The cab was full of debris from the previous haymaking and other jobs, so the first task was to vacuum the whole inside of the cab out to make access easier to the floor mounting bolts.

The seat needed to be removed before the floor, and this is well worn and really past its best. I slid it back to access the front bolts, and then fully forward to release the rear bolts. It is a heavy unit to handle, but was easily passed through the wide door, leaving a clear floor area.

The bolts were then released that secure the floor to the tractor cab, allowing

the floor panel to follow the seat out of the cab. This gave a full view of the lever support bracket and linkage rod.

The rod was removed from the lever, after removing the split pin from the back of the lever assembly, and allowed to rest to one side whilst the two fixing screws of the lever were removed. The lever guide plate comes away at the front, whilst the lever itself passes through the vertical cab panel.

WELDING UP

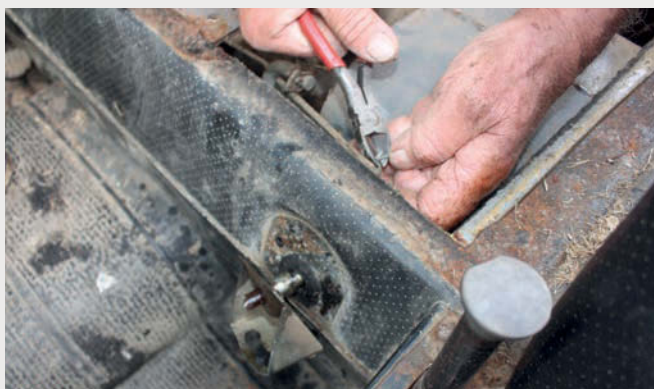
The easiest repair method was to weld the broken lever up.

Currently our MIG welder is out of order and needs a new coil fitted, and arc welding wouldn't be satisfactory on a lever of this small dimension, so we chose to use oxy-acetylene with a number five nozzle, which would give a more controlled heat to the lever.

When welding rods or round shafts together, I always prepare them by either cutting or grinding the two parts to be mated to a chisel-shape, which are then butted together. This enables the weld to penetrate fully by beginning at the centre and welding the edges of the two

pieces, and working outwardly to build up the repair to the required shape and dimensions.

Oxy-acetylene welding, although considered 'old hat' by some people, is still very useful to have around the workshop, even these days! The problem with welding small components with arc welding is the 'locking' of slag in the weld, which should float to the surface of the weld and curl off the workpiece when conditions are right, but when it locks into the weld it weakens the repair, which often breaks inconveniently! ►



Split pin

5 A split pin locates the control rod on the lever end and is being removed to allow the lever to separate from the rod.



Seized up

6 The spindle is seized up where it passes through the sleeve on the support bracket, and was soaked in penetrating oil to free it off.



Prepared to weld

7 Each of the two pieces was filed to a chisel point to allow a full weld penetration when using the oxy-acetylene method.



Lined up

8 Before committing to weld, the two halves needed to be lined up accurately to get the lever in the correct position.



Almost there

9 The welding is part finished, as there is more metal to add to build up the original profile of the spindle.

LUBRICATION

After fettling the weld to make it tidy, the lever assembly was then given a liberal coating of oil to lubricate the spindle and to help prevent any further seizure occurring before refitting it to the cab using a fresh split pin on the operating rod. Movement of the lever is now much easier, so hopefully the problem won't reoccur.

CLEANING HOUSING

Inevitably, dirt and debris builds up around the rear transmission housing under the cab, and my tractor was

no exception. I took the opportunity to scrape way and vacuum around the rear end whilst the cab floor was removed and access was easy. This also gave the opportunity to check the rear end of the tractor for any unwanted oil leaks at the same time.

LOWER LINK PIN

I have a replacement lower link pin, as I believe that the original may be distorted and may not seal if it is reused. To access the pin, the left-hand rear axle trumpet housing will have to be removed, which will involve draining

the transmission oil and also supporting the cab whilst the axle housing is removed. This is a similar job to that undertaken by me on the Massey Ferguson 35 earlier this year, when I discovered the broken casting. Hopefully when I get around to doing the job I won't find anything wrong with the 550 in the same manner.

NEGLECTED

Unfortunately, I feel I've neglected the 550 somewhat, and it deserves some attention, particularly to the cab, before it is too late. Mechanically the tractor is

generally in good order, as it hasn't many hours behind it, but sitting about as much as it has hasn't done it any favours.

Ideally, the cab could do with re-trimming inside, which would include new rubber matting and a new, more comfortable seat too. The rear tyres are the originals from 1977 and are badly cracked and in need of replacement, but hopefully, in the fullness of time I will be able to bring it back to a tidy condition once more, as it is a comfortable tractor to drive and easy to get in and out of too! ■



Replacement

10 After the repair was complete, the lever is passed back through the cab panel, ready to be bolted back into place.



Floor replaced

11 The rear transmission was vacuumed off before replacing the cab floor, as this isn't accessible once the floor is fitted.



Free movement

12 With a bit of lubrication and the repair complete, the lever now has some free movement, as intended.



Tatty seat

13 The driver's seat is rather tatty these days and could do with replacing with a more comfortable one!



Rubber matting

14 The rubber floor mat isn't too bad for the age of the tractor, but could do with replacing, as it is beginning to crack up a bit.



Clean dashboard

15 Whilst working in the cab I cleaned the dashboard, making the instruments easier to see, as it was coated in fine dust from haymaking in the past.



Loose lower link pin

16 The left-hand pin (mentioned in the text) has loosened off, and will require tightening. I have a replacement pin to fit.



Trumpet housing

17 To access the pin the axle trumpet housing needs to come off, after draining the oil. Plus,...



Cab support

18 ... the cab will need supporting whilst the axle housing is off the tractor – a job for another occasion.

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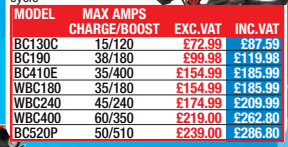
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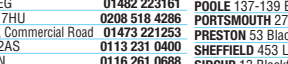


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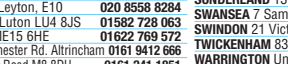
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MF 17 trailer rebuild part 5

With the tipping ram seals now oil tight, Andrew Hall surveys the ironwork for the sides and tailboard and sets about freeing off the seized handbrake lever.

DIFFICULTY
RATING



In order to obtain a satisfactory finish, it's amazing how involved and time consuming the refurbishment of the trailer is.

It is nice to be able to tip a tipping trailer without oil leaking from the tipping ram, and with that hurdle now crossed I have turned my attention to the bodywork of the trailer. It's been a while since the sides and tailboard were fitted to the trailer, as one of its last tasks was bale carting, which was a few years ago now.

The trailer had been re-bodied many moons ago with softwood, and this has rotted to nothing over the years. The sides and tailboard were stacked up to store and in the fullness of time the wood had completely disintegrated, leaving the ironwork loose and at risk of being lost!

I pulled the sides and tailboard from their resting place and placed them onto the trailer in their respective positions to check that everything was still present, which thankfully it was. There was enough of the timber present to be able to piece the sides together and connect them to the rear corner posts by means of the loops and lynch pins, and the tailboard was still intact enough to do the same.

TIMBER REQUIREMENTS

One of the next tasks is to measure up and assess the amount and type of timber needed for the refurbishment. As previously mentioned, the trailer had been renovated in

the past using softwood, but this isn't really an option for me, as I'd like to re-body it in the hardwood as it was originally.

This isn't going to be a cheap option for me, and with timber being in short supply and the price increasing dramatically I may have to reluctantly consider a compromise! In the meantime I've got some counting to do regarding the number and length of coach bolts required to bolt all the timber together.

Around the top edge there is a length of batten, which requires longer bolts, but I may simply buy the longer lengths required and cut the bolts down for the rest of the

timber where they need to be shorter. The existing bolts are rusted up and the easiest course of action will be to cut them off with the mini grinder.

IRONWORK

Once the bolts are out of the way I can then set about cleaning the ironwork up and preparing it for some fresh paint. The colour scheme of the 17 trailer is red with yellow wheel rims, whilst the timber should be a light brown colour.

The preparation will take the usual form of wire brushing with the rotary wire brush, followed by a couple of coats of red oxide and some Massey Ferguson Dark Red, ➤



Sides & tailboard

1 Remnants of the sides and tailboard were fitted to the chassis in order to assess the ironwork, and to check it was all present!



Rear corner posts

2 These slot into the trailer frame and secure the sides and tailboard using lynch pins and hoops.



Rotten timber

3 There is just enough of the timber on the tailboard and sides to work out what goes where. Note the angle iron and wood batten along the top edges.



Front corners

4 The front corner irons should be fixed to the headboard and carry the brackets to secure the sides.



Seized lever

5 Although the brakes have been serviced, the handbrake lever remains seized and requires removal and dismantling to free it off.

as the trailer pre-dates the Super Red of later MF equipment. The wheel rims will be similarly prepared and finished in Massey Ferguson industrial yellow.

TYRES

The original tyres fitted to the trailer were 7.50-16 multi-rib cross-ply, but these have been replaced with a road-type tyre on one side and a Land Rover-style tyre the other side. Currently I am happy to keep the tyres that are present, as they are both in good condition, so will not worry until one or the other needs replacing.

HANDBRAKE LEVER

I serviced the parking brakes early on in the refurbishment, but the handbrake lever was found to be seized up and the button stuck in the lever tube, so it won't hold in the 'on' position until it has been freed off.

To do this easily the whole lever had to be removed from the support, which took more doing than I first thought it would, due to the pivot pin being riveted into place rather than having a split pin to retain it.

A closer inspection of the assembly showed a washer to be in place with the pivot pin

peened over to retain the washer in place.

The easiest way to deal with it was to grind the pin off and knock it through the support to release the brake lever. With the excess metal ground off the pin still wouldn't move, despite some stiff hammering of the end of the pin, using a punch to drive it out.

With no success I resorted to centre punching and drilling the centre of the pin in stages, until the diameter of the pin was almost reached, at which point it could be driven out. A fresh pin will need to be made

from a suitable bolt on reassembly.

The clevis pins were then removed from the lever, which was dismantled and inspected. The button at the top is plastic and had seized into the lever tube, whilst the push rod was removed, along with the pawl that engages with the ratchet.

Rust had eaten through the rod below the button, so a fresh rod will be needed, and I may make a steel button to replace the original, split plastic one.

I'll bring you more on my progress in the December issue. ■



Riveted in place

6 The pivot pin is riveted in place and peened over a washer to retain it. The manufacturer didn't intend it to be removed!



Ground off

7 The peened over protrusion of the pin was ground off to allow the washer to come away and the pin to come out through the other side.



Drilling out

8 No amount of hammering would release the pin, so I resorted to drilling it out in stages until the diameter was reached and the pin could be tapped out of place.



Free at last!

9 The pin yielded to some final tapping and came away, allowing the lever to release from the support. A new pin will need to be made.



Rusty rod

10 Further stripping of the lever revealed a rotten operating rod just below the plastic button, so a fresh one will be made to replace it.



Plastic button

11 This is jammed into the lever tube and is cracked, so a steel one may be made as a replacement and threaded into the operating rod.



Beyond repair

12 The rusty operating rod and the plastic button can be seen in this view, but both are beyond any further use, but easily replaced.



Measuring up

13 A vernier caliper was used to measure the rotten rod, which looks to be $\frac{3}{16}$ in-diameter, just short of 5mm.



Primed up

14 Meanwhile the lever tube was cleaned up and primed ready to receive further paint once it's back on the trailer.

NEXT MONTH: There is further progress with the handbrake assembly and the ironwork comes under closer scrutiny.

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.



with the old magneto, but the engine seems to run with a knocking and sounds generally very rattly. I'm not happy with this and suspect the ignition timing is too far advanced, but there isn't any timing adjustment on the SR4 unit, unlike the RF4, so what can I do to rectify this?

I have seen other E27Ns running on SR4 magnetos quite sweetly, so have I done something wrong when I fitted it? Any help would be useful.

Roger Brooks, South Yorkshire

A The Lucas SR4 magneto was sold as a replacement for the original RF4 models, but unlike the RF4 it hasn't any readily adjustable timing. The knocking does sound like advanced timing, particularly as it coincided with the fitting of the SR4 unit. The RF4 can be adjusted to suit differing fuels and workloads on the tractor, but the SR4 doesn't have this facility.

You can improve matters and stop your knocking by using the following procedure. Remove your distributor cap and slacken the large slot-headed screw that secures the rotor arm drive gear to the main shaft. Note the position of the rotor arm and ensure it doesn't move whilst you slacken the screw. The insert a screwdriver under the back of the cam that opens the contact breaker points and twist it to release the cam from the taper that it sits on.

Carefully rotate the drive gear (not the rotor arm) clockwise (against the direction of travel) slightly and re-tighten the screw. Re-start your engine to check for an improvement. If any knocking still persists repeat the operation until the knocking is eliminated. I must stress that you must rotate the gear and cam clockwise to retard the timing, and only a very small amount in one go.

If you rotate it anti-clockwise it will advance the timing more, which may cause the engine to kick back when you hand crank it. Always keep your thumb and fingers the same side of the starting handle whilst cranking, to minimise the risk of injury if the engine does kick back.



Slacken this screw and release the cam from its taper on the shaft, then rotate clockwise to retard ignition, then re-tighten fully (see text).

Fordson Major E27N

Q I've had magneto trouble on my 1947 Fordson E27N. Until now it has had a Lucas RF4 magneto fitted, which I believe is the original style for this tractor, but sadly mine now has no spark. I've looked into the cost of having it rebuilt by a magneto specialist, but currently the cost is somewhat prohibitive.

As a result I trawled a well-known online auction site and came across a Lucas SR4 magneto, which I was informed would replace the original RF4 model. The SR4 has a good powerful spark, so I set about fitting it to the tractor, which involved changing the distributor cap, so I was careful not to mix up the plug leads.

I then attempted to start the tractor, which fired up very rapidly compared



Ferguson TE-F 20

Q I wondered if it is possible to fit a 'finger bar hedge cutter' to a diesel Ferguson TE-20 that does not have hydraulics. Also, would a Teagle or Fullers hedge cutter work on a belt or a pulley system, or would they have

to be used by hydraulics? I'm hoping it's not too expensive a cost!

Jeff, via e-mail

A When you say "does not have hydraulics", do you mean the tractor or the hedge cutter? Early hedge cutters, such as the Bomford Hedgemaker, were capable of being mounted on a Ferguson TE-20 tractor, as they had their own engine to power them, but needed a second operative to guide the cutting head along the hedge.

The Blanch T2 was a trailed machine operating on the same principle as the Bomford and could be towed by a TE-20. Machines of this type would

be the most suitable for your tractor, but are rare and hard to come by these days!

The Ferguson TE-20 range has its limitations regarding the power take-off and hydraulics, as it only has a single-plate clutch and not a live drive system. This means if your cutting mechanism is PTO powered it will stop when you de-clutch, which is unsuitable for hedge cutting at low speeds.

Teagle made the DynaCut hedge cutter, which is belt-driven but would be too heavy and unsuitable for your TE-20, and also the 'Golden Bullet', which is a finger bar trimmer, whilst the Fuller Tractordraulic hedge cutter was mid-mounted and powered by a hydraulic

motor, so also a non-starter and as rare as hens' teeth!

If you'd like to use your Ferguson TE-20 for hedge cutting, the most suitable hedge cutter would be the Marples air-operated AU-E-60 or AU-E-61, which was supplied as part of the Ferguson range of implements. It uses a tractor-mounted air compressor and has a hand-held cutter with a 60-foot long hose. Again, they are rare and could take some seeking out.

If it's a finger bar hedge cutter you want, it may be better to trade up to an MF 35 tractor with live drive and look out for a McConnell power arm with hydraulic angling, which will make a good combination.

Lely Hedgehopper

Q We have a Lely Hedgehopper with a flail head on it, and it has been eating belts at a fast rate on the flail head unit. I have noticed that the pulleys are out of alignment, which is likely to be the cause of the belt eating.

We've taken a look at the pulley on the flail shaft to see if we can re-align it, but are not sure how to set about freeing off the pulley, as it has a centre boss with Allen-head screws in it, which don't free the pulley off when they are removed. Any advice on the procedure would be most welcome, as hedge cutting time is fast approaching.

Ken Smith, via e-mail

A The flail shaft pulley on the Hedgehopper is secured by a Taperlok bush. This is keyed to the

shaft on its inner diameter and tapered to match the hole in the pulley on its outer diameter.

To remove or slacken your pulley you need to completely remove the two Allen-headed grub screws from the pulley and bush, and insert one of them into the third hole and screw it in tightly. This should free the bush from the pulley and allow you to remove or slide it along to re-align your belts.

If the bush refuses to move you can insert a chisel or screwdriver into the slot and tap it in to expand the bush, thus freeing it off. Use a straight edge to align your pulleys and tighten the two grub screws back in their original holes to re-tighten the bush and pulley.

ABOVE RIGHT:
Remove both grub screws seen at six and nine o'clock and...

RIGHT:
... insert one of them onto the hole at six o'clock and screw in tight to separate the bush from the pulley.



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780 rescue part 14

Due to languishing under brambles for many years, there has been much rust to deal with during the restoration of the DB 780. Now it's the turn of the wheels to be painted. Andrew Hall has the story.



DIFFICULTY
RATING

As found! It has taken many hours of work so far to bring the tractor back to a tidy condition, despite the small amount of mechanical work required.

As much as I'm a fan of David Brown tractors, I am aware of their shortcomings. One of which is the durability of the tinwork, the gauge of which was reduced with the introduction of the 900 models.

The repairs to the bonnet have been well documented in previous issues of *T&M* and the mudguards are being replaced, leaving the wheels to be cleaned up and prepared.

WHEEL CENTRES

The rear tyres were removed in part 13 and took a lot of effort, as they had age hardened and were well rusted to the rims, one being badly corroded and too far

gone to repair, as the extent of the pitting along the edge of the rim bead was excessive. Fortunately, I had recently acquired a pair of rims from a burned out Ferguson TE-20, and one of these has been selected to use as a replacement on the 780.

Meanwhile Barrie Everson and I set about separating the wheel centres from the rims to facilitate cleaning and paint preparation.

The rim-to-dish bolts on the 780 differ from those used on Ferguson tractors inasmuch as they are coach bolts with square shanks under their heads, which locate more positively than the bolts with the 'pip' that locate in the pear-shaped holes of the Ferguson wheel centres.

Barrie applied a bit of heat from the oxy-acetylene torch to each of the rusty nuts before removing each one, all of which came off with little effort, allowing us to re-use the bolts.

PREPARATION

With the wheel centres out of the rims I set about cleaning them up with a rotary wire brush, to remove the dead paint and loose rust. Fortunately, there is very little pitting on the centres, so little if any filler will be required to smooth the surface.

Satisfied with each centre I then hand painted them in red oxide, which dried very rapidly in the bright autumn sunshine. Attention then turned to the Ferguson rim, which although it had been

in a fire is still in relatively clean condition, with only light rust that has appeared since the loss of the paint.

The centre was removed from this, as the original DB centre will be used on reassembly. A heavy session with the wire brush soon had all traces of surface rust cleaned off the rim, which was treated to a similar coat of red oxide to the centres.

PAINT

Initially, I have three litres of David Brown Orchid White and two litres of Chocolate Brown for the skid unit, and have been using red oxide as a substrate on the skid unit and other parts as they've been prepared.

I am aware that the Orchid White may require ►



Wheel centres

1 The first task was to remove the wheel centres from the rims, to facilitate cleaning and preparation.



A little heat

2 Heat from the oxy-acetylene torch was applied to ease the nuts free, without having to cut them off, allowing them to be saved.



Spare rim

3 Due to excessive corrosion of one of the David Brown rims, a Ferguson rim from a fire-damaged tractor will be used, whilst retaining the DB centre.



Little rust

4 Although the paint was lost in the fire, the rim remains undamaged with only surface rust, which has formed since the fire.



Centre preparation

5 The centres were prepared using a rotary wire brush to remove any dead paint and loose rust. Pitting is limited, so little filler is required to give a smooth surface.

something lighter in shade as an undercoat, as the red oxide may be too dark, so I may use some grey undercoat too, before spraying the white. I have some beige primer supplied by David Brown Parts Ltd., which may also be suitable.

SKID UNIT

As mentioned in previous issues, the skid unit has been painted in primer as each area has been cleaned and we have been progressing.

The intention is to spray the complete skid unit in primer and undercoat once the whole area has been

thoroughly cleaned and prepared.

The area beneath the radiator on these tractors tends to harbour rubbish and the webbing of the casting takes some patience to clean and prepare. I used a small rotary brush, which was nimble enough to get into the corners of the webs and immediately primed the area to prevent any further rusting.

DRAG LINK & TRACK ROD

Barrie removed the steering drag link and the track rod, as they need replacement rubber gaiters on the ball joints, and

also the track rod will be dismantled to ensure it is free to adjust if necessary. The front axle will also be split for the same reason before any paint is applied too!

DASHBOARD

The next target was the dashboard panel. The stop control cable proved to be stubborn to remove, as the locknut was jammed on the thread, so I made two small incisions in the bracket to allow it to come free without damaging the cable.

The dashboard was then cleaned ready to paint, but has some small rust holes that

need dealing with before we progress. The engine 'stop' decal was heated with a hot air gun to facilitate removal before wire brushing the area.

With any luck, and weather permitting, more progress will be made in the next issue. ■

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Primed

6 Each centre was given an initial coat of red oxide and lightly rubbed down to offer a key to the next coat. Note the holes for wheel weight attachment in the centres.



Cleaned up

7 A thorough wire brushing soon brought the loose surface rust off the rim, which came up like new metal. Much better condition than the discarded rim!



More priming

8 The same procedure was applied to the rim, which received two coats of primer with a light rubbing down in between each coat.



Steering linkages

9 To ensure the steering drag link and the track rod are free to adjust they were removed using this ball joint splitter. New rubber gaiters are required whilst there're off!



Track rod

10 This was also removed using the splitter and will be dismantled, cleaned and reassembled to ensure it can be adjusted if necessary at a later date.



Fuel tank

11 This has also been cleaned and prepared for some primer. The fuel gauge sender has been removed to protect it from any damage whilst moving the tank around.



Dashboard

12 All instruments and switches have been removed to allow the dashboard to be prepared for painting too.



Decal removal

13 Heat was used to soften the adhesive of the stop control decal. It worked to a degree, but the adhesive remained on the surface, requiring further removal!



Rust holes

14 There are a few rust holes requiring attention and the top edge is rather jagged and will need some welding to sort it out before any paint is applied!

NEXT MONTH: The finishing line gets closer, as more progress is made preparing for the final coats of paint.

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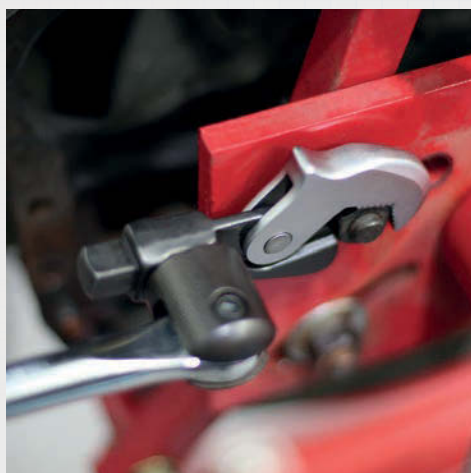
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H J Hall has been producing socks since 1882 – so it knows a thing or two about producing a good-quality product. The company offers several styles considered as workwear, particularly suitable for boot wearers, but we asked the editor to try the HJ10 range – short cotton comfort top work socks.

Available in sizes 6-11 and 11-13, they are said to provide everyday comfort for hard-working feet, with a soft grip comfort top to assist circulation and prevent tightness and marking. In addition they have a fully cushioned foot to protect feet from impact and abrasion, a reinforced heel and toe for durability, breathable top for freshness and an arch support to keep them in place.

The HJ10 is the short/anklet length, but long (HJ11) and long thermal wool (HJ12) styles are also available. The HJ10 and HJ11 styles come as a three-pack, while HJ12 is available as a two-pack. Each style has an unconditional six-month guarantee.

The editor remarked that after a short time wearing them they felt comfortable, appeared to be good quality and represented good value for money.

YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

SALES NEWS

Welcome!

Incidentally, September saw almost 30 sales take place in the UK that had some vintage and classic machinery element in them, and we look at just some of them here.

If you want to get the best out of any sale these days, it really has to be online as well as on site, and I feel that one or two sales fell short price wise because they were not online. It can, however, go the other way – as a couple of timed auctions did not do so well with some of the smaller lots and if the auction had been on site they might have sold better, but who knows for sure?

One thing that is certain is that advertising a sale online at short notice and not in printed media does not give the vendor the best chance to see his stock sell well.

Anyway, the weather was very kind all through September and it certainly brought out the crowds. Interestingly, much of the sales action has been in the West Country and Midlands and prices for the right things have held up very well, especially for MF products and classic John Deeres at a couple of sales too.

Interestingly, JCB's ERF lorry fleet attracted much attention at the company's sale on Tuesday 29 September. These trucks were worth approximately £7,000 each, but went on to sell from between £9,900 to £16,600 plus commission and VAT. They had been well maintained, but the prices were exceptional.

The sale season is not over yet, with a number of good sales coming up in November to keep us all on our toes and we preview a few auctions here that we are aware of.



LEFT: The line-up was impressive, with the most expensive lots in the sale seen in the top right of the picture.

Kivells sells 83 Fords!

A tremendous day was had at Middlecott Farm in Beaworthy, Devon, on Saturday 4 September, where Kivells' machinery team dispersed of Phillip Warren's collection of 83 Ford tractors.

It was said to be one of the largest Ford 1000 Series private collections, or if not the largest, to come to market for decades.

Phillip Warren (77), an avid Ford collector, restorer and 'tinkerer',

started buying and retaining tractors in 1989 and confessed to having "an extreme hobby gone out of control." His first purchase was a Ford 5000 Select-O-Speed from a Kivells auction.

The sun shone on a huge crowd of around 1,200 buyers from all over the United Kingdom, with many travelling down to Devon from far and wide. As anticipated during the three-month build-up

and preparation of this unique sale, huge media attention was achieved, resulting in country-wide sale participation – with buyers not only present at the sale from all parts, but also online with the MartEye app.

Interestingly, 31 lots were sold to online bidders and approximately 4,000 people watched the sale live online, from Ashwater to Australia. Trade was very strong, with the top price going to a four-wheel drive Ford 7810 at £25,000. The final lot of the day was a Ford 7000 with Schindler driven front axle, selling for £21,000.

Prior to that, a clean, 1982 Ford 655 excavator sold at £12,500. Other prices on the day for Ford 3000, 4000 and 5000 models ranged from £2,000 to £5,100.

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

Record money for 4020



LEFT: This 1964 John Deere 4020 saw the hammer fall at a record £18,600. The John Deere F145H semi-mounted plough sold separately for £2,100.

There were some well-restored tractors at H J Pugh & Co.'s Willow Barn Farm sale, at Chandlers Green, Mattingly, Hampshire, on Wednesday 22 September.

The owner spent his early farm life in Kent before moving to this area of Hampshire in 1966. He built up this excellent collection of mainly MF tractors more than 16 years ago, but he has concluded that you can only drive one of them at a time and after his handyman had retired there was no one else to help lift things, so he decided it was time to sell up.

The 173-lot sale was held in lovely weather conditions and the main interest was his genuine 1964 John Deere 4020 with Syncro-Range

transmission, which was supplied by Lundell of Edenbridge, Kent, the main UK/Ireland JD importer at the time. This tractor also starred at John Deere UK's 50th anniversary celebrations in September 2016 celebrations and ploughed both days with a JD F145H plough.

The tractor had been well restored and went on to make a record £18,600. The plough sold for £2,100.

The highlight in the MF section was a 178 Multi-Power that saw the hammer fall at £13,200. As for the one I would like to have taken home, well that would have to be the American-made Super 90 at £5,600. All the vendor's tractors were up and running and a credit to him.

Auction results (abridged):

Massey-Harris 701, excellent, 4.5, £2,200
Ferguson hydraulic tool carrier (Swedish), 4, £2,400
MF manure spreader, excellent, 4.5, £950
MF fertilizer spreader, 4.8, £560
MF 2-furrow plough, 4.5, £1,250
MF 5-furrow plough, 4.7, £2,500
IH B-64 trailed combine 4 £1,600
Foster 54in threshing drum no. 7548 2/4.5 £900
Opperman 3-wheeler lovely original 2/3 £1,900
Ford Ferguson 2N 4.7 £2,000
Ferguson TE-D 20, 4.7, £1,200
MF 35X, restored, lovely, 5, £6,000
MF 65 MkII, Multi-Power, 4, £6,500
MF 130, very original, well rebuilt, 3, £2,800
1975 MF 135 Multi-Power, with power steering & spool valves, 3, £7,500
MF 165 Multi-Power, 4.7, £8,000
MF 175 Multi-Power, 5, £11,800
MF 178 Multi-Power, 5, £13,200
MF Super 90, runs and drives, clutch prob, lovely, 2/3, £5,600
MF 1080, 4.7, £8,000
MF 1100, 4.7, £8,200
MF 86 4/5-furrow plough, 4.7, £2,000
John Deere 4020 Syncro-Range, lovely, 5, £18,600
John Deere F145H 5-furrow plough, good, 3, £2,100

Additional lots:

Massey-Harris GP 15-22, running, much engine work done, 2/3, £6,200
Fordson E1A, Cargo engine conversion, 4, £3,700
F W Reynolds saw bench, lovely and original, good, 3, 450
1963 Fordson E1A Super Major, nice, 4.7, £3,700
1954 IH WD-9, original, 2/3, £4,400
Fordson Dexta, needs nose cone and other work, 2, £1,400
1968 Nuffield 4/25, very nice and original, 3, £1,650

JCB's ERF truck fleet

Pieces of JCB history went under the hammer on Tuesday 28 September when the company's Rocester-based fleet of ERF trucks was retired and sold off, after travelling the equivalent of almost 500 times around the world. It all happened at Wardlow Quarry, near Caudon Lowe, Staffordshire.

The distinctive JCB-liveried lorries have been a familiar sight on the roads for the past 15 years, transporting parts between JCB factories and taking JCB machines to UK events. In that time

the 17 ERF EC-11 models have notched up a combined 15 million miles.

JCB Transport and Global Auctions manager Phil Pepper said: "When we bought them, they were between six to eight years old and they have been maintained to the very highest standards, so while they may be retiring from JCB, there is plenty of life left in them."

The articulated tractor units went on to be sold for prices ranging from £9,900 to an impressive £16,600 +VAT, but the company generously gave

a 10 per cent discount to all winning bidders of the immaculate fleet, as there was no buyer's premium.

This year's annual auction also included a number of classic JCB excavators, with a very clean (grade 3) 1971 JCB 2D backhoe loader changing hands at £3,000, while a 1971 JCB 5C made £5,500. A 1964 JCB 3C backhoe loader (grade 2/3) reached £3,000 and a 1968 Nuffield 4/25 in original condition sold for a good £3,000.

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EARLY HIGHLIGHTS BELOW...ADDING MORE THRU NOVEMBER 1st!

AMERICAN TRACTORS: Case 430 gas w/ an absolutely unbelievable 143 original hours!! This tractor is 100% legit and looks 6 months old - totally original, WOW!!; John Deere 530 w/ 808 original hours - big fenders, 3pt, original seat, one owner - WOW; 1961 John Deere 730 dsl standard ES w/ adj frt & 3pt - sold new in Germany; 1972 John Deere 2520 dsl built in June '72; 1972 JD 4000 dsl S/N 270002, built in June '72!; Silver White American 4wd w/ loader - beautiful original condition; MM G1355 dsl open station w/ 2100 original hours - original tires + duals!; Super sharp Farmall HTA; JD 3020 dsl high crop - good original; JD 4020 reverse drive forklift - custom built; JD 301 dsl magnet tractor with 280 original hours!; Sharp Claas Celtis 4wd w/ cab - 85hp, 4wd; Nice Oliver 70 WFE w/ flared fenders - perfect sheet metal; Caterpillar D2 w/ blade; Minneapolis-Moline UDS std dsl Turkish export model w/ inline pump; Clean original JD 4010 gas NF - one owner; JD 620 Black Dash w/ 3400 original hours, all original; JD 420W LP gas - restored; JD 320S super sharp all original - one of a kind; JD 320S slant steer - restored; Yellow JD 420 crawler 5 roller - perfect restoration; Good original JD 80; JD 720D std; JD 2010 std - restored; Farmall Super MD-6 w/ 5488 engine!; Restored Farmall M with ultra rare 44in duals; Oliver 550 house trailer special - low hours, original; Cockshutt 50 dsl w/ 3pt; Cockshutt 1800 dsl std; Caterpillar 20 - restored; Caterpillar 20 - original; Caterpillar Diesel 35 - complete, not running; Caterpillar RD6; 1920's Acme roller made in Frankfort, NY; CAT Fifteen; 1929 Buffalo Springfield Roller bought new by Town of Sharon; 6-cylinder AgriPower - made in Argentina; 3-cylinder AgriPower vineyard - made in Argentina; JD 140 Patio-Blue; AC HD5 dozer; Nice original Imperial Threshing machine made in St. Johnsville, NY - always inside; Beautiful large upright steam engine made in NY; Sharp original Caterpillar D4 pedal tractor; Adding more thru Nov. 1st!

EUROPEAN TRACTORS: 1939 Landini Velite on full steel, all original; 1942 Super Landini Hot Bulb on full CAST steel - 800 Cu inch!; 1939 Marshall M - 1-cylinder dsl - original tires!; German John Deere 310 dsl w/ mower - 1800 original hours - near perfect original!; Porsche Junior 1-cylinder w/ mower - original; Eicher 330AS 4wd vineyard tractor - nice original, completely through a German dealer's shop; Super Rare IH FU265 diesel, made in France - painted original gold at the factory for exposition, very nice original; Warchalowski 2-cylinder dsl, perfect restoration!; Guldner ADN 2cyl dsl - good original; Rare Dexheimer 4wd vineyard tractor w/ V2 Farymann dsl engine; Deere 1020V vineyard tractor - good original; Massey-Harris Pony vineyard tractor; French VanDeuvre Bob 500 diesel - 12hp 1-cylinder air cooled dsl; Nice original Hanomag R24 2-cylinder dsl w/ 3pt; Volvo 650 diesel; EBRO 55 - Spanish version of a Super Major, only one in USA; RARE Iseki Porsche 2-cylinder tractor - made in Japan; Kaebler single-cylinder diesel engine; Nice original Deutz 1hp hit-n-miss engine; Several more rare and interesting items will be added!

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Ford 5000 £6450

Starts and runs well. Later engine block fitted. Factory fitted power steering and pick-up hitch. Tinwork is in good condition throughout.



Allis B Bow Axle £1950

Benefits from a recent engine overhaul, positive to drive, governor is responsive as it should be. Two new rear tyres, tinwork is solid throughout.



BMB President £2650

Original example, powered by a Morris 8 side-valve engine. Petrol/TVO, belt pulley, PTO & hydraulics. BMB 2-furrow plough included.



Ferguson TED20 £2750

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Euro Auctions



This MF 54 tracked loader looked to have been well used during its life, but still looked to be in pretty solid condition. It sold for £4,500.

There was a lot of talk at the latest Euro Auctions sale, on 15 September, about the company's recent acquisition by Ritchie Brothers. As it was though, it was more or less business as usual, with the various lots making their way onto the selling ramp, and bids coming in thick and fast. It has to be said that the number of lots that were being offered for sale had decreased in all areas, including the tractors.

This included the Ford and Fordson tractors, with only a handful coming under the hammer. The best of the Fords, price wise, was a 1993 Ford 8340 Powerstar SLE that was in good overall working condition.

That sold for £7,750, while there was slightly more rust evident on a 1992 Ford 8240 Powerstar SLE that, otherwise, was also in good shape. It sold for £7,000.

The cheapest tractor in the whole sale though, was a Fordson E1A Major that had certainly seen better days. This tractor looked to be in original condition and was showing a fair amount of rust. It did not look like a lost cause though, and hopefully with restoration in mind, it sold for £1,500.

As for MF tractors, the top lot was a 2004 MF 7495 – selling for £16,000. A tidy MF 6150 made £9,000 after some competitive bidding. That was followed by a 1995 MF 6180 that also looked to be in good shape, selling for £7,250, while at the lower end of the market an MF 550 that ran well but had a rough cab saw the hammer fall at £2,750. A Ferguson TE-F 20 was yours for £1,750.

Auction results (abridged):

1993 Ford 8340 Powerstar SLE, L149 FJM, 10, £7,750
 1992 Ford 8240 Powerstar SLE, K185 FWU, 10, £7,000
 1984 Ford 8210, C387 WDX, 10, £7,000
 Ford 4600, 9, £2,500
 Fordson Major, 9, £1,500
 Ford 655C turbo backhoe loader, 10, £8,250
 2004 MF 7495, WM04 UAP, 10, £16,000
 1995 MF 6180, N34 PVV, 10, £7,250
 MF 6150, 10, £9,000
 MF 550, 10, £2,750
 1954 Ferguson TE-F 20, LFU 243, 9, £1,750
 1995 MF 865 backhoe loader, M431 SRS, £8,500
 MF 54 tracked loader, 10, £4,500
 Caterpillar Challenger 45, Q356 SAV, 10, £13,000

Ward brothers clear-out sale

The conclusion of Cheffins' Ward's Reserve Collection Sale, near Richmond, Yorkshire, finished at midday on 29 September, but on Friday 24 September, the preview day, people were queuing to get in and look over the lots!

Everything in the sale did what was expected, with a 1920 'baby' Aultman & Taylor 22-45, no. 4310, in original condition and needing major work, selling for £24,750. For the second time, the interest in the restored 1925 Ruston & Hornsby Wallis, no. 1524, a MkII version, was not good and it's still available. The lot to do very well was a 1963 MF 35X, YNF 483A, in original clothes, selling for a good £7,800.

Classed as an MoM Fordson, this lot was in primer and an unknown quantity – selling for £8,200. An Irish, 'long wing' Fordson N sold for £4,900, in similar condition. The ex-Australia Ronaldson & Tippet Super 18-30, with a damaged engine, sold for £3,200. A spare engine sold for £600.

Case 4890 makes £9k

There are not many occasions that an ex-farm, 1984 Case 4890 comes up these days, but the Farrant brothers' Hurd Farm sale at Clatworthy, Taunton, Somerset, featured one on Wednesday 29 September. The dusty example, registered B214 XFL, had only 2,338 hours on the clock.

It looked as though nothing was ever sold from the farm, with 25 Land Rovers in various conditions scattered around the place. There was a huge crowd present enjoying the excellent weather, possibly the largest to be seen at a Somerset sale in many years.

Bidding was brisk and a 1992 JCB Fastrac 145 turbo, K471 MBP (grade 9), went on to sell for a remarkable £14,500. A 1977 Muir-Hill 111, STT 890R, believed to have been lengthened and fitted with a replacement engine, looked rough and sold for £4,600.

A cabbled County 1124 went on to make £6,200, a Super-6 sold for £5,000 and an 1164 reached £7,000.

Good stock to be offered

On Saturday 6 November, H J Pugh & Co. is holding an extensive sale of good veteran and vintage tractors at Nailsea, Bristol. The majority of these are runners and many have been shown at Tractor World Spring over the years, where they have been class winners.

The collection features many Fordson, Case, Hart-Parr, Oliver, Chamberlain, International Harvester and John Deere models, as well as a lovely Fordson N-based Automower winch tractor.

Please visit the website for further details: www.hjpugh.com



This International 10-20 is just one of the tractors in the sale.

Family's Ford collection sold



This 1990 Ford 8630 went on to sell for a very good £10,000.

Symonds & Sampson staged an online sale for the Butt family at Lower Waterhouse, near Upton in Devon, that concluded at 7pm on 31 August.

The family collected nothing but Ford and Fordson models and had some fine machines – with 27 offered at auction. The prices went as expected, but prices for the original Fordson Ns confirmed that prices for these venerable machines are going down, not up.

Auction results (abridged):

1951 Fordson E1ADN Major, petrol, with log book, project, 1.5, £1,650
1947 Fordson E27N Major, petrol/TV0, high top, so so, 2/3, £1,600
1946 Fordson E27N Major, petrol/TV0, intermediate gear ratio, 2, £1,200
1947 Fordson E27N Major, petrol/TV0, Howard rotovator, runs well, 2/3, £1,580
1940 Fordson Standard N, nice with road bands, needs recommissioning, 2/3, £1,350
1940 Fordson Standard N, needs recommissioning, 2/3, £680
1944 Fordson Standard N, needs work, 2/3, £540
1959 Fordson E1A Power Major, needs nose and more, hedgerow, 1.2, £500
1957 Fordson E1A Diesel Major Live Drive, 1.7, £1,100
1962 Fordson E1A Super Major, moth eaten, 1.4, £665
1957 Fordson E1A Diesel Major, needs nose cone, 1.4, £570
1959 Fordson E1A Power Major, not bad, 1.7, £570

1949 Fordson E27N Major, petrol/TV0, high top, steels on front, grille missing, 1.2, £620
1964 Fordson E1A NP Super Major, 2/3, £3,000
1957 Fordson E1A Diesel Major, rebuilt some time ago, 2/3, £2,500
1964 Fordson E1A Diesel Major, with backhoe loader, 463 TDV, lovely, 3, £2,550
1962 County E1A Super Major Ploughman crawler, 2/3, £3,400
1969 Ford 4000, missing doors and back cab panel, cleanish, 2/3, £2,500
1971 Ford 5000, GYD 79K, engine rebuilt and resprayed some years ago, 2/4, £10,350
1957 Fordson E1A Diesel Major, XU0 941, 1.7, £1,750
1957 Fordson E1A Major, Cooks two-speed winch 4.7, £3,150
1962 Fordson E1A Super Major, 2/3, £2,700
1973 Ford E1A Major, six-cylinder conversion including 1000 series panels by Alan Webber, 4, £3,300
1968 Ford 3000, MOD 107F, rebuilt in places, roll bar, 4.5, £5,600

Auction results (abridged):

1938 Case C, on steels, no V5C, 2/4, £2,200
1940 Case D some runs no V5C, 2/4, £2,200
1938 Case LA, 4407798, with PTO, no V5C, 4, £2,200
1958 Fordson Power Major, 1094 AH, original, a gem, V5C, 3 £6,100
1941 Fordson Standard N, no V5C, £2,000
1949 Nuffield M4, petrol/TV0, GFU 417, no V5C, 2/3, £1,000
1953 Field Marshall Series 3, MAP 913, no V5C, 4, £9,800
1950 Farmall M row-crop, no. 138049, no V5C, £2,800, 2/3, £2,800
1956 Farmall Cub, French, no V5C, £2,800, 2/3, £2,800
1942 Minneapolis-Moline ZTU, ENG 379, PTO, no V5C, 2/4, £1,600
1940 Minneapolis-Moline UTS,

no. 323778, no V5C, 2, £1,600
Massey-Harris Pony, TVR 468R, no. 45725, no V5C, 2/4 £1,900
1954 BMB President, no. 188420, no V5C, 4, £1,100
1954 Allis-Chalmers B, DER 778, with lift, no V5C, 4, £1,000
Allis-Chalmers B, OWR 476, no V5C, 2/4, £800
Ferguson TE-D 20, no 301125, petrol/TV0, ONG 420, no V5C, 4, £1,200
Ferguson TE-D 20, no 26697, petrol/TV0, GER 290, no V5C, 2/4, £1,000
1948 Ferguson TE-A 20, 6-volt, no V5C, 2/4, £850
Ferguson TE-D 20, 12-volt, no V5C, 2/4, £850
1936 John Deere B unstyled, no. 34977, 'V' front pneumatic conv, no V5C, 2/4, £3,750
1940 John Deere B petrol/TV0 row-crop, single f/wheel, no V5C, 2/4, £2,750
1954 Ransomes MST56 trailed

combine, 2/4, £2,100
1930 Bell City separator 4 £680
Foster 54in no. 83872 threshing drum and elevator 4 £1,100

Additional lots:

1949 Fordson E27N no. 1108051, 4, £2,450
1946 Case VA, no V5C, 4, £1,200
1930 Caterpillar Ten, no V5C, £4,500
1961 Fordson E1A Super Major, no hydraulics, 2, £4,400
1959 Fordson Power Major, 771 CRT, 6,220 hours, engine rebuilt, needs more work 2, £3,600
1979 Ford 4600, HVG 394V, Q cab, 9, £4,000 +VAT
1977 Ford 4100, VCL 317S, Bomford Super Trim mounted mower, 9.4, £4,300 +VAT
1985 Ford 6610, Q cab, C403 XCL, Trima 1390 front loader, 9.4, £5,600 +VAT
1991 Ford 7810, H438 TVG, 9.4, £13,100 +VAT

Hammond sale

It was sad to see the late George Hammond's collection go under the hammer on Wednesday 15 September. It was not only the tractors but the implements that George had collected that appealed. His good friend Brian Sarsby had helped him over the years, even bringing a separator back from the USA to add to the collection.

Arnolds Keys-Irelands was brought in to Manor Farm, Aldborough, Norwich, to disperse of the collection of approximately 567 lots.

The only problem was the sale was not online, which didn't help some collectors who could not get there. The best lot in the Hammond section was a 1953 Field-Marshall Series 3, no. 13742, MAH 913 (grade 2/4) that sold for just £9,800.

An original-style 1958 Fordson Power Major, 1094 AH, with V5C sold for £6,100. Later on in the VAT section, a 1991 Ford 7810, H438 TVG, sold for just £13,100.

It was certainly the end of an era at this well-organised sale.

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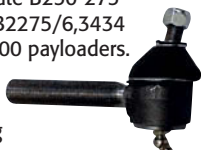


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DB 50ITD for £8,000

Just before the weather broke, H J Pugh & Co. staged a sale at Cryfield Grange Farm, Kenilworth, on Wednesday 29 September – where 132 lots were offered.

Featured was an eclectic mix of machines, including various David Browns in original and unrestored condition, along with a number of crawlers of all sizes. The prices achieved were good for the stock offered and some of it had been on the farm since the current farmer bought the farm in the 1970s.



The top lot was this 1956 50ITD Trackmaster at £8,000.

Auction results (abridged):

David Brown Albion pick-up baler, 2/3, £1,650
1943 Marshall SM, 54in, steel wheels, good, 4, £560
Ransomes Hexatrak, 2/3, £750
Ransomes TS46, SEW bodies, 2/3, £420
Ransomes TS46, 2/3, £340
David Brown 2A21, 2-furrow plough, 3, £2,500
David Brown 950 Implematic, nice, 4.3, £3,000
David Brown 990, CHR 352C, original, lovely, 3, £2,100
1968 David Brown 880, NVJ 189G, original, 2/3, £2,500
1981 David Brown 1390, so so 9, £3,000
1956 David Brown 50D ITD, with lights, 5, £8,000
David Brown Trackmaster Diesel, lovely, 2/3, £4,800
Caterpillar D8 22A, tracks rough, so so, 2/4, £9,200
Caterpillar D7 3T, not bad, 2/4, £7,000
1938 Caterpillar D6 2H, very original, 2/3, £6,800
IH TD-6, engine has been rebuilt, 2, £1,300
Farmall M, original, been on farm all its life, 2/3, £800
David Brown 950, so so, 1.7, £800
David Brown Cropmaster Diesel, half restored, 1.6, £800
David Brown Cropmaster, part restored, 1.8, £650
David Brown VAK1A, so so, £1,100
Muir-Hill 110, original some rust, £10,000

Huge seat sale

At H J Pugh & Co.'s Ledbury headquarters, on Saturday 30 October, another interesting tractor sale is set to take place, featuring a restored (grade 5) Case C and a huge collection of 250-seats.



Part of the seat collection that comes up on Saturday 30 October.

Fine line-up

As we were going to press, Cheffins has added more classic tractors to the fine line-up for its last Vintage Collective, on Saturday 23 October, that features Ted Goldup's wonderful 1915 Overtime and some nice Roadless and County tractors. There is plenty more on offer in the literature and implement sections.

Harry Bray clear-up

Having been postponed due to Covid-19, the Harry Bray clear-up sale at Keens Saw Mills, Callow Rock, Kidderminster, was finally held on Saturday 18 September. Harry was well known in the area and each year H J Pugh & Co. held a sale at the premises.

Incredibly, there were 679 lots to get through, of

which 15 were tractors, and this included a raft of Fordson Standard Ns that were in reasonable condition for what they were, with good tyres on all examples, in grade 1.7 to 3 condition. They went on to sell from £500-£1,200.

The best was a cabbed IH B-275, no. 8814, that had flat tyres and went on to sell for £1,300.



This IH B-275 made £1,300.



This lovely David Brown 50D has been totally rebuilt.



The late Ted Goldup's Overtime has been in preservation since 1959.



Records at Yarcombe

Symonds & Sampson held a sale on 12 August at little Crawlet Farm, Yarcombe, Devon. It included a 1981 MF 290 with MF 90 loader, which was in 'off farm' (grade 9) condition and sold for a very good £9,800 +VAT.

A 1964 MF 35X Multi-Power, with 4,815 hours and V5C, went on to make an amazing £9,000 +VAT, despite it needing a 'chin' panel and work in other areas.

LEFT: The MF 290 went on to sell for a very good £9,800 +VAT.



County Super-6 is an original beast.

PART R-W

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 their mind 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.



There were two Roadless IH B-450s entered at the H J Pugh sale on Wednesday 6 October which were reserved at £9,000 each.



This imported and generally complete Samson M recently sold for £3,800.



SFV FV1 tractors do come up occasionally in the UK; this wreck sold for £2,850 in July.



This grade 2/3 Track-Marshall 70, with Turner rear linkage, sold for £6,700 in July.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
ROADLESS							
Fordson Irish & N crawler	1930-39	£3,900	£5,300	£9,600	£9,800	£11,200	NA
Fordson N crawler	1939-45	£5,700	£8,200	£18,700	£12,700	£15,700	NA
Fordson N RAF crawler f/winch	1939-45	£5,750	£9,200	£23,500	£14,200	£18,500	NA
Fordson E27N DG4 h-track p/p	1945-52	£5,100	£6,100	£8,200	£6,400	£10,400	NA
Fordson E27N DG4 h-track P6	1948-52	£5,900	£7,800	£12,100	£8,200	£11,800	£12,200
Fordson E27N Hi-clear p/p	1951	£6,200	£4,900	£8,200	£7,100	£8,600	NA
Fordson E27N E Full-track p/p	1950-52	£4,400	£16,000	£19,200	£12,800	£15,400	NA
Fordson E1A Major Half-track	1953-62	£3,600	£4,200	£11,400	£7,100	£9,200	NA
Fordson E1A Major J17 crawler	1953-64	£2,800	£3,800	£6,400	£4,600	£6,200	NA
Fordson E1A Major 'V' row crop	1955-64	£1,900	£2,900	£6,300	£4,100	£7,800	NA
Fordson Power Major H-track	1958-60	NA	£4,100	NA	NA	NA	NA
Power-Super-NP Major	1956-64	£3,800	£7,500	£12,900	£8,200	£14,200	£24,000
Dexta	1960-64	£5,900	£7,300	£12,100	£9,400	£14,800	NA
Super Dexta	1963-64	£5,900	£7,000	£14,500	£10,800	£16,200	NA
Ploughmaster 6/4	1962-64	£7,200	£13,000	£18,200	£16,000	£21,800	NA
Land Rover 109	1961-64	NA	NA	£14,500	NA	NA	NA
IH B-450	1963-70	£6,600	£9,200	£16,400	£13,200	£17,000	NA
IH B-614	1966-68	£6,800	NA	£18,400	NA	£16,000	£20,000
IH 634	1969-72	NA	£8,900	£18,700	£15,500	£18,200	NA
IH 444	1973-75	NA	£10,500	NA	NA	£14,500	NA
Ploughmaster 65	1964-68	£5,900	£11,500	£14,000	£12,900	£11,700	£19,400
Ploughmaster 90	1965-66	£7,400	£9,500	£16,500	£10,500	£13,200	£17,200
Ploughmaster 46	1966-72	£6,800	£8,000	£14,200	£10,750	£12,900	NA
Ploughmaster 75	1968-75	£4,200	£6,900	£16,500	£19,500	£14,650	NA
Ploughmaster 80	1968	NA	NA	£20,000	NA	NA	NA
Ploughmaster 95	1966-74	£7,600	£7,900	£16,600	£14,450	£19,700	NA
115	1968-75	£6,900	£8,600	£17,800	£12,600	£16,500	NA
115 High Clearance	1969-76	£6,900	£7,900	£16,100	£9,700	£10,900	NA
115 Long Wheelbase	1972	NA	£5,800	NA	NA	NA	NA
120	1971-83	£6,900	£12,600	£21,400	£13,900	£26,900	£31,000
94T	1971-75	£6,800	£9,800	£18,800	£9,800	£32,200	£34,900
105	1974-76	£5,300	£8,200	£16,000	£9,870	£15,700	NA
Ploughmaster 78	1975-83	£6,500	£9,600	£21,000	£12,800	£19,800	£30,200
98	1975-82	£9,650	£14,600	£23,400	£21,700	£25,600	NA
118	1976-82	£10,400	£15,900	£31,400	£26,200	£29,900	£32,400
780 & S	1979-81	£9,500	£11,500	£33,100	£24,600	£33,000	£36,200
980 & S	1979-83	£12,900	£15,000	£25,300	£19,000	£26,000	£34,200
116 Jewelltrac	1983-84	NA	£19,000	NA	NA	NA	NA
ROCK ISLAND							
F 18-35	1927-37	£1,850	£4,800	£10,300	£6,800	£10,600	NA
G-2 15-25	1929-37	£2,700	£4,700	£8,200	£7,400	£9,200	NA
ROLLO							
Croftmaster	1954-60	£650	£950	£1,900	£1,760	£1,980	NA
RUSHTON							
Rushton 14-28	1929-32	£14,000	£22,500	£26,400	£25,000	£31,600	NA
Rushton Roadless tracks	1932-37	£7,100	£14,300	NA	NA	NA	NA
SAME							
Sametto DA 25 (2WD)	1952-58	NA	£3,950	NA	NA	NA	NA
Sametto DA12DT 4x4	1953-56	£2,600	NA	NA	£5,500	NA	NA
Sametto DA25DT 4x4	1953-59	NA	£3,400	£5,400	NA	NA	NA
Leone	1962-72	£1,800	£3,900	£9,250	£6,400	£7,400	NA
Drago 4 x 4	1972-76	£1,900	£2,400	NA	£2,650	£3,800	NA
Saturano 80	1978-86	NA	NA	£3,500	NA	NA	NA
SAMSON							
Sieve-Grip 6-12	1916-20	£18,400	£27,500	£29,250	£67,500	NA	NA
Sieve-Grip 10/12-25/S-25	1917-20	£9,900	£24,500	£25,000	£21,500	£27,400	NA
Standard M	1919-22	£3,750	£5,738	£9,200	£6,700	£11,200	NA
SAUDERSON & MILLS & CROSSLEY							
Universal/Model G	1916-30	£19,760	£44,000	£54,000	£51,000	£51,000	NA
SAWYER-MASSEY							
20-40	1917-22	NA	£73,770	NA	NA	NA	NA
27-50	1917-22	NA	£47,842	NA	NA	£32,200	NA
11-22	1918-22	£12,760	£23,760	£37,700	£33,400	£40,000	NA
30	1910-27	NA	NA	NA	£145,350	NA	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
SCHLÜTER							
DZM25-DS15F/H	1938-56	£2,050	£4,800	£8,900	£4,900	£7,800	NA
AS222	1958-59	£3,400	£4,900	£7,000	£5,300	£10,400	NA
SEARS ROEBUCK							
New Economy	1938-40	NA	NA	NA	£1,300	NA	NA
SFV							
FV1 38-44	1946-50	£4,200	£6,800	£9,200	£8,800	£10,200	NA
201 25hp	1953-58	£2,000	£2,400	£3,800	£3,200	£5,400	NA
302 27-30	1950-58	£3,100	£4,100	£5,700	£4,900	£8,100	NA
401 40-45	1950-52	£3,900	£5,400	£8,700	£8,300	£9,800	NA
402 40-45	1953-58	£3,600	£5,600	£10,300	£10,900	£11,700	NA
551 55-60	1951-57	£8,900	£10,300	£11,200	£20,200	£24,200	NA
552 65hp	1957-58	£9,100	£12,500	£29,000	£16,200	£27,300	NA
Super 202 27hp	1958-60	£1,700	£2,400	£4,900	£4,100	£5,100	NA
403D 38-40 (some in Case colours)	1958-64	£3,600	£4,700	£10,800	£10,900	£13,600	£14,200
202 (some in Case colours)	1960-62	£2,300	£3,100	£5,200	£4,600	£7,400	NA
Super 204 (some in Case colours)	1960-64	£2,900	£4,200	£9,100	£10,800	NA	NA
SHEPPARD							
SD-2	1950-57	NA	£3,200	NA	NA	£7,410	NA
SD-3	1950-57	£2,900	£3,400	£7,400	£3,900	£11,342	NA
SD-4 Model 16 engine	1950-58	NA	NA	£8,865	NA	£9,120	NA
SILVER KING							
SR38	1937-39	£2,600	NA	NA	£3,900	£5,300	NA
SR42-234 (rowcrop)	1945-53	NA	NA	NA	NA	£4,600	NA
SINGER							
Monarch Mk3	1953-56	£960	£1,000	£1,700	£1,600	£2,000	NA
STEIGER							
1700-2200-3300	1963-69	£5,400	£6,100	NA	£6,700	£9,900	NA
Wildcat Series 1 & II	1969-76	£5,900	£7,100	£12,100	£8,400	£12,200	NA
Cougar Series II	1973-76	£6,700	£8,500	NA	£8,100	£11,800	NA
Cougar ST270 Series III	1976-83	£8,400	£9,830	£17,600	£9,700	£14,400	NA
Panther ST310 Series III	1976-83	£7,300	£10,500	£14,500	£12,300	£15,800	NA
STEYR							
180-180A	1947-59	£1,800	£3,800	£4,100	£3,400	£4,100	£4,200
80A	1950-56	£1,900	£2,950	£3,800	£3,100	£3,400	NA
84E	1956-64	£1,200	£2,000	£2,500	£2,800	£3,900	NA
280A	1958-72	£1,900	£2,200	£3,000	£2,800	£3,400	NA
188	1960-66	£1,550	£2,000	£3,100	£2,800	£3,400	NA
30B - 430B	1960-76	£1,600	£2,900	£3,300	£3,000	£3,400	NA
548 - 650	1968-81	£2,000	£3,700	£4,800	£4,600	£5,700	NA
JJ THOMAS							
95-100	1973-80	£8,900	£10,800	£17,400	£13,900	£17,500	£27,500
95-120	1980-82	£9,800	£10,600	£11,200	£11,900	£18,400	NA
THIEMAN HARVESTER							
Ford B & V-8 model	1936-40	NA	£3,100	NA	NA	£4,100	NA
TILLSOL							
18/30	1919-22	NA	NA	NA	£39,473	NA	£61,887
TRACK-MARSHALL							
Track-Marshall crawler	1956-59	£2,900	£3,200	£10,400	£5,500	£7,900	£10,000
55 crawler	1959-69	£1,800	£2,000	£8,100	£5,800	£6,900	NA
70 crawler	1961-69	£1,600	£1,700	£6,700	£5,900	£5,100	NA
TM 56 crawler	1970-75	£1,900	£2,800	£5,900	£4,200	£5,200	NA
TM 75 crawler	1970-81	£1,500	£2,900	£6,200	£4,100	£5,400	NA
TM 90 crawler	1970-80	£1,600	£1,900	£7,700	£5,600	£7,600	NA
TM100 Perkins crawler	1970-81	£1,700	£2,000	£7,200	£5,900	£8,200	NA
TM105 Ford crawler	1970-82	£2,200	£2,800	£6,900	£5,100	£6,900	NA
TM110	1982-87	£1,700	£2,700	£5,400	£4,400	£5,400	NA
TM120 with hydraulics crawler	1980-89	£1,900	£4,900	£7,900	£6,400	£8,200	NA
70 Britannia crawler	1981-89	£2,500	£4,900	£6,800	£6,200	£8,200	NA
TM135 crawler	1980-89	£2,400	£4,600	£7,600	£6,400	£8,100	NA
TM155 crawler	1984-96	£2,900	£5,000	£10,600	£7,600	£8,300	NA
TM200 rubber tracked	1989-92	NA	NA	£18,400	NA	NA	NA
TRANTOR							
Series One	1976-83	£4,700	£6,600	£12,700	£9,800	£10,850	NA
Series Two	1983-88	£5,900	£9,900	£15,700	£10,200	£11,200	NA
Series Two with loader	1983-88	NA	£6,200	NA	NA	NA	NA
TRUSTY							
Steed MK1 four-wheeler	1948-50	£550	£750	£970	£850	£1,100	NA



On 18 September 2019, this Sawyer-Massey 11-22 sold for £40,000 (grade 5).



In July, this non-running Turner Yeoman of England Mk3 sold for just £5,500.



This early Weeks-Dungray is thought to be the prototype. It sold in 2020 for £40,000.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
Steed Mk2	1950-57	£800	£950	£1,100	£1,000	£1,400	NA
TURNER							
Yeoman of England V-4 inc Mk2-3	1949-54	£5,200	£7,200	£16,250	£12,800	£17,200	£20,500
Yeoman of England V-4 Mk2-3 Hi-Clear	1951-54	£4,700	£6,100	£10,900	NA	£14,700	NA
TWIN CITY							
40-65	1913-20	NA	NA	NA	£68,300	NA	NA
16-30	1916-18	£26,500	NA	NA	NA	NA	NA
12-20	1919-28	£2,900	£6,900	£8,900	£8,200	£10,000	NA
17-20-35	1919-26	£8,000	£10,000	£12,400	£11,600	£15,000	NA
22-44	1919-26	£14,700	NA	NA	NA	£54,754	NA
18-28/21-31	1924-31	£3,100	£3,000	£7,200	£6,400	£8,100	NA
27-44	1926-35	£6,200	£8,400	£19,000	£10,400	£11,465	£12,800
KT & A	1929-38	£1,200	£1,800	£2,900	£3,100	£4,700	NA
MTA	1934-38	£900	NA	£4,400	NA	NA	NA
URSUS							
45hp C45/C451	1947-65	£4,200	£5,300	£9,300	£5,950	£8,900	NA
45hp Road Express	1950-58	£4,700	£6,400	£8,750	£7,200	£10,200	NA
C-355	1958-74	NA	£1,700	£2,900	£2,700	£3,400	£3,900
VALMET							
15 & A First production model	1952-55	£2,135	£2,900	£3,700	£2,400	£2,200	NA
361D	1961-64	£1,800	£2,600	£3,900	£3,300	£4,900	NA
VICKERS							
Vickers Aussie 15-30 MK1/2/3	1924-32	£10,900	£14,200	NA	£22,000	NA	NA
VR-180 crawler	1952-58	£5,100	£8,200	£12,750	NA	NA	NA
Vigor crawler	1958-62	NA	NA	£10,750	£9,100	£21,200	NA
GEORGES VIDAL							
Vineyard crawler	1931-38	£1,000	NA	NA	NA	£3,200	NA
VERSATILE							
D-100 - G-100 diesel & petrol	1966-67	NA	£3,900	NA	£6,400	NA	NA
D-118	1968-70	NA	£4,450	£4,000	NA	NA	NA
145	1968-71	£3,700	£4,950	NA	£6,300	£9,100	NA
700 Series 1	1974-76	NA	£6,900	NA	NA	NA	NA
VOLVO							
T-24	1952-6	NA	NA	£2,800	NA	£4,200	NA
650	1974-80	NA	£2,100	£5,700	£3,400	£9,750	NA
WAGNER							
WA9	1961-68	NA	NA	£8,200	£3,900	NA	NA
WA14	1961-68	NA	NA	£10,600	NA	NA	NA
WALSH & CLARK							
Cable and TE engine	1915-26	NA	NA	£58,000	£50,000	NA	NA
TE		NA	NA	£66,500	NA	NA	NA
WEEKS OF MAIDSTONE							
Simplex	1915-17	NA	NA	NA	£41,000	NA	NA
New Simplex	1917-20	NA	NA	NA	£38,500	NA	£46,000
WHITE							
MM A4T-Plainsman 1400-1600	1970	NA	£6,400	NA	£8,400	NA	NA
White Field Boss 4-150/180	1974-82	NA	NA	£7,950	NA	NA	NA
WHITLOCK							
Fordson Major Dozaloaders	1954-59	£1,400	NA	NA	NA	NA	NA
Fordson Major Power Shovel	1960-5	£1,250	£2,400	NA	NA	NA	NA
105 P/Force 3000 L/Backhoe	1965-71	£1,000	£1,900	NA	NA	NA	NA
405 grab loader (F 5000 based)	1965-67	NA	NA	£6,200	NA	NA	NA
105 IH B-414 L/backhoe	1966	NA	£1,250	NA	NA	NA	NA
WINGET							
Winget	1965-69	£620	£950	£3,200	£1,000	£2,700	£5,200

NEXT ISSUE: ZETOR | ALLIS-CHALMERS | ALLDAYS & ONIONS | ATLAS TOPP-STEWART | AULTMAN TAYLOR | AUSTIN | AVERY

October

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

25-28 – Collective Online Timed Auction of Agricultural Machinery. Joyce Pullin, **voycepullin.co.uk**

25-1 Nov – Online Auction of Tractors, Vehicles, Fencing Equipment etc. Pentland Livestock Ltd., **pentlandlivestock.co.uk**

25 – Online Farm Dispersal Sale. Glenlivet, Ballindalloch. Aberdeen & Northern Marts, **anmarts.co.uk**

28 – Online Auction of The Dunlavy Antique Tractor Collection. USA. Aumann Auctions, **aumannvintagepower.com**

29 – Wessex Machinery Sale. Southern Counties Auctioneers, **tel: Simon Whaley 07971 571612.**

29 – Cornwall Online Machinery Collective Auction. Edward Buckland, **edwardbuckland.co.uk**

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

29 – Online Barn Sale. Wellers Auctions, **wellersauctions.com**

29-8 Nov – Timed Auction of Machinery, Straw & Forage. Brown & Co., **brown-co.com**

29 – Cornwall Online Machinery Collective Auction. Edward Buckland, **edwardbuckland.co.uk**

30 – Collective Sale. Chepstow, Monmouthshire NP16 6BE. Gwilym Richards, **tel: 01600 860300.**

30 – Sale of Vintage & Classic Tractors, Tractor Spares, Stationary Engines, Seats, Enamel & Tin Signs & Other Collectables. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co. **01531 631122.**

30 – Collective Machinery & Equipment Auction. Near Daventry, Northamptonshire. Howkins & Harrison, **tel: 01788 564746.**

November

1-9 – Online Timed Collective Auction of Vintage, Classic & Collectable Machinery & Effects. Symonds & Sampson, **symondsandsampson.co.uk**

3 – Online Sale of Farm Machinery, Contractor's Plant, Vintage Machinery & Equipment. Durrants, **durrantsauctions.com**

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

5 – York Machinery Sale – Timed Online & Live. York Auction Centre, Murton YO19 5GF, **tel: 01904 489731, ylc.co.uk**

6 – Dispersal Sale of 50 Tractors. Nailsea, Bristol. H J Pugh & Co., **tel: 01531 631122.**

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

6 – Collective Sale. Hexham Auction Mart, Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts, **tel: 01434 605444.**

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

9-12 – Timed Online Auction, Plant, Machinery & HGV. Brightwells, **brightwells.com**

10 – On-line Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, **harrisonandhetherington.co.uk**

10-15 – Online Timed Auction of Machinery & Fodder. Hassall Brothers, **hassallbrothers.co.uk**

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

12 – Sale of Horticultural Machinery & Garden Tools. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh, **tel: 01531 631122.**

12-13 – Online Auction. Mathewsons, **mathewsons.co.uk**

13 – 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.**

16 – Dispersal Sale of Tractors, Combines, Potato Growing Harvesting & Storage Equipment, Arable Equipment, Tools & Spares. Town Farm, Castle Frome, Ledbury. H J Pugh & Co., **tel: 01531 631122.**

18 – Toy & Transport Auction. Burwash Road, Heathfield, East Sussex TN21 8RA. Watsons Auctioneers, **tel: 01435 862132.**

18-19 – Timed Online Auction of Plant, Farm Machinery & Tools, Including Rural & Domestic Bygones. Clitheroe Auction Mart, **tel: 01200 423325, auctionmart.co.uk**

20 – Sale of Implements, Plant, Machinery. Bailechaul Road, Dingwall IV15 9TP. Dingwall & Highland Marts, **tel: 01349 863252.**

22-30 – Online Timed Collective Auction of Farm Machinery & Effects. Symonds & Sampson, **symondsandsampson.co.uk**

24 – Online Auction of Automobilia, Bikes & Cars. H & H Auctioneers, **handh.co.uk**

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

26 – Online Barn Sale. Wellers Auctions, **wellersauctions.com**

26 – Cornwall Online Machinery Collective Auction. Edward Buckland, **edwardbuckland.co.uk**

28-5 Dec – Automobilia Auction Online. H & H Auctioneers, **handh.co.uk**

29-2 Dec – Collective Online Timed Auction of Agricultural Machinery. Joyce Pullin, **voycepullin.co.uk**

December

1 – Collective Machinery Sale of Tractors, Machinery, Horticultural Equipment & Miscellaneous Items. Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt, **tel: 01278 410278.**

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.

In the next issue...

**DECEMBER
2021**
issue on
sale Friday
19 November



WHICH MF MODEL?

A Massey Ferguson model will often present itself as a 'safe bet' when opting to buy a used tractor, but which one should you choose? We take a look.



STILL PUTTING IN A SHIFT

The 4/65 may not be everyone's favourite Nuffield model, but it does have its plus points, as Willie Carson discovers when he talks to Henry Shannon.



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Jonathan Whitlam's journey through the Series 10 years continues with Ford's introduction of Force II – the range that spawned the legendary 7810.

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109650

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110457

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110459

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109654

FERGUSON TE-20



£2,500. Complete with Perkins P6 and Howard reduction box. Runs well, engine block has frost damage. Please call 01606 592639, West Midlands.

109772

FIAT 411R

£2,850. An iconic little diesel Fiat, with a 40HP 4-cylinder diesel engine. Please call 07966881985, South West. (T)

110554

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

Piet Verschelde.com

Antique Tractors

PIET VERSCHELDE, Mannebeekstraat 1, 8790 Waregem Belgium



John Deere 720 – 1956 – restored – power steering



Vierzon 551 – with factory winch – 1954 – restored



Ford 5095 4WD – 1970 – very good runner



Lanz D2416 – 1957 – engine overhauled



John Deere Lanz D5006 – 1960 – restored



John Deere D 1945 – restored



Case 50 hp steam tractor – 1921 – very good boiler



Allgaier A22 good runner – 1952



Porsche Junior fully restored

WE SHIP WORLDWIDE

For more tractors www.pietverschelde.com or info@pietverschelde.com
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FIELD MARSHALL SERIES 1



1945, £12,000. In good order, used for shows. Please call 01237 422981, South West.

110453

FIELD MARSHALL SERIES 1

£12,995. This Field Marshall starts very easily on the handle and runs and drives well. Please call 07966881985, South West. (T)

110552

FIELD MARSHALL SERIES ONE



£18,000. SH/2151 Crawford Restoration, registered, VGC, lights, high top gear, canopy, PTO, new tyres. Please call 07774 058516, South East.

109830

FORD FERGUSON



1946, £2,800. Excellent original condition new tyres. Please call 07536 975561, South West.

110198

FORD 3600



£2,500. All mechanics ok, starts and drives well, needs tidying up. Please call 07821184799, South East. (T)

110557

FORD 4000



£5,000. Ford 4000 runs, drives, hydraulics, PTO work. Old and tired, for restoration. Please call 07821184799, South West. (T)

110558

FORD 2000 DEXTA



£3,500. Petrol, runs well, rare model, in good working order. Please call 07778 525037, South East. (T)

110563

FORD 5095



POA. 4WD, very good runner. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

110620

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

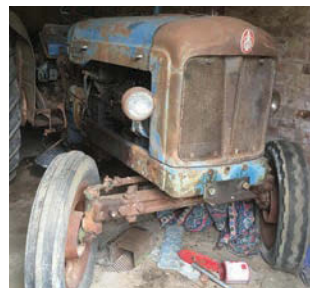
FORD 8630



1994, £26,000. Dual power, two wheel drive. Very good original condition. Please call 01606 592639, West Midlands.

109773

FORDSON POWER MAJOR



£2,000. Runner, complete. Please call 01733 241857, East of England.

110462

FORDSON POWER MAJOR



£2,650. Complete with front loader. Very good condition, good working order. Please call 07778 525037, South East. (T)

110564

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.



FORDSON E27N



1949, £4,600. Full electrics, hydraulics and gen top link. Belt pulley, PTO, V5, as new tyres, rebuilt mag and water pump, good rad. Excellent starter and runner. Please call 01732 850797, South East.

110601

FORDSON MAJOR



POA. Ex petrol/TV0. 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 E27N



£2,600. Petrol paraffin. Complete with Hesford winch. Please call 01606 592639, West Midlands.

109770

FORDSON DEXTA



1958, POA. Good starter and runners, tyres and bodywork in good condition, needs some minor attention. Includes spare exhaust, parts for steering and front axle. Please call 01625 420497, West Midlands.

109650

FORDSON NP SUPER DEXTA



£3,500. Fitted with Lambourn safety cab, re-rubbered windows. Live drive clutch completely re-wired. New king pins, bushes, wheel bearings and track rod ends. Tidy little tractor, good starter and runner. Please call 01848 330855, Scotland.

109676

FORDSON SUPER DEXTA



1961, £3,500. Serial number 717772. Refurbished and fully working. Stored under cover. Inc dust cover. Also available at extra cost: Harrow, cultivator, subsoiler attachments. Please call 07854 170538, South East.

110097

FORDSON POWER MAJOR

FORDSON N



1945, £3,300. April 1945 lec/loddon vapouriser, original reg and logbook, excellent working order, many new parts and tyres fitted. Tin work sound and untouched. Please call 07930 272250, Yorkshire and the Humber.

110192

FORDSON MAJOR DIESEL



1953, £5,000. With V5 runs drives great. Diesel original engine. Fully refurbished injection pump. Please call 07977 596211, North West.

110193

GUALDI 30



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

110609

INTERNATIONAL 574



£5,000. Forty four years and only two owners. Has a V5, runs very well, all original. Please call 07949 974922, Yorkshire and the Humber.

110449

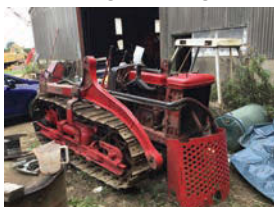
**INTERNATIONAL HARVESTER
HYDRO 84**



£7,500. Older restoration but wings, roof and bonnet brush painted. Just over 8,200hrs and all working with no leaks, missing diff lock pedal. No steering play, used mainly as hedge cutter. Please call 01787 222378, South East.

110452

INTERNATIONAL BTD6



1950, £1,100. Restoration project, unfinished due to ill health. New rams and seals, relined main clutch and brakes, gearbox rebuild, new seat and arm rests and various tin work replaced. Please call 01482 881131, Yorkshire and the Humber.

110458

INTERNATIONAL BW6



£5,500. This is a very rare British tractor only 275 produced. It is the TVO version of the BWD6. A lot of time any money spent on restoring it. Engine rebuild, new tyres and tubes. It also has pulley, hydraulics, Pto all work. Runs beautifully on both fuels. Only one job left lights need wiring. Drives very well. Please call 07759 254695, South West.

110463

INTERNATIONAL B275



£4,300. Restored in 2018, every nut and bolt. Engine restored, new pistons, big end bearings, etc. New tyres, new mud guards, V5 and taxed. Show condition. Please call 01485 579366, East of England.

110605

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 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

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 B275**

£4,800. Fully restored, new tyres and mudguards. Excellent condition, road red and taxed. Rebuilt with every nut and bolt plus new lights. Please call 01485 579366, East of England.

109835

INTERNATIONAL 434

£1,750. In need of restoration. Starts and runs well. In need of new water pump. There is no V5. Please call 07896 549859, South West.

110190

JOHN DEERE 4520

1970, POA. Rare tractor, Excellent condition throughout, stored in farm building. Used lightly for tractor runs and rallies. Original radio, good tyres. Starts and runs well with good brakes. No VAT. Please call 07977 987494, South West.

110448

JOHN DEERE 2130

£6,999. john deere 2130 2wd tractor opu cab power steering 5132 hours front weights 80hp 1976 year very clean out of genuine farm sale. Please call 01249 740377, South West.

110544

JOHN DEERE 2140

£7,999. john deere 2140 xe 2wd tractor 1984 sg2 cab power steering gear stick on the floor 9112 hours 80 hp out of genuine farm sale. Please call 01249 740377, South West.

110549

JOHN DEERE 2650

£14,999. john deere 2650 4wd tractor one owner from new 1991 with quicke 3301 power loader 12190 hours 80hp out of genuine farm sale. Please call 01249 740377, South West.

110550

JOHN DEERE B ROWCROP

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

110560

JOHN DEERE 420 C

POA. Imported from Canada about 8 years ago. Barn stored, ill health forces sale, a rare tractor in UK. Please call 01353 721454, South East.

110606

JOHN DEERE 730 D

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

110608

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 West.

109652

JOHN DEERE 720

1956, POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

110627

JOHN DEERE D

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

110628

JOHN DEERE LANZ D5006



1960, POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)
110629

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 2450



1989, £9,750. Four wheel drive, MCI cab, new rear tyres, 50% front tyres, 70hp, pick up hitch, power syncro, floor gear change. Starts first touch, a very handy sized four wheel drive tractor with a turning circle of a two wheel drive. Very reliable and basic to operate with no electrics. Please call 07790 727475, Ireland.
109848

JOHN DEERE 820



£7,000. V4 starting engine, Power steering, Powr-trol hydraulic services , Black dash, Serial no. 8206787, Operators and service manuals. In excellent original band 3 condition. Please call 07879 642861, Scotland.
110096

KUBOTA B1702B



Great smallholders outfit. Please call 01458 269210 / 250978, South West.
110542

LAMBORGHINI 2R



POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)
110617

LANDINI L25



POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)
110612

LANDINI L35



1956, POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)
110614

LANDINI 4.090



£28,500. 4WD. Please call 01539 620636, North West. (T)
109765

LANZ D2416



1957, POA. Engine overhauled. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)
110630

LEYLAND 384



£3,800. With loader. Power steering, pickup hitch, working order. Please call 07977 278593, South West.
110446

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**



LEYLAND 154



A very rare and hardly used tractor, history known. Please call 07821184799, South West. (T)
110559

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)
110562

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 M



£25,000. With winch. In good order. Please call 01237 422981, South West.
110454

MASSEY FERGUSON 35

£3,350. A genuine petrol/two Massey Ferguson 35 which would make a very useful addition to a smallholding, fitted with a loader and fork. Please call 07966881985, South West. (T)
110545

MASSEY FERGUSON 35



£10,000. With Gardner 4LK engine. Please call 07979 856122, North West.
110604

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 130



£4,750. Tidy and runs well with V5. Ideal for shows and road runs. Sound tyres, 50% rears, 80% fronts. Swinging drawbar. Please call 07976 989035, Yorkshire and the Humber.
109871

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

**MASSEYMASSEY
FERGUSON 200B CRAWLER**



£2,000. Not been used for a while, will start and move. Please call 07860843341, West Midlands.

110191

MASSEY-HARRIS 5500



1951, £5,500. Excellent condition after restoration. Starts and runs well. Ideal for shows. Please call 01452 722886, South West.

110195

**MASSEY-HARRIS
PACEMAKER**



1938, POA. Starts easy and runs well. Please call 01409 261345, South West.

110455

MASSEY-HARRIS 33 DIESEL



1953, Complete with 3-point linkage with both foot and hand clutch. Collection only. Please call 01409 261345, South West.

110456

MASSEY-HARRIS 102



POA. 4 cylinder petrol paraffin. Please call 01606 592639, West Midlands.

1109769

MCCORMICK X4.35



2016, £27,000. Wide tyres, mint condition, massive saving on new price. Please call 01539 620636, North West. (T)

1109758

MCCORMICK CX 110



2010, £26,500. One owner from new, very clean condition, power shuttle. Please call 01539 620636, North West. (T)

1109759

MINNEAPOLIS MOLINE GTS



Offers. Complete, good tin work and tyres. Please call 01733 241857, East of England.

110460

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.

1109644

SALE Highlight



DAVID BROWN 780 & IMPLEMENTS

This project to create a representation of hay making in the 1960s and '70s began 10 years ago.

The tractor was purchased by its first owner in the Brecon area in 1971 and has remained in the local area ever since. Having purchased it, the present owner set about overhauling the engine and the clutch, as well as improving the hydraulic system. Working for and with Peter Williams of David Brown Parts Ltd. has enabled the owner to source original parts, which have enhanced the finish of both the tractor and implements.

The first implement to be restored was the hydraulically-driven, mid-mounted mower, and this was followed by the New Holland crimper. The restoration of this involved sourcing parts from the USA, including the authentic tyres, which are not available in the UK.

The DB L7 loader was eventually found and both it and the Perry bale grab have been restored with the correct decals. To complete the project, David Brown rear wheel weights were fitted.

This well-restored collection is now being offered for sale together with instruction and parts manuals, in the hope that an enthusiast will appreciate the rarity of the implements attached to the tractor and the story behind the acquisition of the whole collection from an iconic era.

Price: £17,000 Tel: 07966 208701



FORDSON SUPER DEXTA



1961, £3,500. Serial number 717772. Refurbished and fully working. Stored under cover. Inc dust cover. Also available at extra cost: Harrow, cultivator, subsoiler attachments.

Please call 07854 170538, South East



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Martin Parker Agricultural Engineer



David Brown 990 c/w Boughton winch & front loader. 2000 hours, GWO, £4,000 no VAT



Massey Harris 701 Baler Armstrong Siddeley Diesel GWO very Original. £2750 no vat



International B64 trailed combine, excellent condition GWO, £3750 no vat



John Deere B rowcrop early restoration original import. £3750 no VAT

New look website www.parkervintagebucks.com

Tractors

Fordson N for restoration 28" rear wheels. £1250 no vat

Ford Ferguson 9n good ex Farm for restoration. £2000 no vat

Implements

Massey Harris 701 Baler Armstrong

Siddeley Engine GWO. £2750 no vat

International B46 Baler GWO used this year. £650 no vat

Ransomes hexatrac TS69 4t trailed Plough, rubber tyres. £1750 no vat

Massey Ferguson 30 drill vgc. £350 no vat

Massey Harris 2t trailed Plough. £400 no vat

Pamler 2m grass Harrow. £800 no vat

Lister Cockshut 3 Furrow trailed Plough complete for restoration. £350 no vat

Ransomes 4 Furrow trailed Plough for restoration. £400 no vat

**NEW AND SECOND HAND SPARES FOR
ALL MAKES OF TRACTOR SUPPLIED**

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EMAIL - martinparker53@btinternet.com
New Website www.parkervintagebucks.com

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machinery, working engines,
commercial vehicles and
horticultural equipment at
Newark Showground.**

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- Bid in the Saturday Auction
- Rummage at the Sunday SortOut
- Commemorate Remembrance Sunday with our special service

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Advanced tickets £12 per day. Weekend passes and camping tickets also available.

Special anniversary collections of: Grey Ferguson TE20,
Fordson E27N, Ford 7000, David Brown 990, Fordson 500

**Something
for every
generation!**

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



MITSUBISHI MTE1800DT 18



£5,950. 22hp. Please call 01458 269210 / 250978, South West.

110540

NEW HOLLAND TD5010

year 2012 on 62 plate 2 owners from new done 441 hours shuttle box radio like new. Please call 01249 740377, South West.

110543

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

NUFFIELD UNIVERSAL 3



1959, £6,000. V5, all original, rear tyres 90%, front tyres 65%, fully restored, starts well, prize winner at show. Please call 01250 875732, Scotland.

109845

NUFFIELD P4



£5,000. Perkins, fully restored, starts first time even from cold, new timing chain, two new front tyres, rear tyres 75%. Please call 01250 875732, Scotland.

109646

NUFFIELD 10/60



1969, £3,995. Vgc just restored, loads if time money and new parts, inc tyres, battery etc. V5 with age related number. Please call 07837825474, South East.

109944

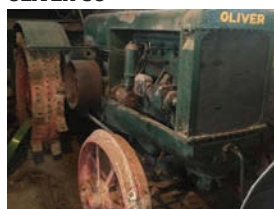
NUFFIELD LEYLAND



£1,900. Working order, recently had a new fly wheel, new clutch, new starter motor and heater plugs installed. Rear back right tyre cracked and slightly smokes when started. Please call 07840 904902, South East.

110102

OLIVER 90



Offers. Self-starter fitted. Original log book and registration. Please call 01733 241857, East of England.

110461

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)

110611

PORSCHE JUNIOR



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

110621

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 front 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 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

VIERZON 201



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

110623

VIERZON 551



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

110626

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 toppler / roller / chain harrow / rotovator etc. Fully checked over and ready for work!. Please call 01458 269210 / 250978, South West.

110538

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 toppler / roller / chain harrows / rotovator etc. Please call 01458 269210 / 250978, South West.

110539

YANMAR YM2020DT



£6,500. in running order. Please call 01458 269210 / 250978, South West.

110541

MACHINERY & EQUIPMENT

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)

110616

ALLIS CHALMERS ALL CROP 60 HARVESTER



£390. Fitted with the Allis B engine, comes with the v belts and front conveyor belt. Operator's manual and parts book. Please call 07835 071745, West Midlands.

108072

ALLCHIN 3" SCALE TRACTION ENGINE



£6,900. All complete and in good working order, steel boiler and strakes with 4 wheel ride on trailer. History and all paperwork available. Please call 07770 394267, Wales.

108101

ANCIENT TURNER FLAILMOWER



POA. Ancient Turner 22" flail mower. Three forward gears and reverse. Kohler engine, starts and runs well. Drive needs attention, possibly belt. No missing flails. Please call 01892 750326, South East.

107779

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

BROWNS 56 BALE SQUEEZE



£700. Good solid trailer, good tyres and lights, comes with spool valve. Please call 07789 815891, North West.

110434

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

BRITISH ANZANI IRON HORSE



£550. Two wheeled tractor with single furrow plough attachment. A pair of lugged iron wheels. Please call 07788 269485, South East.

110179

BRIAN JAMES TRAILER



2018, 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

CURTAIN SIDED TRAILER



£495. Four wheeled curtain sided trailer. 8ft 6" x 4ft 6" with turntable. Galvanised with front, back, floor and roof in aluminium. Ideal horticultural. Please call 01362 820629, East of England.

110441

CROSSLEY GAS ENGINE



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

110618

DRILL TRAILER



£275. Drill trailer for beet drill, etc. 20ft bed. Please call 07831 541937, West Midlands.

110430

FERGUSON HOP YARD MAN PLATFORM



£2,000. Fits on loader. Also wan Dexta, may exchange, WHY?. Please call 01694 751287, West Midlands.

108273

FERGUSON T20 PLOUGH



£250. Good condition. Worked okay when last used. Please call 01460 220625, South West.

108092

FERGUSON SPRING TINE CULTIVATOR

£350. With 9 tines. Please call 01363 772965, South West.

108633

FERGUSON CULTIVATOR

£120. Ferguson 9 tine cultivator. Also, Austin A30 engine, £100. Please call 01302 771550, Yorkshire and the Humber.

108485

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

FISHER HUMPHRIES THRESHING BOX



POA. This machine was bought by my father in 1952 and did local farms in the area. Will run if needed. Please call 07899 101261, Wales.

107997

FELLA DRUM MOWER

£1,500. 1.87, off small farm, two boxes of new blades, new PTO, very good condition. Please call 01777 248357, East Midlands.

108082

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

GARRET BOILER

£2,200. 2021 6 inch Garret boiler, driven NaN miles, all ready for you to start your project. Professionally made and certified. Please call 07549 421687, Yorkshire and the Humber.

107825

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

HOWARD ROTOSPIKE



£200. 80", in need of some TLC. Please call 07971 412497, South West.

108857

HALLS TIPPING TRAILER



£995. 1.5 ton, very little use, paint still on the floor. Please call 07768 891320, West Midlands.

108957

HONDA DIESEL GD320



£675. Power pack for log splitter or bale wrapper, etc. In good order. Please call 07831 541937, Wales.

110429

HOBBS OPEN CRANK



£2,500. Hit and miss, petrol/paraffin, BHP 3.25, rally condition. Please call 01382 534554, Scotland.

109854

HAYTER TOPPER



£50. Old Hayter topper, three rotor for T20 or similar. Needs restoring. Please call 01373 834458, South West.

109733

HORSE-DRAWN WATER CART



£400. Horse-drawn Water Cart converted for towing behind steam vehicle. Chassis in need of restoration. Sound tank. Buyer collects. Please call +447754637460, South East.

109637

HOWARD GEM ROTAVATOR



1980, £995. Howard gem rotavator Kohler 12hp petrol engine fitted with pick tines and a set of flat tines included in the sale. Only two owners from new in good condition and comes complete with the original operators manual and parts books. Please call 07765 425142, West Midlands.

109942

HOWARD SUPER GEM ROTAVATOR

1980, £595. Howard Super Gem Rotavator Kohler 12hp petrol engine Good tines. Please call 07765 425142, West Midlands.

109943

INTERNATIONAL ENGINE



£600. Closed crank horizontal engine. Wico mag. driven by chain conversion. With starting handle. Please call 01382 534554, Scotland.

110444

JANSEN GTS-1500-E CHIPPER



POA. Good, clean condition. Very little use, comes with new spare set of cutter blades. Please call 01472 815988, Yorkshire and the Humber.

110481

KVERNELAND MATCH PLOUGH



£1,000. With trash skimmer and disc skims. Also spares and marking out poles. Please call 07546403535, South East.

108470

KIDD ROTAFLAIL



1969, £1,100. 48 inch offset. Runs very smooth. Pick up hitch, owned since new, used for 9 seasons then barn stored and used occasionally for zero grazing. Please call 07929 773569, North West.

108326

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 B



1943, £375. 5 h.p. driving 24" blade saw bench. All mounted on trolley. For sale as complete unit. Spare blade, belt, starting handle and instruction book. Please call 07787 901497, South East.

110447

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 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 JUNIOR SHEEP SHEARING SET



£500. Enclosed crank. BHP 3.5. In good condition. Two shearing sets powered from fly wheels. Only one flexible cable, no hand pieces. Please call 01382 534554, Scotland.

109855

LISTER B JUNIOR



£300. Runs well and mechanically sound, stored inside. Please call 01794 388612, South East.

110105

FERGUSON 780 COMBINE HARVESTER



POA. For restoration. Perkins L4 diesel engine. Please call 07379 129442, Yorkshire and the Humber.

110100

MASSEY FERGUSON WAGON



1979, £3,500. Very little use, always stored under cover, everything on it is original - wood, metalwork and even the tyres. Please call 07833 994397, South West.

109831

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

MERLIN PORTABLE



1935, POA. Good boiler. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

110610

PETTER M



£400. Enclosed crank vertical engine, tank cooled. 5HP. With mag. No starting handle. Please call 01382 534554, Scotland.

110445

PETTER 8HP



£1,200. I have 2 Petter 8HP engines. Both engines were running 2 years ago. I would like £1200 for the 2 engines or ono. Please call 07521 637223, South East.

110451

PETTER A2



£225. Serial no. 404033RS, sold to Wingets in 1948, 6HP, 1250rpm, reverse rotation. Please call 07901 665688, South East.

109643

PETTER LISTER

£80-£260. Petter A1, 1947, on trolley, good runner, £80. Lister Hi Water pump with galv tank on hardwood trestle, £250. Please call 01733 236135, East of England.

109836

PETIT 3 TON GRAIN TRAILER



£2,150. In great condition all round, dry stored. Please call 07805 850444, South East.

110094

PIERCE ROOT DRILL



£300. Tractor mounted Victor No5 drill. Complete and in good working order. Would make a great addition to a vintage tractor at a rally. Please call 07772 053322, North West.

108163

PLANER AND THICKNESSER



£100. Antique on wooden bench cupboard with attachments. Original leaflets. Please call 07790 022823, North West.

109042

RANSOMES TS90 THREE FURROW PLOUGH



£525. In working condition with depth wheel. Please call 07546 294528, East Midlands.

108073

RUSTON BUCYRUS 19RB



1949, £4,500. Face shovel on the button. Buyer to collect. Please call 07831 726540, North West.

107881

RUSTON HORNSBY PT

£150. On trolley. Please call 01234 870343, East of England.

107715

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

RICK KERRY LTD THRESHING MILL



POA. 30" Drom, fully restored, price negotiable. Please call 00353 568 834162, Ireland.

109743

RANSOMES T90 PLOUGH



£850. 4 VCN furrows, depth wheel, set of disc coulters to fit. History known, set up and ready for work. Lots of new metal. Please call 01772 682358, North West.

109834

RANSOMES TS86



POA. TS86 complete and ready. Choice of bodies TCN or special Ransomes factory competition bodies (not RWM) made for TS86. Height adjustable front body/wheel. Available with or without disc adjusters. Shining. Please call 07895 473683, Ireland.

110095

RANSOMES FOUR FURROW TRAILING PLOUGH



POA. Excellent iron parts and in excellent working order. Used last eight years at Dorset Steam Fair. Please call 07966 511493, South West.

110176

STUART ENGINES

Eight Stuart engines for sale, some cased, all excellent and cheap. Please call 01753 672933, South East.

109840

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

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

TYE TRAILER



£850. Original condition with grain extensions. Kept under cover. Please call 07730 440418, Yorkshire and the Humber.

109644

TRACTOR PULLING SLEDGE



£425. For mini tractors. Needs brake pipes making up and overhaul. Been stored up for a couple of years. Good fun when in use. Please call 07942 253929, East of England.

109653

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

WADE DRAG SAW



£500. Horizontal enclosed engine. Requires pulley. Includes 1 saw blade. Please call 01382 534554, Scotland.

110442

WEBB 6 ROW BEET HOE

£150. Front mounted tractor beet hoe with disc coulters. Please call 01205 870017, Yorkshire and the Humber.

107725

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

WAY/DOCK TRAILER



£500. More than one available. Ideal for shepherd hut base. Trailers on rubbered wheels. Length 9ft x width 3ft 7in. Please call 07901 600259, Yorkshire and the Humber.

107885

TRUCKS

AWD TL



1992, £3,500. Older 4 horsebox body. Side and rear ramps. Access door, fibreglass roof. Perkins phaser engine, plated and then SORNED as no horses. Dry stored, suitable for conversion. Please call 01474 814476, South East.

109887

BERNA L4



1958, £14,500. As featured in CVC. Dry stored, all good tyres, front tyres almost new. Hardwood deck. Accommodation box removable. Drives very well, starts easily. Please call 07748 982138, South East.

110594

BRISTOL



1957, £25,000. This vehicle is sold with a Bristol trailer with full living quarters and had a full engine rebuild. Please call 01938 570444, Wales.

110298

DODGE KEW



1957, 102917 miles, £15,000. Excellent ready to show condition. Full photographic renovation history was also featured in this magazine in October 2008. This is a rare vehicle in the best condition. Excellent runner. Please call 01773 418859, West Midlands.

110113

ERF TWIN STEER



1969, £6,500. T/Unit, Gardner 180 engine, ex Sutton lorry, runs and drives. Also Scammell 36ft Tandem Flat in very good condition at £2,500. Please call 07759 473380, Yorkshire and the Humber.

110303

ERF B SERIES



1975, POA. 8 x 4 flatbed, Gardner 180 engine, 9 speed Fuller gear box, double drive rear axles. Please call 07979 366526, South West.

109945

FODEN ALPHA



2005, POA. Foden 6x4 rubber suspension, Hyua skip loader. Please call 00353 086 2546403, Ireland.

110223

FODEN S21



1965, 92000 miles, £7,500. 150 Gardner engine, 12-speed gearbox, new tyres, new battery, brakes relined, spring brakes fitted for extra safety, good running order. Selling due to ill health. Please call 01538 300392, West Midlands.

109881

FORD CARGO



1993, £5,500. Iveco Cargo tipper, TSE-15. 1.5 ton with crane. Tarmac shutles, six cylinder e gear box with Benford MBR71 pedestrian patching roller e trailer both in good order. Please call 07981 213648, East Midlands.

110310

FORD 400E



1959, £7,950. Reliable truck, rear step and towbar. Excellent tyres etc. Original reg number. Please call 07968 401316, Yorkshire and the Humber.

110319

TRANSPORTATION



Tractor and Machinery
transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

INTERNATIONAL S1700



1987, 29000 miles, £11,000. Ex US Air Force recovery truck. No MoT required. Plated at 12 ton but could be downrated to 7.5 ton, International V8 diesel engine. Auto gearbox. No rust. Please call 01482 822166, Yorkshire and the Humber.

109670

IVECO 180 EL 24



2003, 190000 miles, POA. 15 ton plated. MoT March 2022. 240HP engine, 9-speed manual gearbox. Air suspension all round. Platform 18' 16" long by 8' 2" wide. Immaculate cab. Rare vehicle. Please call 01286 650241, Wales.

110308

LDV PILOT



1996, 11714 miles, £2,750. Recent repaint and welding to floor. MoT till 2022, four owners from new. Tow bar, bulkhead, ply lined, good work horse or show. Please call 07860 473298, East of England.

109675

SAURER 2DM



1968, £14,000. 12 tonne Swiss army truck. 8/1 litre derv, power steering, air assisted gear change and handbrake, exhaust brake, under floor winch, good all round condition, British registered. Please call 07774 225375, Yorkshire and the Humber.

109908

SEDDON



1998, 526414 miles, £6,000. Seddon Atkinson, 17-340m. 4x2, 12months MOT, Cummins engine, 16 speed, air suspension, Sleeper cab. Please call 07926 067452, West Midlands.

110593

SEDDON



1998, 380000 miles, £5,000. Seddon Atkinson T5 Strato Tipper. Cummins/Eaton drivetrain. Wilcox body with grain-hatches. Edbro ram. Emino exhaust. VBG drawbar coupling. Trailer air brakes. One owner. MOT 31/1/22. Chieftain 2-axle 10t trailer also available. Please call 07900 687125, South West.

109946

VOLVO FM



2004, POA. FM12 460. 4x2, 2 owners from new. Rated at moment 31 tonnes. Air Con. Tipping Gear. Alloy wheels. 12 months MOT 581,200 km. Well cared for, used only for own farm. Genuine reason for sale. Please call 07977 460341, North West.

110589

WHITE ROAD COMMANDER 2



1983, 202251 miles, £25,000. Rare right hand drive Cat engine, Road Ranger gearbox, original rear axle, new interior, fully rebuilt. 38,000 tons plated. Please call 07831281567, South East.

110469

PARTS AND ACCESSORIES

ALLIS-CHALMERS HUB CAPS



£25. Pair of Allis hub caps. Please call 07717 127970, East of England.

109051

AMANCO IGNITERS

POA. Rebuilt. and overhauled. Refurbed. I also check over RSI magnetos Now is the time to get these things done as I am quiet at the moment. Also engine handbooks for sale. Please call 01872 273388, South West.

107724

AUTOMATIC STABILISING BAR



POA. For match ploughing. Will fit any tractor. Please call 07527 066700, Wales.

110433

AVON RIDE TRAILER COUPLING



£100. With brake assembly, two ring couplings, can convert to ball hitch. Please call 07790 022823, West Midlands.

109657

BROWNS FLAT 8 BALE GRAB



£250. Cone and pin brackets. New pipes and fittings. Please call 07789 815891, North West.

110101

BALER GUARDS



£60. Bamfords BL48 Guards as shown. Used. Please call 01889 500303, West Midlands.

110180

BALER JACK



£60. Bamfords BL48 Baler and FS1 Manure Spreader Jack assembly. Used. All works not bent c/w pins. Buyer to collect. Please call 01889 500303, West Midlands.

110185

BAMFORDS BL48 GEARBOX



£330. Bamfords BL48 and BL50 Used Gearbox from a working baler. Please call 01889 500303, West Midlands.

110182

BALER SWEEP ARM



£144. Bamfords BL48 and BL50 Sweep Arm and Drive Rod. Used and as removed from working baler. Buyer to collect. Please call 01889 500303, West Midlands.

110183

BF GOODRICH TYRES



£170. Two BF Goodrich 600 x 19 front tractor tyres and tubes. Bought some years ago but never used. Please call 07592 725537, South West.

109849

BEDFORD O/B BUS

1940s, POA. Rolling chassis on wheels. No body. Please call 07746 949917, West Midlands.

108637

24VDC LIGHT BAR



1993, Free. Premier Hazard Light Bar for recovery truck. Good condition. Free to anyone who can collect and has use for it. Please call 07827 908940, North East.

108282

BRAND NEW GOODYEAR TYRES



POA. Two brand new Goodyear 12x4/11x28 tyres. Original straight bar diamond wall tyres. Please call 07972 913704, West Midlands.

108090

BRADBURY T ROPE 4 POST CAR LIFT



£300. For spares or repairs. Not been used in over 10 years. Please call 07799 333452, Scotland.

108105

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

CASE HUB CAPS



£30. Pair of Case hub caps. Please call 07717 127970, East of England.

109050

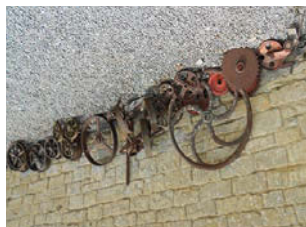
COOLING TANK



£70. Cooling tank for Lister. Galvanised, folded, rolled and soldered - professional job. 23" diameter, 33" high. Please call 01794 388612, South East.

107879

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

D SHACKLES



£60. Various size shackles. 1 ton - 10 ton. Buyer collects. Please call 07780 883690, East of England.

108577

DAVID BROWN CAB DOORS

£175. Glass for cab, fit 885-1212. Please call 07712 652267, East of England.

107728

DAVID BROWN PTO GEARBOX

£100. David Brown 950 PTO gearbox, single speed. Please call 01484 684467, Yorkshire and the Humber.

108918

DYNAMO MOUNTING KIT



£POA. To fit E27N P/P. www.vintagetractorelectrics.co.uk. Please call 07624 496516.

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

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 6V STARTER AND 6V GENERATOR



£120. Working order, Comms and brush gear checked out and OK. Please call 01794 388612, South East.

110104

**FORDSON MAJOR E27N
CARBURETTOR**



£70. In good condition, all complete. Please call 01386 793831, West Midlands.

110435

**FORD SUPER MAJOR INJECTION
PUMP**



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

FRONT AXLE CASTING IH434



£60. Front Axle Casting IH434. Used. Buyer to collect. Please call 01889 500303, West Midlands.

110188

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 E27N BACK AXEL
GEAR BOX**

£200. High gear. Please call 01986 788389, East of England.

109658

GRAIN BUCKET



£125. Grain or sawdust bucket with brackets for MF 50 diggers, etc. Please call 07831 541937, Wales.

110432

GOODYEAR TYRES



£60. Pair of very good condition original Goodyear tyres. Only small amount of age related cracks. Make great road run tyres, 30% tread remaining. Size 13.6/12x38. Included with two Goodyear tubes that hold air. Please call 07968 101356, North West.

110178

HEADLIGHT LENSES



POA. For E27N's. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

**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



Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, trackrometers, 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 BUCKET



£275. Early JCB 12 Inch trenching Bucket. Used. No holes. Rare item. Buyer to collect. Please call 01889 500303, West Midlands.

110189

JOHN DEERE CAB



£2,500. Craft safety cab for 4020 onwards. Pallet stored in barn for 60 years. Solid and in excellent condition with all fittings. Please call 07726 664689, East of England.

109852

KNOTTER ASSEMBLY



£240. Bamfords BL48 Used Knotter Assembly. Working when last used. Ties polythene twine. Buyer to collect. Please call 01889 500303, West Midlands.

110181

**LAND ROVER DISCOVERY TD5
CLUTCH**



£100. New, may fit Defender TD5, very heavy, buyer to collect. Please call 0784 007653, Scotland.

107682

LEYLAND 4.98 FUEL PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

LISTER START-O-MATIC ALTERNATOR

POA. BKB 3KVA type CT. Ser No 44412/1. Please call 01258 880964, South West.

109839

MUCK FORK PLATE



£75. Bottom Plate to convert loader fork into bucket, believe MF. 39 inches wide. Buyer to collect. Please call 01889 500303, West Midlands.

110187

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 35X/135 ANTI ROLL BAR

£120. 4ft roller, fits Westwood/similar, £60. Westwood lawn aerator, £110. Small trailer for garden tractor, £115. Colchester lathe, Chipmaster, single phase, needs attention, £400. Please call 01438 717912, East of England.

109841

MASSEY FERGUSON 35 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

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MASSEY FERGUSON 80 LOADER



£1,550. Removed from MF240 but also fits MF135. Comes with all brackets, pipes and spools needed to fit to tractor. Comes with MF muck fork frame to fit loader. Please call 07790 066621, West Midlands.

109847

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 otherwise 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. Buyer to collect. 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

OLIVER 80 PISTONS LINERS

£50. Set of four piston liners and inlet manifold. Please call 07876 660849, South West.

110098

PTO DRIVE AND SLIP CLUTCH



£102. Bamfords BL48 and BL50 PTO Drive and Slip Clutch Assy. Used. Buyer to collect. Please call 01889 500303, West Midlands.

110184

PERKINS L4

POA. Ex combine engine, also L4 conversion kit. Please call 01986 788389, East of England.

109659

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

WHEEL WEIGHTS



£50. Three in total, for fronts. Please call 07831 541937, Wales.

110431

WITTE DRAGSAW



£1,700. All complete, tipped some petrol in the carb, engine fired up and sounds okay. Please call 01452 728340, South West.

109667

WEATHERPROOF COVERS FOR CAV SWITCHES



£POA. Switches. Visit www.vintagetractorelectrics.co.uk. Please call 07624 496516.

MISC

20MM WIRE ROPE



£100. Approximately 50 metres plus. Please call 01228 675297, North West. 109663

AEC MODELS



POA. Conversions, repairs - damaged or broken. Models rebuilt, sheet metal, bodywork, hand formed, no plastic used. Please call 01442 831319, South East. 107722

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

ALBION NAMEPLATE



POA. Albion nameplate. Please call 01884 35825, South West. 108697

ARCHDALE PILLAR DRILL



£2,250. Comes with x7 no.5 Morse Taper drill attachments. All working. Please call 07771 643487, West Midlands. 108318

BRASS ESSO PETROL CAN CAP



£12. Brass Esso petrol can cap. Please call 01473 658804, East of England. 109729

BAR SKITTLES GAME



POA. Ideal for charity collections. Please call 07881 768546, West Midlands. 109833

CANDY FLOSS STALL



£225. POA. 6ft long by 4ft wide. Just stall, no machine. Please call 01442 832744, East of England. 109038

CROWN CAKE BREAKER PLATE



£50. By Tearsley Bros Darlington. Please call 07717 127970, East of England. 107768

COMPRESSOR



£100. 120psi. Briggs and Stratton engine. Please call 01787 461695, South East. 108954

CORGI DAYS GONE MATCHBOX ENGINES



£150. Bereavement sale. Please call 01553 840001, East of England. 109879

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£160. Two cast iron toolboxes. Black Stone and International Harvester. Please call 01884 35825, South West. 101777

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£100. Wall mounted glass fronted cabinet. Five glass shelves. 42" long by 23" deep. Ideal to display models. Please call 02380 783079, South East. 108001

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£2,850. One four headed tenoner Deminion Type DXA, clean and tidy. Please call 07969 955001, West Midlands. 107777

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£75. 3MT, mint, boxed. Please call 01935 824936, South West. 108028

EAGLE EMBLEM



£30. 7 inch high. Please call 07717 127970, East of England. 109670

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1942, £100. Ex MOD Onan Petrol Generator Set 2KVA 1942. In need of thorough restoration. Please call +447754637460, South East.

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FIREWOOD BUNDLING MACHINE



POA. Ideal for the firewood trade or vintage collector. Perfect in every way. Please call 07881 768546, West Midlands.

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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

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

GAS STOVE



£50. Very good condition, ideal for rallies or camping, comes with gas bottle and table. Please call 07927 675074, Scotland.

108885

HARVEY FROST RECOVERY DOLLY



£180. Used. Make good static exhibit. Buyer to collect. Please call 01889 500303, West Midlands.

10186

HAY SWEEP



£70. Very good condition. Please call 07717 127970, East of England.

107769

JOHNSON MATTHEY SILVER SOLDER

POA. Easy flow No2. Various lengths and diameters - 0.5, 1.0, 1.5 and 3mm. Please call 02380 783079, South East.

108002

JANES WORLD TRUCK HANDBOOK

£20. By Nick Georgano. In excellent, unread condition with dust sleeve and plastic cover. A fine addition to any enthusiast's library. Please call 07870 757409, West Midlands.

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JOHN DEERE 6150R CHIP

£500. Steinbauer Chip for late JD 6150R. Please call 07966 172714, West Midlands.

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JPS FREESTANDING DUST EXTRACTOR UNIT

£675. Four bad dust extractor unit. Complete with motor and on/off isolation electrical box and some ducting and dust bags. Inlet diameter 11", outlet diameter 20". Please call 07969 955001, West Midlands.

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£40. Complete sets of Kennion Bros engineers drawings to build 71/4 Romulus and 31/2 Juliet Steam engines. Chance to build your own. Please call 01726 842357, South West.

108414

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POA. Socket sets, 1/3 2/4 drive. Large combination spanners. Piston ring clamps. Cylinder hones. Clark hydraulics 1-ton engine crane. Plus other bits and bobs. Please call 01162 866830, East Midlands.

108868

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£2,000. Horizontal stationary No: 77075. New old stock bearings. Pickering Governor. Oilier. 4' flywheel, 2' pulley, 2-3HP. Forklift suitable plinth. No boiler. Please call 01437 741489, Wales.

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£500. McConnell All Work Saw Bench in good condition, PTO is included, ideal for cutting fire wood. Please call 07914 313593, West Midlands.

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Offers. Two Ford books, one Iveco book, one Auto Legends book. No sensible offer refused. Please call 07974 294918, Greater London.

108167

MYFORD LATHE SUPER 7

£4,250. Single phase, variable speed, induction hardened Bedway, plus kit. Please call 07786 438257, South West.

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7th-8th August. North Pennines Vintage Rally, Nenthead. Camping available. Please call 07979 856122, North West.

108498

NEW HOLLAND DENHAM JUNIOR

£595. 4 1/2" geared head lathe, 12" swing in gap, 3/4 jaw, t/stock chucks, face plate, catch plate fixed and travelling steadies, will set, change wheels. Please call 01613 305112, North West.

109843

ROPE

£150 the lot. White new nylon three strand rope, 26m x 16mm, £30. White polyester rope, 61m x 19mm, £65. Orange polyester rope, 50m x 20mm, £60. Blue polyester rope, 36m x 16mm, £40. Please call 01562 884454, West Midlands.

110438

OLD GLORY MAGAZINES

£180. Old Glory magazines from issue 1 1988, then issue 3 to 370. All in mint condition, some in binders. Buyer collects. Please call 07946 727462, South East.

108075

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

PROJECTS!

£400. Countax C38H. Honda 13hp, no cutting equipment, runs, instructions. PTO sweeper. B/S Quantum XTE 60 engine, instructions. Merry Tiller, dismantled but complete, extra rotors, instructions. Flymo mains grasscutter, leaf blower, chainsaw. All need attention. Please call 01288 331201, South West.

107666

PETROL TANKERS



POA. Diecast model petrol tanker wagons advertising BP, Castrol, Esso, Fina, Shell, etc. Over 50 models, every one is different, all in original boxes. Please call 01909 721464, West Midlands.

108647

ROPE

£150 the lot. White new nylon three strand rope, 26m x 16mm, £30. White polyester rope, 61m x 19mm, £65. Orange polyester rope, 50m x 20mm, £60. Blue polyester rope, 36m x 16mm, £40. Please call 01562 884454, West Midlands.

108172

SPARE PARTS MANUAL



£15-£7. Whitlock 505 excavator loader/shovel, £15 including postage. No 3 Marshalls manuals, petrol motors simply explained, pocket sized, £7 including postage. Please call 01787 371618, East of England.

109036

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£14. In sealed brand new tins, 9 tins available, all same batch number. Please call 07971 546064, Wales.

108087

STRIMECH TIP SKIP



£185. Strimech tip skip. Please call 07768 891320, West Midlands.

108059

SPANNERS



£60. Large box of Whitworth spanners and odd AF spanners. Buyer collects. Please call 07780 883690, East of England.

108582

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£25. For 3in scale Clayton Under type steam wagon. Collection only. Please call 01992 586729, East of England.

108158

SWIVELLING MILLING SLIDE FOR LATHE



£90. In very good condition and smooth action. Bed: 160mm x 88mm. Can courier for £7.50. Please call 01366 728030, East of England.

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£650. Easton Johnson Engineers Taunton heavy duty 6ft x 3ft bench. 32" blade, ideal for steam demonstration. Please call 01348 837733, Wales.

108276

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£40. Heavy duty back drawbar for lorry or heavy trailer. Buyer collects. Please call 07780 883690, East of England.

108585

TWIN TANDEM DOUBLE ACTING ENGINE



POA. Approximately 1 inch per foot scale model of a mighty Snow gas engine, 2" Bore x 4" stroke. Length 5 foot and weighs in at 75kg. Fires every 180 degrees. Trophy winner at Midlands Exhibition 2019. Please call 01738 850083, Scotland.

108325

TRACTOR BADGES



POA. Selection of agricultural tractor badges. Please call 01884 35825, South West.

108695

TIN PLATE SIGNAGE



£400. Total of 100 small tin plate signs covering wide range of different subjects including transport, military, food and many others. Buyer collects. Please call 07780 883690, East of England.

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£850. K8 telephone box in very good condition. Comes with all glass and telephone signs in tact. Please call 01379 741378, East of England.

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£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

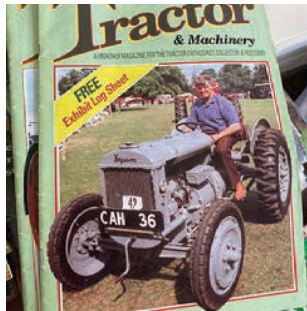
TIMBER TUG



£100. Four wheeled timber tug. Please call 01304 611420, South East.

109047

TRACTOR AND MACHINERY ISSUE 1



£5. This is the first edition of the magazine published in 1994. Have copies of others until 2015 complete years, 50p each quantity discount, buyer collects. Please call 01452 722886, South West.

110196

VINTAGE PETROL CAN



£15. Vintage petrol can with believed brass Esso cap. Buyer to collect from Elmsett. Please call 01473 658804, East of England.

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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

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£10. In good condition, 55 in total. 1990 to 2000. Postage at cost. Please call 01366 728030, East of England.

108895

VARIOUS TOOLS

£60-£650. Sedgwick floor standing single phase mortar and chisels, very good condition, £650. Hydraulic pipe bender, professional, £175. Camping trailer, restored, £150. Ford Transit Connect roof rack, £60. Four wheeled turntable porters barrow, £220. Please call 01438 717912, East of England.

109030

WANTED**ALL MINIATURE MODEL ENGINES**

Wanted. All miniature model engines. Steam and petrol. Please call 07811 484124, South East.

109838

DAVID BROWN CROPMASTER

Wanted. With V5C, good condition (original paintwork / restored), any fuel considered. Please call 07740 879251, Yorkshire and the Humber.

110092

FORDSON E27N

Wanted. With electrics and high top gear. Will pay top price for show condition. Please call 01473 652619, East of England.

109837

INTERNATIONAL B64 COMBINE TANKER

Wanted. International B64 trailed combine, tanker type, reasonable condition. Also want International B12 plough. Please call 07734 682984, West Midlands.

109842

SMALL FUNCTIONAL OPEN CRANK ENGINE

Wanted. Small HP open crank engine. Engine must be in very good complete working condition. Please call 07885 187687, South East.

109861

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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.

110099

DAVID BROWN 990 ENGINE

Wanted. 1964 David Brown 990 Implematic engine wanted without any cracks please. Please call 07711 723046, South East.

110194

INFORMATION WANTED

Wanted. Information on setting up the timing gears on a Alco Featherweight petrol generator engine. Please call 01452 728340, South West.

110436

HARRISON MCGREGOR CENTRE GEAR MOWER

Wanted. Harrison McGregor, Lea Lancashire Albion No5 centre gear mower. Willing to pay good price. Please call 01286 881639, Wales.

110439

LISTER AUTOTRUCK WHEEL ASSEMBLY

Wanted. Wheel assembly wanted for Lister Autotruck anything considered. Please call 07884 266012, Yorkshire and the Humber.

109672

WICO X OR C MAGNETOS

Wanted. Two-cylinder anti-clockwise, with or without spark. Please call 01379 650504, East of England.

109673

FORDSON REGISTRATION BOOK

Wanted. A registration book for Fordson N, Harvest Gold, DOT 894. If any reader has any info or tax book, please forward to the editor of the magazine. Please call 02825 871306, Ireland.

110603

HOBBS OPEN CRANK

£2,500. Hit and miss, petrol/paraffin, BHP 3.25, rally condition. Please call 01382 534554, Scotland.

109854

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110447

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109855

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110105

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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, here we are again! As I write this on a very wet Saturday 2 October, I am listening to the 579-lot

Mathewsons sale take place, as well as a farm sale in Yorkshire and another at Welshpool! I should have been at a ploughing match today but, unfortunately, with the fuel situation it has not been possible to drive anywhere – which is disappointing to say the least!

It won't be long before Christmas is here, but before we get there there's the excellent Newark Vintage Tractor & Heritage Show, on 13-14 November, and the Midlands Machinery Show a few days before – so there is still plenty to enjoy before the festive season arrives.

Do come and say hello if you see me at Newark on the Kelsey Media stand at 4pm on the Saturday, or as I amble about the halls. I will be delighted to answer your questions on anything you like, from valuations to rallies or road runs.

It was interesting to read about the working classic combines in the October issue, but one rare machine that was brought to our attention following the issue going to print was spotted by Brian Allison, from the footplate of his 1928 Aveling & Porter steam tractor, no. 11839, Oberon.

He took the photo near Kinnerley, Shropshire, and I would be interested to hear from anyone that can tell us more about this particular Lely Fisher-Humphries Victory.

North of the border, in Scotland, where the harvest was a difficult one, I only know of one tractor road run that has taken place this year, but you might know differently. I am led to believe that many owners have crossed the border and taken their tractors to various shows



Can the owner, or anyone else, tell us about this Lely Fisher-Humphries Victory?

this summer/autumn in the north of England.

Staying with Scotland, it's sad news that Russell McNab has resigned as editor of the Ayrshire Vintage Tractor & Machinery Club's newsletter. Russell has done a brilliant job for the club in his many capacities, particularly through the pandemic, and both Scott and I would like to take the opportunity to praise him for his efforts over the years and thank him for his continuing contributions to *Tractor & Machinery*.

Sadly, some clubs have not issued a newsletter since the pandemic started and one worries that they will never come back. I know that various clubs are planning winter meetings, but others are very hesitant about doing this due to the Covid-19 situation. It's difficult to know what to do for the best, but being sensible and not affecting your fellow members must take priority.

Keeping a club together is not so easy as you think and so my advice to those involved in such organisations is to keep your head down and keep going the best you can!

I was sad to hear that pioneer preservationist David Wren Davis, a dairy farmer from near Great Missenden,

has sadly passed away. On the farm today they still use a County 1124 with Shawnee Poole trailer, twice a week. I saw the pairing in late August this year and marvelled at its condition.

I send condolences to James Wren Davis and the family at this sad time.

Lastly, with Christmas not far away, I'd like to draw your attention to a paperback book entitled *Britains Model Farming Year*. The A4-sized, 124-page, well-illustrated book has been put together by Warner Hall, a consultant to Britains, and it's very much a personal account with lots of anecdotes.

It's a great read and I thoroughly recommend it for a Christmas stocking filler. It costs £14.95 and is available from Classic Tractor Books, as well as other outlets.

I look forward to seeing you all at Newark.

Group Editor-at-large, Kelsey Media



Matt McClelland writes: "Here is my son, Koby, with his granddad."



Basil George writes: "On 28 August 2021, at the Coed Hills wedding venue in St. Hilary, Vale of Glamorgan, Adam George-Weaver married Jessica Rosser. There were 120 wedding guests with more joining the party in the evening, celebrating into the early hours."

"Adam is a member of the Ferguson Club and runs his own landscape contracting business. His association with the Ferguson TE-20 started many years ago, in 1998, when he sat astride a 1947 TE-A 20."

"At his wedding, a 1954 TE-F 20 was amongst the guests and proved to be a major talking point!"

"I am sure you will join me in wishing Adam and Jess good health and happiness throughout their long life together. He just happens to be my grandson!"

READERS' GALLERY



Peter Harrison writes: "This is our son Sam, aged three, who is very excited about learning to restore his grey Fergie. He spends lots of time polishing it and would be delighted to see his picture in your magazine."



Sheila McIntosh writes: "Here is a picture of Grandpa on his digger with grandson Aaron, aged two-and-a-half. Grandpa enjoys the magazine and Aaron likes the pictures!"

SEND YOUR PICTURES FOR THIS FEATURE TO: Readers' gallery, Kelsey Publishing Ltd.,
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