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December 2021

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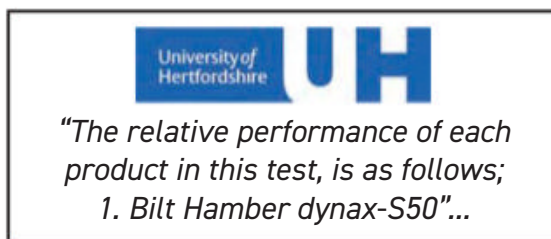
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DYNAX-S50



Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



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Tractor & Machinery

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Our AS 6.5-tonne trailer is ready for a new home.

Welcome!

Hello and welcome to the December issue of *Tractor & Machinery*. As much as I hate to open on a negative note, I am going to take this opportunity to warn you all that a fraudster has been posing as a Kelsey Publishing employee, and 'selling' bogus advertising space in *Tractor & Machinery*, and possibly other titles, too.

A *Ford & Fordson Tractors* magazine reader, who had been selling a tractor in the free classified section, was called and offered a deal for £6.50, that would see his tractor re-advertised in *T&M*, for greater exposure.

The caller seemed knowledgeable and credible. He convinced the reader to reveal the bank details he needed to access their account. The following morning the reader discovered that a significant sum of money had been taken from the account.

The police have been informed and investigations are ongoing, but in the meantime we would like to reassure readers that Kelsey Publishing will never contact customers regarding an upgrade to a free, classified advert.

Readers should be on their guard for new cases of this sort, and must never reveal any

bank details to strangers on the telephone, or e-mail.

On to something less upsetting now and by the time you're reading this the Newark Vintage Tractor & Heritage Show will have taken place. It seems so long since we've been able to enjoy an event like this and should you have attended as an exhibitor or visitor, I hope you enjoyed it. We'll have a full report in the next issue.

On the home front, there's been a departure. Our 1986 AS 6.5-tonne dropside trailer has headed to a new home and has left a nice-sized hole, ready to fill!

The reality is that, long term, something similar will take its place, but in the short term there will be a tractor slotting in to fill the gap. Yes, the long-running 'Project X' saga is edging a step closer to reality, but there are still a few loose ends to tie up. Nothing is ever straightforward, but with space tight and funds even tighter – something had to go!

Until next time, all the best.

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



Main cover image: An MF 135 at a silage event in Fethard, Co. Tipperary. Photo: James Connolly.

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IN BRIEF

T&M to your door!

Why not get T&M delivered to your door? A subscription is safe, convenient and saves money. The current offer entitles subscribers to 13 issues for just £45.65, with a 2022 calendar and beanie hat absolutely free.

To subscribe, visit the website (shop.kelsey.co.uk/TMGIFT) or call 01959 543747 and quote 'TMGIFT'.

Glenluce run

Glenluce Vintage Tractors held its annual August road run, with proceeds going to charity, writes Ken McKie. Funds raised amounted to £1,773.55, which was presented to Kate Barclay – local representative for Cancer Research UK.

The committee members organised the road run, with 61 tractors participating, and the chairman would like to thank the entrants, donors and all that helped to make the event a success.



A cheque was presented to Cancer Research UK.

Obituaries

It is with deep regret that we report the passing of Mervin Prosser of Powys (see page 129), Ken Smyth of Co. Limerick, John Mann of Cambridgeshire, John Simpson of Lincolnshire and Roger Desborough of Suffolk.

A full appreciation of these stalwarts of the scene will follow in the next issue of *Tractor & Machinery*.

TotY 2022

After a long wait, Tractor of the Year 2022, the second edition sponsored by BKT, has come to an end, rewarding the most innovative and cutting-edge tractors on the market.

The winners for the four categories in the competition were:

Tractor of the Year 2022: John Deere with the 7R 350 AutoPowr

Best Utility 2022: John Deere with the 6120M AutoPowr

Best of Specialised 2022: Reform with the Metrac H75 pro

Sustainable TOTY 2022: New Holland with the T6.180 Methane Power

A complex selection saw the 26 judges of the Tractor of the Year jury engaged in studying, observing and testing the most innovative and high-performance tractors and machines on the market. Jury members are experts from trade magazines from all over Europe, who selected the finalists that took part in the award ceremony.

The judges had the difficult task of identifying the most cutting-edge technologies and solutions on the market, opening a window onto the future of agricultural mechanisation. A future which increasingly sees the tractor and its equipment at the centre of the industry as a key instrument



Lucia Salmaso and Fabio Zammaretti at the award ceremony at the EIMA fair in Bologna.

within Agriculture 4.0 and as a fundamental means to streamline and optimise work in the field.

BKT decided to embrace the mission of Tractor of the Year by sponsoring the award until 2024. "We are really proud to be able to support this prestigious award for the second year," explained Lucia Salmaso, CEO of BKT Europe during the awards ceremony. "We are convinced that the Tractor of the Year is a splendid showcase to enhance and emphasise innovation in agricultural mechanisation and therefore in agriculture itself.

"This is why we will continue to strive to support this event, which for us is synonymous with the future, sustainability and technology. I offer my warmest congratulations for their excellent work to the winners of the four categories John Deere, Reform, New Holland."

Fundraiser

ORGANISERS OF THE MENTAL

health fundraiser, Run1000, are looking to set a new record in January 2022, when the initiative will return for the battle of the nations across the UK and, for the first time, New Zealand.

Launched in 2021 by founder Sheena Horner, who started running again in lockdown for the first time in 20 years, the campaign was joined by more than 1,200 participants that walked or ran during the month of January. Each step counted towards their country's collective miles, raising £51,545 for charity.

With teams this year from Scotland, England, Wales, Ireland and New Zealand, the team captains are not only competing

to be crowned winners, but also to raise more money for their chosen charities – RSABI, DPJ Foundation, Embrace Farm, YANA, Farmstrong New Zealand, Farming Community Network, The Gamekeepers Welfare Trust and Vetlife.

Sheena explains why Run1000 is so important: "Rural mental health affects us all but we don't always realise it, nor appreciate that we are not alone. In rural areas many of us are working in isolation or live in remote areas that can result in little contact with the outside world. I wanted to create a community that could support each other, regardless of where they are based, whilst having a little fun and raising money for charity.

"With the pandemic impacting so many charities and their ability to organise events or fundraisers, we are hoping to get more people involved than ever this year and give something back to the organisations that support so many in their time of need."

The competition is open to all, whether or not you have been affected by mental health and costs just £20 to participate, with the money divided equally between the charities.

Individuals can take part by registering via the fundraising platform Enthuse, kindly donated by RSABI, and selecting the team they would like to join. All activity is recorded via Strava, ensuring every step is counted.

To take part, visit: run1000.org

Hydrogen injection

JCB is investing £100 million on a project to produce super-efficient hydrogen engines, the company has announced. A team of 100 engineers is already working on the exciting development with the recruitment of up to 50 more engineers underway, as JCB targets the end of 2022 for the first machines to be available for sale to customers.

The wraps have already come off a prototype hydrogen-powered JCB backhoe loader and a second JCB machine – a Loadall telescopic handler – was unveiled at a central London event attended by Prime Minister Boris Johnson. JCB is world market leader for both backhoe loaders and telescopic handlers.

JCB's hydrogen technology was also on show in the Green Zone at COP26 in Glasgow, as world leaders debated measures to drastically reduce greenhouse emissions. JCB's emergence as a leader in zero-emission hydrogen technology comes as governments around the world unveil strategies to develop the infrastructure needed to support the use of hydrogen to drive down CO₂ emissions.

Prime Minister Boris Johnson said: "Great British manufacturers like JCB are developing innovative solutions to slash greenhouse emissions and advance the UK's green industrial revolution. It was fantastic to see

JCB's super-efficient hydrogen engines, which could overhaul UK manufacturing, help us to rapidly reach our climate targets and ramp up the UK's hydrogen economy – an exciting area that will be essential to tackling climate change, creating new jobs and attracting investment."

JCB Chairman Lord Bamford said: "Our sort of machinery will need to be powered by something other than fossil fuels. We make machines which are powered by diesel so we have to find a solution and we are doing something about it now. We are investing in hydrogen as we don't see electric being the all-round solution, particularly not for our industry because it can only be used to power smaller machines.

"It does mean we will carry on making engines, but they will be super-efficient, affordable, high-tech hydrogen motors with zero CO₂ emissions, which can be brought to market quickly using our existing supply base. These will be our industry's first hydrogen engines, developed in Great Britain by British engineers. Hydrogen motors have the potential to help the UK reach CO₂ emissions targets more quickly."

JCB has manufactured engines since 2004, and this year it will celebrate a major milestone: the production of its 750,000th engine.

IN BRIEF



Fish 'n' Chip run

On Wednesday 12 October, the Fish 'n' Chip Tractor Run took place, organised by Jonathan Playfoot and Trevor Charman.

The event, part of Hastings week, took place in fine weather, which encouraged people to look over the 15 tractors and one Series 1 Land Rover. Working lights was a must for the drive home at 8.30pm!

Money raised and was split between Rural Past Times and Hastings Week.

ScotGrass returns

ScotGrass is set to return to Crichton Royal Farm at Dumfries, in 2022, by kind permission of SRUC.

The event, which is being held on Wednesday 18 May 2022, gives livestock farmers and grassland contractors the opportunity to see the latest grass conservation methods and machinery in action in field-scale plots on a commercial dairy farm.

Visitors will also have the chance to talk to industry experts on technical subjects affecting the livestock industry and those supplying products and services into the livestock sector.

Kayleigh Holden, event organiser, explained: "The AEA is extremely pleased to be back at Crichton Royal Farm, which was also used for the 2019 event. The site in Dumfries offers excellent facilities for manufacturers to showcase their machinery to potential customers and visitors alike and we would like to thank SRUC for hosting the 2022 event."

Along with the launch of the event, ScotGrass now has a new website (scotgrass.co.uk) and is also supporting a new look and logo, reflecting the interactive event format which includes a central exhibitor's hub, surrounded by individual company demonstration plots and a working clamp demonstration arena.

ScotGrass is a triennial event which is organised by the AEA on behalf of industry exhibitors.

A day to remember for Unimog dealer

Established and prospective Mercedes-Benz Unimog customers joined staff from the only UK dealer that's fully dedicated to the iconic four-wheel drive machine, in a memorable double celebration.

South Cave Tractors, of Brough, East Yorkshire, has been selling and supporting Unimogs for 50 years, while Mercedes-Benz Trucks is currently marking the legendary vehicle's 75th anniversary.

The dealer presented a comprehensive line-up of Unimogs in many different specifications, including evocative classic models from years gone by. There were opportunities to put a pair of vehicles through their hugely impressive paces on an adjacent field, and learn how to operate an array of mowers, cranes and hitches.

When the founder retired 15 years ago, it was Tony Levitt that took up the reins.

"I jokingly asked Simon if he'd sell me the business," recalled Tony. "I had no intention of going through with it at the time, but he agreed and that's what we ended up doing."

Under the stewardship of Tony and his wife and co-Director Tracey, South Cave Tractors has gone from strength to strength. It is now one of the world's leading specialist Mercedes-Benz Unimog dealers, and serves customers nationwide.



Attractions included live demonstrations and 'ride 'n' drive' opportunities.

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Heritage on show



SAME, Lamborghini and Hürlimann tractors of various vintages line up across the top of the ploughing field.

Jonathan Whitlam travels to Devon to admire some classic machinery.

It is not often that I travel nearly 400 miles to a ploughing match. Sometimes, though, it just has to be done and that was most certainly the case on 11 September when the Bradworthy & District Ploughing Association held its annual ploughing match and working day at Coombe, near Monkleigh, in Devon.

The land for the show was kindly loaned by the Beer family and the three main fields used were all on a steep bank, which certainly provided the

ploughmen with a challenge – the hard ground conditions only recently moistened by a spell of light rain that added to the fun of the occasion.

This event has become well known in recent years for its themed tractor section, which has produced some superb line-ups of various tractor manufacturers' products and this occasion was no different, as the exhibitors did not disappoint when it came to the display of SAME Deutz-Fahr family tractors, the large turnout of which took prime position on top of the steep hillside that overlooked the working plots.

This Italian-owned tractor brand is usually abbreviated these days to SDF,

but the history of these machines actually belongs to no less than five famous tractor marques and much of that history was on show that day.

DEUTZ-FAHR

The marque with the longest heritage when it comes to tractor production is Deutz of Germany, which can trace its first tractor to 1894 – although this was produced by an affiliate company in North America. The company's first German-produced tractor was in 1907, so it was still the earliest of those that would later come under the SDF umbrella.

Deutz started life as an engine builder and soon began producing complete ➤



This superb Deutz F4L514 belongs to Paul Stanbury and won the award for best theme tractor at the event.



The DX85 is powered by an 85hp, five-cylinder, air-cooled Deutz engine and this one was supplied new to a farm in Coldridge, Devon.

SAME DEUTZ-FAHR

vehicles, especially farm tractors, using its unique form of air-cooled, diesel-powered engines. The firm merged to become part of a larger enterprise known as KHD in 1938, the initials standing for the participating firms of Klöckner, Humboldt and Deutz.

In 1927, the 14hp Deutz MTH 222 tractor was the first diesel-powered example produced by the firm and this now became the fuel of choice. Air-cooled diesel engines arrived in 1942, in the shape of the Deutz F11.514 tractor.

By the early 1950s a range of tractors was being produced, including the 60hp F4L 515, which was fitted with a seven-speed gearbox and was represented at this event by Paul Stanbury's restored example. This tractor looks more like a six-cylinder model than a four-pot machine, due to its elegant and impressive styling.

The smaller D-30, which was another tractor exhibited at Monkleigh by Paul Stanbury, was a 28hp machine with eight-speed transmission and was one of the models offered for sale in Britain from 1961.

KHD then became part owner of fellow German tractor and farm implement builder Fahr, in 1968. Fahr built its first tractor back in 1939, and eventually the two agricultural specialists were merged in 1970 with the Deutz-Fahr name appearing on tractors, combines and other machinery from 1981.

Deutz-Fahr was actually one of the first European tractor manufacturers to

become what the Americans called a 'full-liner', offering both tractors, combines and implements – in this case predominantly hay and silage equipment.

Watveare Overseas became the UK distributor of the green tractors in 1974, which coincided with the introduction of the new Deutz 06 tractors which were a big success for the company in Britain, including both two- and four-wheel drive models with both four- and six-cylinder engines. A nice example of this range, a two-wheel drive D 6206, was towing a trailer around the site for visitors to utilise.

Deutz had been producing tool carriers for some time when it introduced a new concept called the Intrac 2003, in 1972. Later, the Intrac 2004 was introduced and Paul Stanbury had one of these at the event, too. The tractor is powered by an air-cooled 70hp Deutz diesel, driving through a 12-speed transmission.

Deutz had great success with its new DX range from 1979 and several examples of this type, both the original and later models, were part of the display in Devon. These tractors had a very angular design and new, more spacious cabs, plus new Deutz four-, five-, six- and later eight-cylinder, air-cooled diesel engines.

From 1981 these tractors were badged as Deutz-Fahr and continued to be produced in updated forms. An early addition, seen at the show in the form of a Deutz DX140, was the Powermatic change-on-the-move transmission.

KHD had an interesting sojourn into the USA in 1985 when it bought the Allis-Chalmers company and began producing air-cooled, Deutz-powered tractors for the North American market under the Deutz-Allis brand name and with a mixture of American and German styling. This came to an end in 1990 when AGCO bought the firm from KHD.

The DX Commander series was a major update introduced in 1989 and was soon followed by the new AgroStar DX4 and DX6 ranges in 1990 that featured a new, flat-floor cab with more glass area, as well as 48-speed transmissions.

Deutz-Fahr was also a pioneer of the sloping bonnet design, with the derivatives of the AgroStar and new AgroXtra ranges launched in 1991 featuring increased visibility thanks to the steeply sloping bonnet design. A trio of these tractors were at the show, including one still carrying its front- and rear-mounted spraying kit.

In 1995, Italian tractor maker SAME purchased Deutz-Fahr from KHD, eventually forming the new SDF company and the following year the first all-new Deutz tractors for some time arrived in the shape of the Agrotron range: a very futuristic, sloping bonnet design with an all-new cab. This would set the style for the brand in the future, with models up to 260hp, and also saw the changeover to liquid-cooled engines, rather than air-cooled units.

Several Agrotron tractors, as well as the later and newest members of the



Part of the impressive Deutz line-up at Monkleigh.

Deutz-Fahr range, were at the show, including the distinctive, black-painted Warrior models.

SAME

SAME qualifies for the place of second oldest in this family, as the first Cassani tractor appeared in 1927, although SAME itself was not formed until 1942 and the first SAME-badged tractor appeared in 1948 – setting new standards in terms of design and features, such as four-wheel drive.

The company was started by Francesco Cassani, who had built those earlier tractors, with the acronym signifying Società Accomandita Motori Endotermici.

The 1952 DA25DT was not only a four-wheel drive machine, but also the first SAME with an air-cooled diesel engine. Both two- and four-wheel drive models followed and the subsequent machines became larger and more sophisticated. It took until 1964 before British farmers got to try out a SAME and by this time the Leone and Centauro models were the most popular.

More models arrived from 1969 onwards, when Bamlett of Thirsk became the sole importer, and by the mid-1970s tractors ranged from the 56hp Minitauro 60 up to the 126hp Buffalo. The styling of these tractors, particularly the cabs, was shared with both Lamborghini and then Hürlimann, as these two firms were taken over by SAME.

The six-cylinder Laser models were launched in 1983 with new cabs and features and soon became popular, as did the Explorer range, later becoming the



With its front-mounted cab, the Deutz-Fahr Intrac concept was all about forward visibility with front-mounted implements and the ability to carry loads behind the cab, as well as on the rear linkage. These unusual-looking machines were made in both two- and four-wheel drive formats, with Paul Stanbury's being of the latter type. The 1979, 70hp Intrac 2004 was used in Somerset for harvesting willow, but had been laid up for some time before Paul bought it and restored it in 2020.

improved Explorer II in 1988, several examples of which were seen in Devon.

Examples of the Silver range were also present, these tractors first appearing in 1994 and being amongst the most popular SAME types here in the UK. The larger SAME tractors, such as the Rubin of 1998, took many features from the Deutz-Fahr range following SAME buying the German manufacturer. Most evident was the use of the same cab across the different marques, which was derived from that used on the Agrotron.

An example of the current SAME range, a Virtus 140, was displayed on the Blakewell Services Ltd. stand at the show.

HÜRLIMANN

Another member of the SDF family, Hürlimann, was actually based in Switzerland and produced its first tractor in 1929, just two years after the Cassani. Hürlimann was another brand that soon favoured diesel power and the resultant tractors were very distinctive and powerful looking. They soon garnered a reputation throughout Europe for build quality and performance.

Founded by Hans Hürlimann, based near Zurich, Hürlimann tractors evolved over ➤





Say hello to the AgroStar 6.81! It's an 185hp monster, powered by a Deutz seven-litre, six-cylinder engine and fitted with either an 18- or 27-speed transmission.

time to include a whole range of models, the D Series being introduced in 1946, and a rare example of this range was exhibited at the show by Nigel Jenkinson.

The high-quality machines being produced by the firm led to financial difficulties and in 1975 SAME purchased Hürlimann and eventually moved production out of Switzerland and over to Italy. Despite the acquisition, Hürlimann remains as a separate brand to this day within the fold of SDF.

A new light green colour was used for the first brand-new Hürlimann tractors to be launched following the takeover by SAME, and stretched from the H-480 up to the mighty H-6160, followed by further models over the years. Most Hürlimann tractors continued to be

powered by Swiss-built Hürlimann engines during this time and in 1980 the brand began to be sold in Britain for the first time.

1985 saw a redesign of the range and it became more closely related to the other SAME and Lamborghini models, although always as a more premium product.

Following a change to silver paintwork, the distribution of this brand became rather sporadic in the UK after 1998 and more recently the brand has reverted back to green.

LAMBORGHINI

The last of this family of tractor builders to start production was Lamborghini, which produced its first tractor in 1948. Diesel was again the favoured source of

power and from small beginnings the Lamborghini tractor began to become more well known throughout Europe.

Ferruccio Lamborghini was the driving force behind the tractors that bore his name and soon he was producing small crawlers as well as wheeled tractors. Usually painted orange, a white colour scheme had been adopted by the time the business was sold to SAME in 1972, due to its owner concentrating more on high-performance sports cars.

The brand now flourished alongside the SAME line, sharing many components, such as cabs, but retaining its unique style and individuality.

The mid-1970s saw the introduction of the Lamborghini 'Blue Line' models to British farmers, initially with tractors



This SAME Explorer took part in the ploughing competition and led owner and driver Bernard Allin to take home the award for best ploughing by an SDF tractor at the event.



Colin Martin's fresh-looking SAME 90 Explorer II. The Explorer models proved very successful for the company and this version was powered by a 90hp, turbocharged four-cylinder engine.

from 38-105hp imported by Maulden Engineering of Bedfordshire.

Two 754 tractors of this period were at Monkleigh, still being used on local farms to this day.

In 1979, following the 1975 purchase of Hürlimann, the SLH company was founded as the trade name for the new group, the letters denoting the three constituent members, and from then on all three would share numerous components.

Larger Lamborghini models followed from 1980, including the imposing 135hp 1356DT and 155hp 1556DT, plus five-cylinder models such as the 92hp 955DT. Most were four-wheel drive, but two-wheel drive was also an option on the smaller tractors. Most had air-cooled engines up to this point, but the two large new models introduced water cooling.

Crawlers were still an important feature of the Lamborghini range and an excellent example was at the show on the Blakewell Services Ltd. stand, which also proudly displayed a brand-new Lamborghini Strike model.

Lamborghini tractors continued to mirror the SAME and Hürlimann models and this was also the case when the Racing 190 arrived in 1992, bringing a high level of electronic control to the range, including an electronically-controlled, full powershift transmission. Jim Hedges was working his 190 on the ploughing plots and was getting a great deal of attention from visitors. This tractor was also produced as the SAME Titan 190 and the Hürlimann Master H-6190.

The colour changed to silver for a time in the late 1990s and into the 2000s but has recently returned to the familiar white livery. Lamborghini tractors are not sold in large numbers in the UK today and even Jeremy Clarkson had to import his R8 model from Germany!

DEVON DEALERS

Although the SAME and Deutz-Fahr brands have always been well supported by dealers in Britain, the Lamborghini and Hürlimann ranges have been rather patchy in coverage. Nevertheless, this part of Devon was once well served by several dealers specialising in one or more of these brands.

Easterbrook & Tanton were based at nearby Barnstaple and sold the three SLH products of SAME, Lamborghini and Hürlimann tractors for many years,



The Swiss Hürlimann brand was also represented in Devon. This H-360 was sold new in 1981 by dealer Easterbrook & Tanton to J Martin, from Exbourne, who still owns the tractor.

while Bernard Hancock was a dealer for Lamborghini tractors, also near Barnstaple.

F W Yelland, from Northlew near Okehampton, was a Deutz dealer until the mid-1980s, with dealer G K Alford taking over the Deutz-Fahr flag from its base at Hatherleigh. During its time with the brand, the dealer acquired a small vintage Deutz F1L514 single-cylinder tractor and used it to promote the new tractors on its stand at shows and events around the area.

When the business ceased trading in the early 1990s, a local farmer bought the little Deutz, keeping it in the area, and it actually made a reappearance at the ploughing match, once again standing next to its much newer descendants on the stand of current Deutz-Fahr dealer MSW Engineering.

The Deutz-Fahr brand was still represented from Hatherleigh after the G K Alford era thanks to Devtrac and this was followed by current SLH specialist Blakewell Services Ltd. from 2007 which, as well as selling new Deutz-Fahr tractors, also looks after many SLH products still at work in the locality.

MSW Engineering is the newest Deutz-Fahr dealer in the region and with the two firms keen to sell the green tractors, the brand seems to have an assured future here in north-west Devon.

SELLING THE BRAND

Themed event organiser James Poole had talked to Richard Tanton about his 40 years of SDF before the event. Richard started his career with Berry's, a David Brown dealer, and then spent 12 months selling Universal tractors with Bernard

Hancock before setting up on his own with business partner Dave Easterbrook, to form Easterbrook & Tanton, taking on the Hürlimann franchise in 1980.

The Hürlimann company had recently been acquired by SAME, although at this point was still quite independent and the tractors were imported into the UK by a separate company from its new parent: J Bridgeman of Newbury.

Easterbrook & Tanton demonstrated these tractors and soon made a success of them. Richard says: "They were a very well-made tractor with an excellent four-wheel drive axle. They used a centre drive axle, which gave a much better turning circle than the rather more cumbersome side-drive units that were then commonplace."

At the ploughing match, Blakewell Services Ltd. had a Hürlimann H-360 on its stand, which was actually sold new by Richard to a Mr J Martin from Exbourne, who bought it at the Devon County Show in 1981 and still owns it today, with 5,400 hours on the clock.

As time passed, the distribution network for Hürlimann was taken over by SAME and this saw a gradual move to sell more of the red tractors. By this time the two tractor brands shared much more in common anyway and so the dealership started to sell many more SAME tractors, resulting in the last Hürlimann being sold in 1986.

Although it may be in poor condition today, after a lifetime of hard work, the last new Hürlimann sold by the dealership, once again an H-480, was in the main theme tractor line-up and belongs to Roger Easterbrook. In the five years that the company sold ➤



A slightly larger Hürlimann; this H-480 is fitted with the same cab as contemporary SAME and Lamborghini tractors and is powered by an 82hp SAME 4.6-litre, four-cylinder engine.

Hürlimann tractors, it sold around 30 units, while in later years the peak for SAME tractor sales hit 25 units a year.

“With the new Explorer tractors, introduced in 1984,” says Richard, “SAME had a true four-wheel drive braking system with wet brakes fitted inside the front hubs that, in my opinion, hasn’t been bettered to this day.”

SAME tractors were certainly well endowed when it came to features and the launch of the Explorer II tractors saw the transmission become a 60 forward and 60 reverse unit, plus it was one of the first manufacturers to have a 40kph top speed. Although, to be fair, the same features were also rolled out on the Lamborghini and Hürlimann models too – they were simply not as well represented as the SAME product. Farmers bought the SAME tractors and contractors did too. A popular option was the reverse drive feature, often used to run a Reco Mengele SH40 reverse-drive forage harvester.

In 1989, in a move that was to foreshadow future events, Easterbrook & Tanton took on the Deutz-Fahr franchise alongside SAME, running with both brands into the 1990s. Richard left the firm and started his own business in 2001, trading as Blakewell Services Ltd., which acquired the SDF franchise in 2006 and once again Richard found himself as a SAME Deutz-Fahr dealer, but now with the two brands under the same ownership!

Today Richard is supported by his son, two daughters and son-in-law across two depots and in the process has become the area’s largest SDF dealer.

BEST TRACTORS

Prizes were awarded in the early afternoon for the best themed tractor entry, as well as six runners up, the judging being done by an SDF area representative plus the CEO of SDF UK, Graham Barnwell.

This saw Paul Stanbury win several prizes, including the top spot for his superbly restored Deutz F4L514. Obviously a Deutz fan, he also won three runners-up prizes for his little D30 and a stunning DX85, as well as his unique Intrac 2004 – all restored to a very high standard.

The other three runners up were Nigel Jenkinson with his 1940s’ Hürlimann in lovely original condition, which had developed a fault just before the show and so spent the day on a trailer, this not distracting from its typical Swiss styling one bit.

Colin Martin also won a prize for his fine example of a SAME Explorer 90 and Jim Hedges also won for his Lamborghini Racing 190, which he used with a plough, the distinctive growl of its liquid-cooled, six-cylinder motor being heard all around the site as he powered up the steep field.

Of course, the whole event was based on the ploughing match, which saw many local competitors in several classes featuring Fordson, Ferguson, David Brown and International Harvester tractors and ploughs. The best ploughing award for the themed tractors was won by Bernard Allin with his SAME Explorer and four-furrow conventional plough.

Perhaps the most memorable sight of the day had to be all those SDF family tractors lined up together, making a very unusual sight in this country. It was great that so many of these tractors are still being used locally, many on the same farms to which they were bought new, and they are a real tribute to the quality of these German-, Swiss- and Italian-built machines, even if the tin worm had got to a few of them, most being used on livestock farms in this part of the world!

For me though, the highlight had to be Jim Hedges powering his Lamborghini Racing 190 up the furrow. That sight, and particularly the sound, will remain with me for some time to come!

I would like to extend my thanks to the organisers and participants of the event for making such a fine spectacle and, in particular, I would like to thank James Poole, Edward Brown and Richard Tanton for their help in preparing this article. ■



Jim Hedges powering up the hill with his Lamborghini Racing 190 and Dowdeswell reversible. This tractor was the largest produced at the time and was powered by a turbocharged six-cylinder, six-litre engine of 189hp. The transmission was a full powershift, 27-speed unit that was also sold for use in large Renault tractors for a time.



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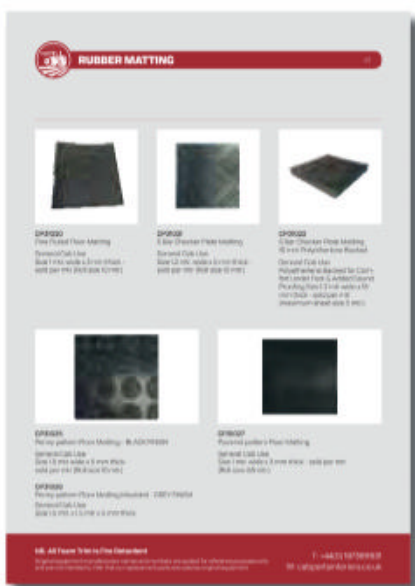
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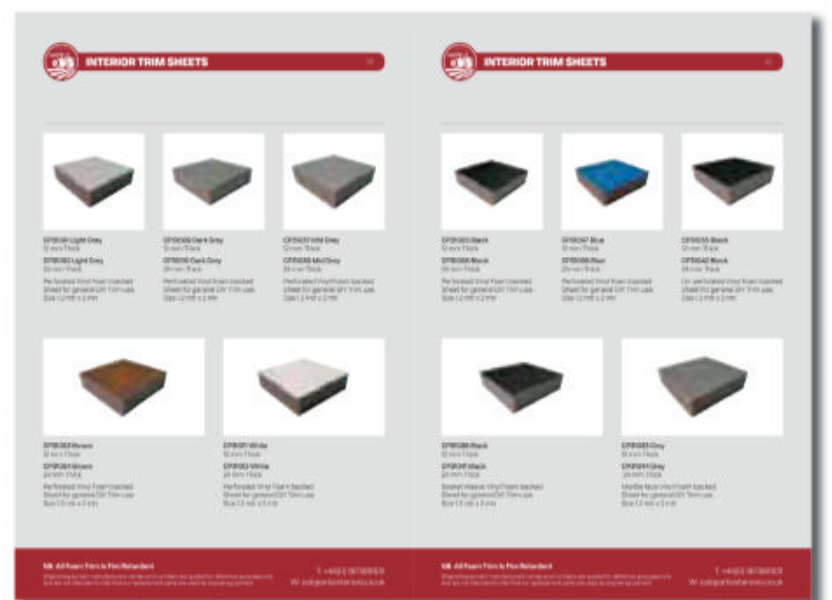
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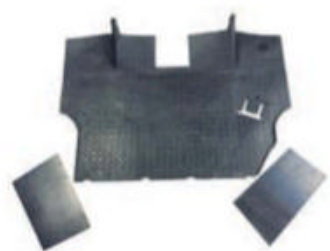
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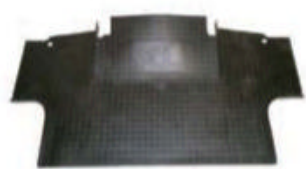
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SECOND PRIZE: Fordson Major (Britains 100th anniversary limited edition),

John Deere 4020 (with dual rear wheels) and a weathered David Brown 1210

THIRD PRIZE: Fordson Major (Britains 100th anniversary limited edition)

The three winners will be drawn at random, with the first name drawn receiving the first prize package, and so on. Britains has generously offered these prizes for this competition and to have your name in the draw, you are advised to move fast!

See the red box to the right for entry details, but if you'd like the chance to win – why not enter today?

For further details on the ever-expanding range of Britains farm models, please visit the company's website: britainsfarmtoys.co.uk



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Firestone tyres

**PART
ONE**

In the first of a two-part series, Bernard Holloway looks at the early history of Harvey S Firestone and the introduction of the pneumatic tractor tyre.

As the railroad punched its way across 19th century America, it proved to be the catalyst to transform albeit a vast, but predominately parochial, country into a modern, cosmopolitan society. It opened up the country, creating new markets, providing the means to swiftly transport goods, raw materials and people across its many states, which hitherto had relied upon the motive power of the horse.

Towards the latter part of the 19th century and the beginning of the 20th century, the country underwent another transport revolution – the development of the internal combustion engine. Technological change takes time and does not occur overnight, and whilst the train still rolled on it would take 50 years or so for the tractor, automobile, and commercial truck to gain acceptance and replace the horse and wagon – the principle prime movers on farms and within cities. As it did so, it provided the population with unprecedented levels of

flexibility, freedom and speed, breaking down the barriers between city dwelling and country life.

Into this exciting era Harvey Samuel Firestone took his first breath on a 640-acre family farm, 'The Homestead' near Columbiana, Ohio, in 1868. It would remain a constant in his life and in later years became a haven where he was able to insulate himself from the pressures of business, to think and recuperate.

As a young man he laboured on the farm and this work instilled in him the value of hard work and long hours, which he adopted the whole of his working life. Taking these principles with him he graduated in advanced business studies and this qualification provided a good grounding for his, as then unknown, future in the world of commerce. Here he would excel as a businessman, with the gift for knowing what the public wanted and the marketing ability to sell it to them.

Variously employed as a bookkeeper, salesperson of medicines and extracts,

his most auspicious move was whilst working for the 'Columbus Buggy Works' in Detroit, selling buggies and tyres.

In the 1890s, horse and buggy racing was a popular pastime; the young Firestone was caught up in the sport and when teamed with the right horse was one of the men to beat. During this period, he saw his first rubber-tyred racing buggy, made in England, and realised the advantages that this tyre had over the standard solid type.

The desire for speed stayed with him his whole life and was instrumental in his company supplying tyres for many forms of motorsport, including the Indianapolis 500, which was won more than 50 times between 1900 and 2000 on Firestone tyres.

INFLUENTIAL FRIENDS

But this was the future and relevant in the early days of his business life was a chance meeting in 1895 with Henry Ford, who purchased from him a set of pneumatic buggy tyres. These were not for racing but for 'The Quadricycle',

This image, taken from an advertisement, shows that Firestone tyres proved their worth on a golf course. Images supplied courtesy of Ken Jackson, unless stated.



Ford's first car, that he was building in his spare time whilst working for the 'Edison Illuminating Company' based in Detroit. Little did Firestone realise then that he, Ford and Edison, three of the most influential businessmen of their time, were destined to become great friends.

They would become famous for their camping trips, undertaken in style with a retinue of helpers, including a chef and drivers. A specially-adapted car, a Ford of course, supplied the fuel for the stove; the back dropping down to provide a large table, useful for family and guests – amongst whom were John Burroughs, the environmentalist, and Presidents Coolidge and Harding.

Back tracking a few years, and before he moved in such exalted circles, Firestone, astute as always, quickly realised the automobile and air-filled rubber tyres were the future and moved after a brief time in Chicago to Akron, Ohio, 'The rubber capital of the world' the centre of rubber and elastic manufacturing in the USA. BF Goodrich, credited with making the first pneumatic automobile tyre, had opened its rubber manufacturing plant there in 1870, with the Goodyear company following about 28 years later.

After two years of selling other manufacturers' tyres at a loss, Firestone

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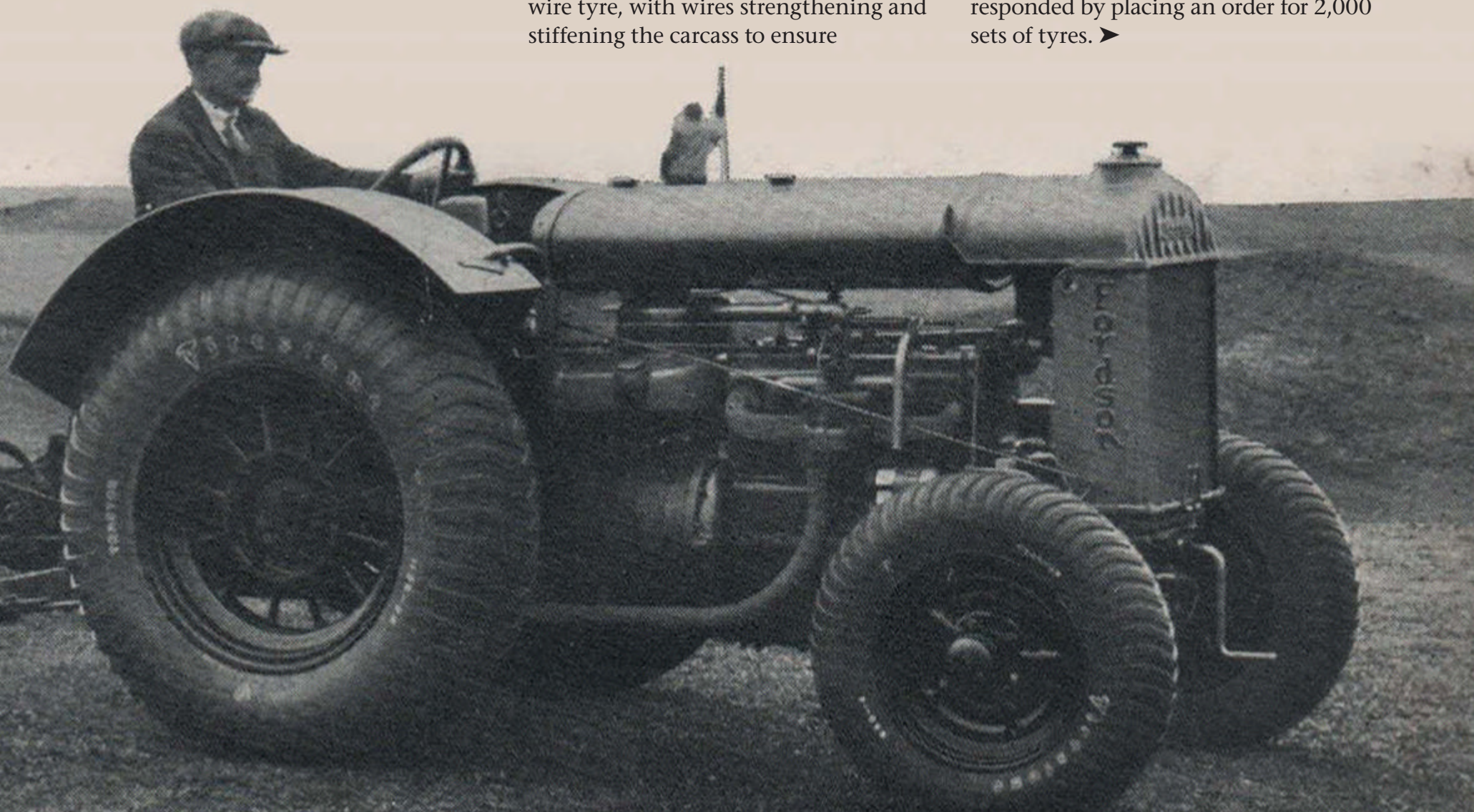
This advertisement, thought to be from the early 1930s, is extolling the virtues of the new Firestone tyre. The company opened its UK factory at Brentford in 1928.

realised that manufacturing his own tyre was the only way to profitability. By 1902 he opened his first factory in a dilapidated building equipped with second-hand plant. By 1903 the first pneumatic, detachable, mechanically-fixed, straight-sided car tyres, which could easily be changed with a spanner, were rolling off the Firestone production line.

These provided a more supple ride over the difficult-to-fit and harder riding 'clincher' type and the solid rubber side wire tyre, with wires strengthening and stiffening the carcass to ensure

maximum tread contact, that the company had been selling.

Life is full of opportunities – some self-made and others coincidental. That chance meeting with Henry Ford and the success of Ford automobiles was going to pay dividends. Firestone had built a reputation for a meticulous approach to business and manufacturing tyres of high quality, and 1906 was destined to be a milestone year for the company. Firestone approached The Ford Motor Company for business, and it responded by placing an order for 2,000 sets of tyres. ➤



That order, the largest placed with a supplier, helped the company reach a turnover in the region of \$1million – an impressive achievement for a company in only its sixth year of trading, and four years later that figure represented its profit.

If you think that was good going, by 1925 recorded sales figures were \$125,597,998 – remarkable because a few years prior the company was in debt and had gone through the depression of 1920-1921, but astute cost cutting to increase sales and a tight rein on wages pulled the company back into the black. The company certainly was motoring!

Firestone continued to supply The Ford Motor Company with a good percentage of its tyres, so upon reflection the success of the company is not particularly surprising as the 'Model T' coming on stream in 1908 had total production figures in the region of 15 million, until production ceased in 1927. It must also be remembered that there was income from the replacement market, other clients, and commercial vehicles.

NOT JUST CARS

Firestone was also in the forefront of promoting the use of commercial vehicles, championing the 'Ship by Truck' movement to distribute goods, using the network of new highways that had been constructed, and by 1935, despite another depression in the early 1930s, sales were still at a healthy \$121 million.

Under Firestone's guidance the company researched and developed significant improvements in tyre



Firestone Non-Skid tyres were developed for use with automobiles. Image: Grace's Guide to British Industrial History.



Front tyres were developed. Although the cost was cheap by today's standard, in the 1930s a pneumatic tyre and wheel was a considerable increase in cost over a steel wheel.

technology for all types of vehicles. For example, the first commercial demountable rim and in 1908 the non-skid tread – the 'Firestone non-skid' providing superior traction to the usual smooth surfaced tyre.

At that time it was not unusual for manufacturers to add metal rivets and leather to the compound, or use a dimpled tread to assist traction. This new tyre had an angled tread pattern and formed the basis of the tyres we have today. Written diagonally across the tyre was the maker's name, 'Firestone'.

Incremental steps to improve tyre technology followed. Company chemists devised a method to incorporate into the carcass fabric ply in lieu of square woven cloths, adding strength, flexibility, improved reliability, and tyre life.

By 1931, BF Goodrich had developed a 'Zero Pressure' tyre – a design neither solid nor pneumatic. Consisting of a series of solid rubber webs inside the carcass, the deformation of the tyre provided grip, but the company reverted to a more conventional design soon after.

The first real breakthrough came when Firestone and Allis-Chalmers collaborated in 1930, with the intention of developing a pneumatic tractor tyre. They initially experimented with aircraft tyres fitted to commercial vehicle wheels at the 'The Homestead', which soon became the company's testing facility. Firestone's first-hand experience of working all types of farm machinery made him

conversant with their pitfalls and as a well-known exponent of pneumatic rubber tyres, he was determined to bring their benefits to the farmer.

In 1932 the practicality of a low-pressure tractor tyre was proven when a pair of Firestone's 48 x12 aircraft tyres were fitted to an Allis-Chalmers U. Trials proved successful and reaffirmed during their first public test on Labor Day in Dodge City, Kansas.

Firestone developed the tractor tyre using the principles of the balloon tyre incorporating a chevron tread design and named the first practical pneumatic low-pressure tractor tyre the 'Ground Grip.'

That year Firestone began his campaign to 'Put the Farm on Rubber'. A-C offered a specially-designed tyre manufactured by Firestone as standard equipment on the model U, although steel wheels were an option.

Acceptance was slow. Farmers were reluctant to accept the revolutionary rubber tyre. The effects of the Depression were not conducive to spending hard-earned dollars, as money was tight, and survival was uppermost in their minds – let alone taking the risk of purchasing a new and expensive rubber tyre that did nothing to ease their deep-rooted scepticisms that it was advantageous over steel rims and solid tyres.

* In part two the story of Firestone's success continues, with development of the tractor tyre through the Nebraska Tests. ■

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If you can find them, some of Massey Ferguson's lesser-known models offer great value for money. All photos: AGCO.



Triple triangle value

Choosing a tractor can be a minefield, especially when there are so many to pick from. We offer opinion on which Massey Ferguson models offer the best value, with the help of an expert.

A Massey Ferguson model is considered to be a safe bet when it comes to buying a tractor for work and/or play. A blend of Perkins engines and Massey Ferguson sub-assemblies has proved to be a worthy combination, with many of the company's ranges gaining critical acclaim over the years.

Today, the company's tractors built during the 1960s, '70s and '80s, in particular, have a reputation for productivity and reliability, but with so many to choose from, which should you buy?

A tractor is capable of any job if it is matched with the appropriate implement, but to make your choice more straightforward we have split the tractors into four categories – sub-50hp, 51-75hp, 76-100hp and 101-125hp.

We have also enlisted the help of Chris Clack, who held several positions at Massey Ferguson during the period we

are focussing on, including Product Manager for the 600 Series tractors, based at MF's Central Marketing Group in Stoneleigh. Chris has a wealth of experience with all ranges, from the 100 Series to the 3000 Series, and is well versed in their manufacture and operation.

Experience has shown that these models have a great deal to offer, but their popularity is often reflected in their price tag. Our aim is to highlight the model that we consider to offer good value for money to those looking to purchase a Massey Ferguson tractor for work and/or 'play', according to power output.

You may not agree with our choices, but they will certainly provide food for thought. The prices included are based on tractors sold recently at auction, on the Internet and privately.

It is also worth mentioning that when contemplating 'value for money', we are considering these tractors as a purchase

to use, rather than to make money – although it has to be said that classic machinery appears to represent a good investment at the current time.

As for condition, rough examples consume both time and money, so it is advisable to buy the best that you can afford – unless a project is your aim. Cabs can be problematic if corrosion has taken a significant hold, so pay particular attention to their structural integrity, as well as their appearance.

With time, money and know-how, problems can be overcome – but choose wisely and don't let your heart rule your head!

Turn the page to see what we've chosen as our best-value models from one of the best-loved machinery manufacturers of the last six decades. Please note: all power figures are quoted in the DIN standard, unless stated. DIN power is approximately 1.05 times lower than the BS rating. ►

SUB-50hp

This is a prevalent category and covers models that are particularly popular due to their size. They can be easily transported and fit into small buildings with relative ease. Suitable for those entering the world of classic tractors, they are highly prized and often command premium prices, so do your homework before you part with your hard-earned money.

The obvious contender in this sector is the 45hp MF 135. Recognisable to millions, this little tractor took the farming world by storm when it replaced the 35X and has become the obvious choice for many when it comes to buying their first tractor.

It's the epitome of reliability, starts well, performs brilliantly and virtually every part is available should problems arise, but should you buy one? It is expensive for what it is, but it does offer good value when you compare it to the other models of similar power output. A rough, off-farm example will set you back around £2,500 – proving that this is a model with a 'premium' price tag, despite the fact that more than 250,000 were built in Coventry alone.

Chris Clack suggests that the MF 152 MkIII should be considered as a contender in this category. It used the Perkins-built AD3.152S, producing 47hp, and was coupled to an eight forward, two reverse transmission, with three-



AD3.152
6 fwd, 2 rev
2WD

plate, oil-cooled disc brakes too.

"Somewhat later, the MF 154S fruit tractor, from the Landini stable, is also worth considering if you can find one," Chris suggested. "At 47hp and with a 12-speed synchromesh gearbox, both it and the 152 MkIII are pretty reliable and will probably have low hours. They

would certainly be a talking point at shows etc."

The lack of 152 MkIII and 154S examples means that they are not obvious contenders as alternatives to the 135, although do give them careful consideration should you find one, so our attention turns to the 200 Series models.

As a successor to the 135, the 240 is an attractive proposition, although the cab can let it down. The 230 commands a similar price to the 135, but with 7hp less, it doesn't really make sense in terms of value, so is ruled out in this respect.

If you want a tractor with a cab, the 47hp MF 350 is certainly in the running. It may be slightly more expensive than a 135, but because of the Sankey-built cab and general specification, it offers good value.

In conclusion, the Massey Ferguson 135 can seem expensive compared to tractors like the David Brown 880 Selectamatic and IH 434, but if you are desperate to purchase a sub-50hp Massey Ferguson it's probably the right one for you.



The MF 154S, built in Italy, is a Landini in disguise!

OUR CHOICE: MF 135

51-75hp

At 58.3hp (BS) and 62hp (BS) the MF 165, in MkI and MkII form respectively, is a prime candidate for our choice, but it is expensive for what it offers – given that you can pick up a 75hp (BS) MF 185 for not much more money.

“More than 40,000 MF 185s were made and some are still working on farms,” Chris Clack explained. “Parts are readily available, including parts for the Scirocco safety cab with flexible cladding. They turn up at farm retirement/dispersal sales, although many have been exported over the years. In the same vein, an early MF 290 is similar, provided the cab is reasonably intact.”

At 75hp, the A4.248-powered MF 290 can be found with a Duncan cab or a GKN Sankey unit, as well as a choice of three transmissions – the eight-speed ‘box, Synchro 12 or Multi-Power.

A really nice original example can be found for around £10,000, which is less than the equivalent MF 135, but there are other models to consider.

“The later introduced MF 275 and 375 are good tractors and a real find would be a two-wheel drive MF 3050 in good condition – all having that great Perkins A4.236 powerplant, albeit the 3050 selling in small numbers,” Chris told T&M. “As in the aforementioned category, the MF 158 MkIII and red Landinis – the four-wheel drive MF 184S/184F models, at 56hp and 68hp respectively, have presence on individuality.”



* Later examples

Our choice may command more money than others in this category, but what it offers in terms of specification makes up for the additional expenditure. With the brilliant, naturally-aspirated A4.236 under the bonnet and the great, if a little small, Sankey-built LoProfile+ cab, there's so much to like about the 362.

Initially producing 60hp, later examples are rated at 62hp and have the option of the 12-speed manual shuttle with single-lever side shift transmission, which is great for loader work. There was also the option of the 18 Speedshift gearbox, with gear lever-mounted ‘splitter’ button, as well as a console-mounted button to use if desired.

Controls were simple and well laid out, with the only electronics being the Speedshift (if fitted) and chunky rocker switches for lights, four-wheel drive and differential lock engagement.

Available in two- and four-wheel drive forms, a good, early 362 with standard eight forward, two reverse synchromesh transmission, will set you back around £10,000, while four-wheel drive 12/12 models tend to command around £15,000.

With a decent engine, generating 243Nm (191lb/ft) of torque at 1,400rpm, renowned hydraulic system and a choice of transmissions to suit your requirements, the Massey Ferguson 362 is the ideal blend of proven and ‘modern’ components to meet your needs.



At 75hp (BS), the big MF 185 offers a lot of tractor for the money.

A4.236
12 fwd, 12 rev*
2/4WD

OUR CHOICE: MF 362

76-100hp

“GIVEN that the MF 699, at 95hp, is commanding top prices, perhaps the most desirable would be a four-wheel drive MF 3070,” Chris suggested. “The MF 698T, known as a ‘pocket rocket’, with that glorious wastegate turbo on the Perkins AT4.236, also has a place, as many can now reasonably fix a poor cab on these models.

“There’s been no mention by me so far on the MF 500 Series models, but an 88hp MF 595 MkII is not out of the question, as the last incarnation of the Perkins A4.3182 engine was well sorted by then. Many Multi-Power versions of these were sold which, if well looked after, cause no transmission problems.

“The MF 298 is possibly underrated, as it too used the refined A4.3182 engine. The Duncan cab was okay, as it was fitted by Duncan at its Coventry facility. The three-lever Synchro 12 manual gearbox was one of the best MF ever introduced.”

Much has been written about the 600 Series before and although the underpinnings were rather good, it was let down by the cab. If you can find a good one, the 698T and 699 are powerful performers and represent a good investment, but we’re inclined to agree with Chris on this one.

The Massey Ferguson 298 is an underrated model. There are so many horror stories about the A4.318 that



anything with that engine tends to be tainted, but after some rectification by Perkins, the A4.3182 has a lot going for it.

Rated at 88hp and producing 344Nm (254lb/ft) of torque at 1,300rpm, the 5.2-litre engine’s long stroke and direct injection mean bags of pull and decent starting. Add the optional centre-drive

front axle into the mix, with mechanical engagement and Auto Lock differential, and you’ve got a very capable tractor.

Standard specification includes two-speed iPTO, linkage pump and auxiliary pump with Mk3A Selector Valve, oil-cooled disc brakes, two spool valves and 16.9/14-34 rear tyres. Two-wheel drive examples are fitted with 10-16 fronts, while four-wheel drive models utilise 13.6/12-24 rubber.

With oil flow from the linkage pump at 28 litres per minute (6.16gpm) and the auxiliary pump emitting 36 litres per minute (7.92gpm), combined flow is 64 litres per minute (14.08gpm) – making the 298 great for flow-hungry applications.

At less than £5,000 for a reasonable example, the 298 is around £1,500 cheaper than the equivalent 290 – which although a great tractor is giving away 13hp in the power stakes. Even a top-notch, original example can be had for less than a 135 in the same condition, so it’s hard to find another Massey Ferguson model that offers such good value for money.



The MF 698T is worth considering for its glorious exhaust note!

OUR CHOICE: MF 298

101-125hp

If you're looking for a 'big' tractor, the 2000 Series offers something different, but most would consider the Massey Ferguson 3000 Series as the most viable contender for a model in this sector.

"The 2640 is not all bad if an early model was subjected to a factory upgrade programme done by dealers, namely changes to the concentric clutch slave cylinder and the like, but an MF 2645 Electronic would be well sorted by then," Chris explained. "A bit iconic is a two-wheel drive MF 2620. Not many were sold, but it was good at PTO work – on a power harrow or forage harvester – with its Speedshift transmission and tight turning circle.

"Of the 3000 Series, it would be the 107hp MF 3090 and 3095 models that get my vote. Even a Coventry-made MF 4270, introduced in 1997, is now in contention – an early model being nearly 25 years old!"

It has to be said that the 3090 offers plenty of 'bang for your buck'. It was bought with productivity in mind and many will have amassed high hours, but the A6.354.4 is renowned for its reliability and parts are plentiful should you need to overhaul it. A good one, with around 9,000 hours on the clock, can be bought for around £12,000, but it's possible to find a reasonable one for under £10,000 without too much difficulty.

Standard specification includes a naturally-aspirated, 5.8-litre, six-cylinder

engine generating 375Nm (294lb/ft) of torque at 1,400rpm, a 16-speed synchromesh transmission with shuttle, oil-immersed disc brakes, independent 540/1,000rpm PTO with electro-hydraulic engagement, electronic linkage control and Autotronic.

The latter is particularly useful if you

want a tractor to put to work, as it takes the drudgery out of field operations. Automatic functions include disengagement of the diff lock when the linkage is lifted and re-engagement when it is lowered, engagement of four-wheel drive when the brakes are applied, disengagement of four-wheel drive over 9mph, four-wheel drive engagement when the diff lock is selected, engagement of four-wheel drive when parked, engagement of the PTO clutch and disengagement if an implement blocks.

With so much technology, the 3000 Series was a trend-setting range and although some were sceptical about the electronics, the 3090 and its siblings have proved themselves to be reliable. Electronic linkage control has become the norm and data monitors have made for increased productivity.

The cab, with its chunky 'B' pillar and doors complete with 'pockets', was reminiscent of Case IH's XL in many ways and this was no bad thing. Comfortable, quiet and with good visibility, it's still a nice place to spend the working day.

OUR CHOICE: MF 3090

A6.354.4
16 fwd, 16 rev
2/4WD



The Massey Ferguson 2640 is part of an iconic French-built range.

CONCLUSION

As is the case with most tractor manufacturers, there are alternatives from each range that will suit your requirements, but we have chosen those that we feel best represent best value.

The popularity of the brand means that MF products tend to command a premium compared to some other marques, and the fact is that if the badge on the bonnet is not important you will be able to find something cheaper in the same power bracket.

It is, however, not always about purchase price. No machine can be guaranteed not to break down, but MF models from the period we have focussed on have garnered a reputation for rock solid reliability and it is this that adds to their price tag. Plus, the re-sale value of the majority of Massey Ferguson tractors tends to remain high, which is good if you are considering your purchase as an investment as well as a necessity.

Buy right and you will not be disappointed, but should you need or wish to improve your purchase, there is a vast array of dealerships and specialists offering genuine and replacement parts to suit virtually all MF models, some of which are listed here. ■

RIGHT: It is possible to pick up a later, four-wheel drive model, with a decent cab and better spec, for less than an earlier two-wheel drive tractor. A 47hp MF 250, with driven front axle and Sankey 'Q' cab, will set you back around £10,500 (in original condition), while an MF 148 can command as much as £14,000.

BELOW: Although extremely collectible, the 105hp MF 1200 is expensive and not particularly good value. With nice, original examples fetching in excess of £18,000, there are numerous other MF models of similar power output that can be purchased, such as the 2640 – at around half the price.



ABOVE: Do your homework, as later models with better cabs can often represent better value. Plus, some models were fitted with different cabs throughout their lifespan and although the performance does not differ, the price can considerably. The MF 265, with Cab-Craft, Duncan, Lambourn and Sankey cabs, is a classic example.

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STAR LETTER

Farming memories

Dear T&M,

The letter from Steeve Hewlett, in the October edition of *Tractor & Machinery*, stirred further memories of farming in the post-war years. In the early 1950s, when the new Fordson Major, as it was known, was first introduced, the first farmers to buy one in this area (mid Surrey) were, I believe, Frank and Bill Royle, from Jury Farm.

I used to visit them on my motorbike to persuade Bill to come and bale our hay and I have to admit that I cast very envious eyes over their new tractor, knowing I had to go back to our E27N, with bald tyres and one foot brake (the left side completely shot due to being used to try to stop wheel slippage when ploughing, as there was no diff lock in those days!).

Many years later I remember buying four redundant Majors and selling the best one to Steeve, who it transpires sold it to the Ryde Farm Estate – which comprised Holride Farm, Ryde Farm and Jury Farm. I find it fascinating that 30 years later they bought another one, which it seems gave excellent service.

It's kind of Steve to ask how I'm keeping and I'm pleased to say that I'm surviving,

although not doing much farming! I hope he is okay too.

Going back to the Royle brothers, they had an eight-foot cut, self-propelled Massey combine on small front drive wheels – probably 16-inch, whereas all the rest were usually 28-inch. I just wondered if any readers know what the model number was, as despite looking carefully at combine pictures and articles, I have never seen another one!

Chris Marlow, via e-mail

SL: Some of Massey Ferguson's combines had 24-inch front wheels, such as the 31 model, but I suspect that you are referring to a model from the Massey-Harris era. One of our knowledgeable readers is sure to know the answer and, as always, I pass the baton over!

WIN!

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

Dear T&M,

I read your answer to the problem of using a TE-20 with a reciprocating hedge cutter with interest, as I used to cut my hedges with my Ferguson and a McConnell hedge cutter.

I used what I consider the best solution – an epicyclic gearbox fitted to the tractor. That gives two great advantages. You now have a lower set of forward speed gears and, in effect, a live clutch.

When approaching a thick part of the hedge you can travel slowly and stop if necessary, whilst leaving the cutters running at normal

speed. That is attained by simply using the hand lever fitted to the epicyclic gearbox.

Unfortunately, these gearboxes are not easy to find, but if you need to use your Ferguson for this purpose I feel that it is an ideal solution.

Michael Spurr, via e-mail

SL: Sound advice, Michael. As you rightly say, a hard-to-find component though!

Dear T&M,

I've just read the piece about a chap wanting to fit a hedge trimmer to a Ferguson TE-20. I know a chap that's got a few hedges to do and he uses a

McConnel trimmer with a petrol engine mounted next to the big drive pulley. It has a belt tensioner that's reached from the seat to stop the drive and is separated from the tractor PTO, meaning the tractor can be driven at very low revs to accommodate thick hedge growth.

This might be an easy option for other makes of trimmer, like a Twose mid-mounted model for instance – that takes the drive from the back end via a tube inside the wing.

Bob Ball

SL: A practical solution, Bob! I'm sure there are variations on the theme too.

SOCIAL MEDIA

'Upgrades'

SL: This post featured on our Facebook page in early November:

In a future issue we'll be featuring a pre-Q cab tractor that's received some 'upgrades' to make it more user friendly. If you could alter your tractor to make it easier/better to operate, what would you do to it and why?

Or, if you've already done it, please share a photo or two!

#upgrade #userfriendly #tractor #better

Nuffield 4/65. Gearbox hump is too high, so makes it hard to mount and dismount the tractor. A smaller hump would make it easier to get on and off the tractor. Gear sticks to the side, like the Leyland synchromesh transmission, would also make it easier to change gears.

Draft control is just not adequate enough, so if position control were to be added the use of three-point implements that work above ground would be much easier.

I have added a foot throttle from a Leyland 270 to mine and it is much better than the hand throttle, for road work and travelling around.

Finally the thing all 4/65 owners want is better brakes! The dry disc type are horrible and you are better slowing down with the gears than the brakes. If a wet type, similar to that used on MF 165s etc., was used, or even the band type used on the 135, braking would be much better!

Kyle Blake

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The Rowberry family owns an extensive collection of International Harvester tractors, including this B-275 Hi-Clear. Photo: Chris Rowberry.

Raising the stakes

The International Harvester Company of Great Britain Ltd. enjoyed tremendous success with its Bradford-built models, but the Hi-Clear variants are not particularly common. We take a look at them.

When the International Harvester Company of Great Britain Ltd. (IHGB) introduced the B-250, it was the start of big things for a successive line of small tractors. First produced in 1956, the B-250, known as the Little Giant, was revolutionary in that it had disc brakes and a differential lock as standard.

With its 30hp, four-cylinder engine, five-speed transmission, live hydraulics

and reversible category I/II three-point linkage, the B-250 was always going to be popular, but it's hard to believe that anyone envisaged that nearly 30,000 examples would be produced before production ended in 1961.

At the heart of the B-250 was the IH BD-144 engine – with wet, replaceable sleeves, a 3 $\frac{3}{8}$ in (85.7mm) bore and 4in (101.6mm) stroke. Rated speed was a lowly 1,750rpm.

Channelling the power to the transmission was a 10-inch (254mm), single-plate clutch, with five forward

speeds and a single reverse speed available to the operator.

Largely found at the rear was a live hydraulic system with three-point linkage and in-built weigh transfer, as well as a power take-off, although these were not standard equipment and joined a long list of options, including a self-sealing hydraulic coupling, automatic pick-up hitch, swinging drawbar, downswept exhaust, wheel weights and larger tyres.

The B-250 had everything that farmers of the day could want from a

'conventional' tractor, but for those looking for more the B-275 was the answer. The newer model, introduced in 1958, had the BD-144's rated speed increased to 1,875rpm and the fuel injection system altered to produce an additional 5hp. An eight forward, two reverse transmission was a standard fitment, too.

Over time, further enhancements were added and by the end of production, in 1968, the B-275 could be specified with a 10-inch single clutch, an 11-inch (279mm) dual clutch – with 9in (229mm) PTO clutch, single- or dual-speed PTO (with a choice of speeds) and Vary-Touch hydraulics.

Just as Ferguson had produced narrow versions of the ubiquitous TE-20 for specialist applications, International realised that there was a gap in the market for those that needed a tractor to suit tall-growing crops.

By their very nature, the B-250 and B-275 were small tractors – with a ground clearance of 15½in (397mm) – and using such a machine in crops of significant height could result in damage to the plants, so the solution was to produce Hi-Clear versions of the models to aid growers. These were introduced on 8 April 1959.

The Regular B-250, for example, was fitted with 4.00x19 fronts and 10x28 rear tyres and this was the major difference between it and its Hi-Clear sibling. The taller tractor utilised 10x38 rear tyres as standard, with longer kingpins to keep the front level with the rear.

This arrangement provided 26½in (673mm) of ground clearance under the front axle and increased clearance under the rear frame by 5½in (143mm).



A genuine Hi-Clear tractor is distinguished by its tractorometer. Photo: Scott Lambert.



This award-winning International Harvester 276 Hi-Clear was restored by the Rowberry family. Photo: Chris Rowberry.

MID-MOUNTED EQUIPMENT

Increased clearance made these tractors ideal for use with sprayers and fertiliser spreaders, but it also permitted the use of mid-mounted equipment, such as hoes and ridgers. As well as those produced by implement manufacturers and specialists, IH marketed its own system for use with its tractors. The B2-1 Gloster Mid-Power Hoe could be used in conjunction with a rear-mounted B2-2 Gloster Linkage Toolbar for a complete weed control system.

Some of the options that were introduced for the B-275 throughout its production period were largely due to the introduction of the B-414 in 1961. This was a more powerful, slightly restyled version of the B-250 and B-275, using a bored out version of the earlier tractors' engine, designated the BD-154.

This was a handsome-looking machine, with off-white taking the place of silver and, in some areas, red, but it was still very much a more powerful B-250. Looks aside, the most obvious difference between the B-414 and the B-250/275 was the adoption of a heavy-duty, box construction front axle

– a departure from the tubular type used on the earlier tractors.

Getting on and off a Regular B-414 was already a hindrance, thanks to the square-cut dash panel, and this was exacerbated by the step up to the Hi-Clear derivative. More power and a new front axle were welcome additions to the Bradford design, but it was in desperate need of freshening up. Cue the 434.

Such was the popularity of the B-275 that it remained in production for around two years after the introduction of the 434, in 1966. At 35hp it had a power output that still suited many and it made sense for IHGB to continue to offer it as an alternative to the 43hp newcomer. Production of its eventual replacement, the 37½hp 276, began in 1968.

The 276 and 434, as well as their Hi-Clear derivatives, were very much cut from the same cloth. The skid unit was the tried-and-tested four-cylinder engine married to the eight-speed transmission, with new bonnet styling that involved greater use of off-white. Gone were the wide bars of the B-275 and the fine ➤



mesh of the B-414, replaced by a simple, removeable outer grille and fine mesh inner grille to prevent chaff and the like reaching the radiator.

Vary-Touch hydraulics were now standard equipment, with two-speed flow and an isolating valve, but a single-plate clutch was also fitted unless a tick was put in the box for the dual clutch option.

On the tyre front, 5.50-16s and 11-38s were fitted, with the option of 4.00-19, 5.50-16 six-ply and 6.00-16 four- and six-ply fronts. Interestingly, the ground clearance was marginally less on the 434 Hi-Clear than its predecessors – 22¾in (578mm) under the front axle and 21½in (546mm) under the rear frame.

NEED FOR SPEED

Aside from the increased clearance that 11-38 rear tyres afforded, the other advantage was an increase in road speed. In top gear, 18.33mph was achievable with a 434 Hi-Clear – 3.3mph faster than the Regular model, but not as swift as a 434 Regular with Speed Amplifier – capable of around 21mph in ‘overdrive’.

The 276 Hi-Clear was not as fast, at 17.18mph, and had fractionally less

clearance than its more powerful sibling, but it looked very similar to the 434 – with the exception of the tubular front axle.

International Harvester was keen to stress that despite the Hi-Clear configuration being ideal for work in tall-growing crops, it was equally at home undertaking ‘normal’ linkage and drawbar work. The driving position aided visibility and other than its height there was little to separate the Hi-Clear from the Regular.

Production of the 434 ended in 1971, following the introduction of the World Wide Series, but the 276 soldiered on until 1974. It was a popular tractor in its own right, but had also become a useful skid unit for other manufacturers – such as Braud et Faucheux (Manitou) and Whitlock.

Serial number records do not separate Hi-Clear variants from the Regular version of each of the respective models and as a result there are varying accounts of how many were produced. They are not particularly common on today’s market, but you can find them for sale and they do not always command higher prices than the Regular equivalent.

Some tractors were converted to Hi-Clear configuration in later life with addition of longer kingpins and larger rear wheels, but paying attention to the tractormeter can be a good indication of whether the tractor you’re look at is a genuine Hi-Clear model. The rear tyre size should be indicated, along with ‘HI-CLEAR’. The serial number plate will not indicate whether it is a Hi-Clear variant.

IH collectors are particularly fond of Hi-Clear tractors, but they are a good all-round machine for work and play and a great talking point at events. ■

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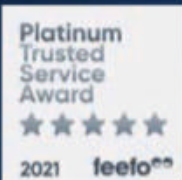
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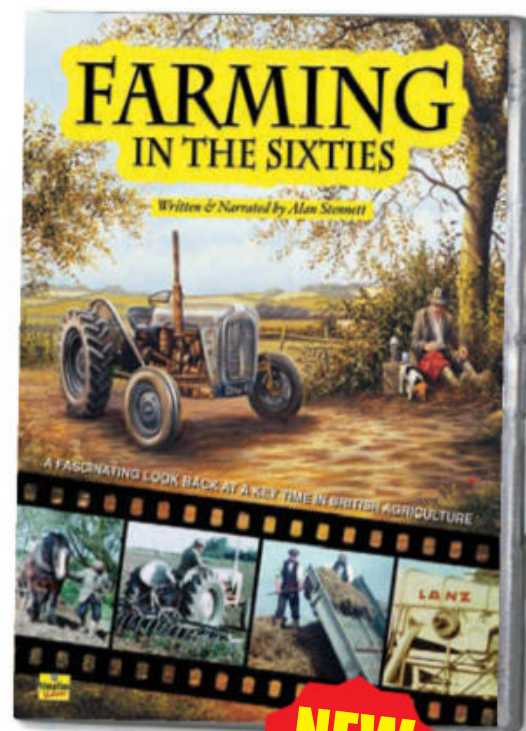
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Charles J Marshall & Co. is still building trailers in Aberdeenshire, thanks to the success of trailers such as this three-ton T3/10 model. The company had already built 15,000 trailers by this point – proof that it had a product that was well suited to farmers' requirements. All images taken from promotional literature, unless stated.



Dropside trailers

The glory days of the dropside trailer may be confined to the history books, but thousands are still in use. We take a look at some of the popular, UK-built models.

Dropside trailers were an integral part of the agricultural industry for many years and although still built today, monocoque designs account for the vast majority of sales.

Perhaps the most famous of all the early dropside trailers is the Ferguson three-ton tipper, but examples existed long before Harry Ferguson's marketing team got to work letting the world know about the new trailer that was an integral part of the Ferguson System. In fact, the JCB story began when Joseph Cyril Bamford started his business by building a dropside trailer using surplus WW2 parts.

It's fair to say that Ferguson trailers had a profound impact on farming, with the rearward axle design allowing for significant weight transference and increased traction for additional safety, but Ferguson did not have it all his own way.

A plethora of new designs from existing and new manufacturers would follow and it's here that we look at some of the manufacturers of single-axle models that were produced during the heyday of the dropside trailer. ➤



A S Trailers, based at Marston – near Grantham, Lincolnshire, produced a wide range of trailers in the company's traditional blue livery. This 3.5-tonne, three-way tipper was from its 'Local Authority Range' and featured a sprung axle and overrun brakes.



Foster (Farm Equipment) Ltd. produced many trailer models over the years at its facility in Beverley, North Humberside, including the Load-Master range. This was the 4.25-tonne model, with a body that tapered by four inches to allow material to flow freely out of the tailgate. The steel was finished in red, while the floor and sides were made from Keruing, finished in linseed oil.



Aberdeenshire-based Fraser Agricultural (Rothienorman) Ltd.'s single-axle dropside models in the style shown spanned four to seven-and-a-half tonnes and could be specified with floor and sides made from hardwood or steel. The F68 shown was a 4.5-tonne model with an unladen weight of 860kg.

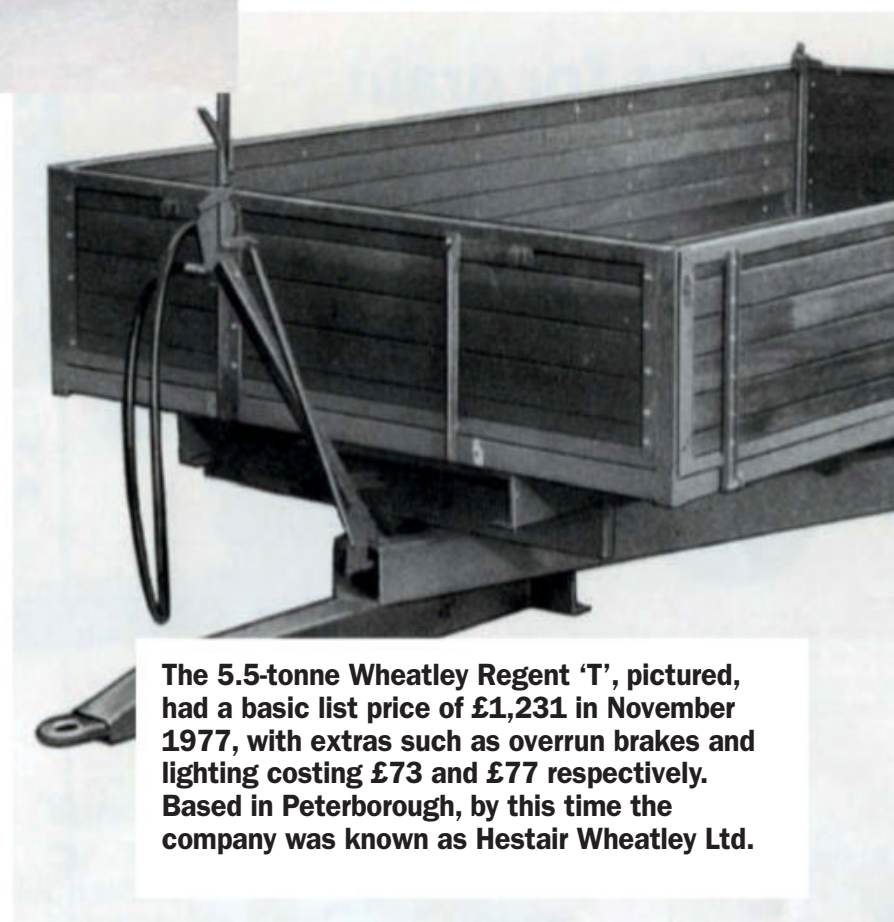
By the 1970s, the Tye Trailer Co. Ltd. was among the top six trailer manufacturers in the UK. It had a reputation for quality, rather than mass production, with the company's design work undertaken by Bill Berry. Tye attended one major show each month, from April to September, in its heyday and would expect to take at least 20 orders for new trailers at each event. Photo: Courtesy of Peter Squires.



The Super Standard was a popular model for Lincolnshire-based Pettit, which by this stage was a division of the Geest Industrial Group Ltd. Tipping versions of this trailer were available in 3.75-ton and 4.5-ton guises, with five-stud axles and five axle positions. Extension sides of 18 inches (shown) and a silage kit were available to increase load capacity and versatility. Pettit also produced trailers for IHGB and Ransomes Sims & Jefferies Ltd. (above right).



T&F Equipment Ltd. had a slogan that claimed 'trailers of distinction' and it's fair to say that its 21135 and 21140 models certainly cut a dash. With striking orange steel frames and Malayan hardwood secured with galvanised nuts and bolts, these 3.5-ton and 4-ton trailers looked the business. The company was based in Sutterton, Lincolnshire.



The 5.5-tonne Wheatley Regent 'T', pictured, had a basic list price of £1,231 in November 1977, with extras such as overrun brakes and lighting costing £73 and £77 respectively. Based in Peterborough, by this time the company was known as Hestair Wheatley Ltd.



Whitlock Bros. Ltd., of Great Yeldham in Essex, was perhaps best known for its excavators, but the company also produced other agricultural equipment – such as the SX5 and SX6 trailers. With a 5-ton load capacity, the SX5 had a 7x13ft body, with sides 2ft 6in high. Tyres were 12.5x15 8-ply, with the wheel hubs mounted to a 2³/₄in solid steel axle.



Weeks of Hull was famed for its light blue trailers with yellow wheels, but it also produced numerous models for Massey Ferguson, such as this MF 21 3.5-ton model in standard trim with the optional lighting board at the rear. In July 1970, the cheapest version of this trailer had a list price of £196-0-0.



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Feeling the Force

PART TWO

Ford's Series 10 celebrates its 40th anniversary this year. In the second part of the series, Jonathan Whitlam looks at Force II.

The Force II version of the Ford 7610, complete with new Super-Q cab, that was launched at the end of 1985.



When Ford updated its 1000 Series tractors in 1968, the company called it the Ford Force – and for good reason, as the considerable updates it represented over the original machines certainly made it a force to be reckoned with. It went on to sell very well over the next seven years.

Fast forward to 1985 and a similar situation now existed for Ford to update Series 10. In production from 1981, as we saw in part one of this series, the original Series 10 encompassed several models,

from the little 2910 up to the 8210 and had sold very well.

However, by 1985, the quiet cabs they were fitted with had been in production since 1976 with very little, if any improvements. The Synchroshift synchromesh transmission introduced with the Series 10 tractors had suffered from a bad design of selection system and it was obvious that the range was in need of a refresh.

The result would be, perhaps, the best-looking of all Ford tractors and British farmers got to see them for the very first time at the 1985 Royal Smithfield Show.

NEW FORCE

The main thrust of the Force II upgrade to Series 10 was in the area of an improved operators' cabin, but it actually went a lot further, in that the whole Ford tractor range became part of Force II, not only the three-, four- and six-cylinder Series 10 machines, but also the big three Series TW tractors too, meaning that it encompassed tractors from the 3910 up to the mighty 195hp TW-35.

This was logical because the new Super-Q cab was included as standard on the TW tractors, as well as the 7710, 7910 and 8210 machines in the Series 10 line-up.

A small Roman numeral 'II' was placed on either side of the bonnet on all the Force II tractors to signify the update, along with a new set of decals that brightened the models up a great deal compared to the original examples, and also lasted longer. The first Series 10 decals tended to fade pretty quickly and can look rather tatty today.

The range was rationalised somewhat when it came to the three-cylinder models offered in the UK, with the 3910 being the smallest in the price lists, although a 2910 was still offered in other markets, such as the USA. The 4110 was also not sold in the UK to begin with after the Force II upgrades were introduced, although it was later to make a comeback.

This meant that the 3910 and 4610 were the sole representatives of these smaller tractors in Force II and the 3910 was only available with the Sekura-sourced LP cab while the 4610 came as standard with the slightly higher and better specification AP cab.

The four-cylinder models changed most, thanks to the top-specification option of the new Super-Q cab, although the 5610 was not offered with it to begin with. There was also a 5110 model which was not sold in Britain, as it was designed specifically for Holland and France and was based on the 5610, but fuelled to produce just 70hp.

The 6610 and 7610 could be had with either the AP or the Super-Q cab, while the 6710 was dropped completely, with the 7710 carrying on in Force II guise with the Super-Q cab as standard fitment



The 3910 was the smallest Series 10 tractor offered in the UK after the launch of the Force II range. This three-cylinder 50hp tractor was only produced with the Sekura LP cab.

in the UK, despite its former uniqueness now being reduced thanks to the Super-Q cab upgrades, which meant that all the tractors so fitted now had a flat floor and gear levers mounted to the right-hand side of the driver's seat.

This resulted in the 7610 and 7710 being even more similar than before, although the 7610 had a much more compact bonnet than the higher-build 7710, making routine maintenance much easier on the latter model.

Six-cylinder wise, the 7910 and 8210 now gained the new Super-Q cab, as well as the new-look bonnet decals. The Super-Q cab suited the longer-bonneted six-cylinder tractors just as well as the smaller four-pot machines and also looked just as good on Series TW models.

SUPER SUPER-Q

The Super-Q cab, built to Ford designs by GKN Sankey – which had also supplied the earlier 'Q' cab, was more than just aesthetically pleasing though, as it consisted of a large number of improvements, including more sound-deadening material to reduce the noise level at the driver's ear.

With a flat floor and pendant-type pedals, not only was noise reduced, the driver was also more cosseted. No less than four halogen work lamps were positioned at the front of the cab roof, increasing night-time visibility enormously, and two further lamps mounted on the back of the roof gave excellent rearward lighting.

Heater and air conditioning systems were available inside the cab, which also featured a roof hatch as standard, while the cab air filters were positioned on both sides above the side windows – giving external access and reducing the risk of dust and dirt getting in the cab itself during routine cleaning. A de-luxe seat, sourced from Bostrom, was fitted and re-designed steps gave improved access to the cab.

The new design of the Super-Q cab, allowing for even the four-cylinder tractors to have two floor-mounted gear levers to the right-hand side to operate the synchromesh transmission, was a huge improvement over the original Series 10 models in almost every respect. The deletion of the awkward column-mounted gear levers of the original Series 10 went a long way to persuading back customers who had not liked the earlier machines because of this. ➤



The 64hp 4610 continued to be a popular machine after Force II was introduced. This three-cylinder, 64hp tractor was never available with the Super-Q cab and was fitted as standard with the Sekura-built AP cab.



The 5610 was originally only offered with AP or LP cabs. The smallest of the four-cylinder models to be offered in the UK, the 5610 was a 75hp machine and not many would have been fitted with a front linkage like this one.

Dual Power was also still a feature of these tractors, giving 16 forward speeds with a high or low selectable now by a foot pedal, instead of a hand-operated switch.

The Super-Q cab really was a great addition to these tractors and modernised the design a great deal, making the tractor look, as well as feel, fresh and modern. The many improvements to the tractors were therefore very well received by the farming public and a protracted advertising campaign by Ford got the

message about the new machines across well.

As the Super-Q-cab-equipped 5610, 6610 and 7610 tractors were top-specification versions, this allowed the AP cab alternative option to also include the older-style, centrally-mounted gear selectors and these tractors were certainly 'no frills' versions, allowing them to be sold at a much cheaper overall cost than the Super-Q cab machines.

The AP cab was particularly popular with livestock farmers, just as much as

the LP was in this area of usage. There was no need for all the bells and whistles when it came to a livestock machine and so the lower-priced AP option was often chosen.

With a front-opening windscreen, as well as openable rear and side windows, the AP cab was not a bad place to spend the working day, and also suited the lines of the Series 10 tractors, despite being adapted from a design Sekura also used on John Deere, David Brown, International Harvester and a few other manufacturers' tractors.



The bonnet retained the excellent access points as had been established on the original Series 10 models of 1981. Note the Roman numeral 'II' on the lower panel which, along with the new style decals, denoted the new range.



The AP cab had excellent all-round visibility, as shown by this 4610.



For many purchasers, the cheaper AP cab option was very attractive, as was the lower overall height. This 6610 was used for many years on a livestock farm.

The AP cab even included a roof hatch as on the Super-Q, although in reality this was actually an escape hatch and was a requirement of certain Scandinavian countries, where legislation took into account the possibility of a tractor submerging itself in a frozen lake with no other exit point other than through the roof!

The AP option was also often chosen by arable farmers too, especially on the 7610 model, as it was seen as a good enough tractor for everyday tasks around the farm.

During 1986, Ford bought farm machinery company Sperry New Holland to form Ford New Holland Inc., therefore bringing a range of forage and hay equipment, plus combine harvesters, into the Ford range for the first time. From the beginning of 1987 the Force II tractors were being produced by Ford New Holland after a reorganisation of the company structure.

FINAL FORCE

By 1987 the Series 10 Force II range was selling very well for Ford New Holland, but, towards the end of that year the first all-new model, since the Force II upgrade in 1985, arrived and it would prove to be a major turning point in the history of the Series 10 range.

This was the 7810 model, designed to fill the gap between the turbocharged,

four-cylinder 7610 and 7710 and the six-cylinder 7910, just as its model number inferred.



The Ford 7610 was still often specified by farmers in two-wheel drive configuration – equally at home as an arable prime mover or as a loader tractor.

FORD SERIES 10 FORCE II MODELS: 1985-1989

Introduced	Model	Power	Cylinders	Main cab option
1985	3910	50hp	3	LP
1985	4610	64hp	3	LP/AP
1985	5610	76hp	4	AP/Super-Q
1985	6610	86hp	4	AP/Super-Q
1985	7610	103hp	4	AP/Super-Q
1985	7710	103hp	4	Super-Q
1985	7910	103hp	6	Super-Q
1985	8210	115hp	6	Super-Q
1987	7810	103hp	6	Super-Q

The 7810 was, in fact, powered by the same six-cylinder engine as the 7910, squeezed into the same-sized frame as the 7610 to provide a compact, six-cylinder, 100hp tractor.

Farmers had wanted such a tractor since the days of the original Force range of 1968, but Ford launched the 7000 in 1971 and did not want to harm sales of its turbocharged four-pot 'pocket-rocket' model by offering a six-cylinder ➤



The Ford 7710 Force II remained the same as the earlier version, except for the fitting of the Super-Q cab.



A view into the Super-Q cab of a 7710, showing the new seat and two floor-mounted gear levers.

machine of about the same power output.

This status quo continued into the era of the 7600 and then the 7610, the only other option being the taller 7700 and then the 7710, still featuring a turbocharged four-cylinder engine.

Other manufacturers were enjoying much success with compact six-cylinder machines of around 100hp when the Force II range was introduced in 1985, but still Ford did not relent on its protectionist policy.

In the end, the 7810 only appeared thanks to South Essex Motors, a

company that put a lot of time and effort into engineering and developing prototypes of the concept which, eventually Ford bought the rights to.

Thus the 7810 was launched at the Royal Smithfield Show in December 1987 and attracted a huge amount of interest from the very beginning. Production soon ramped up at Basildon and the model became the best-seller in the whole range by the end of 1988.

The 7810 was a huge success, although it proved to be the swansong of the Force II range. Progress was being made in the use of electronics in farm tractors, with

Massey Ferguson being a particular pioneer in this area, especially with the 3000 Series launched in 1986, only a year after the purely mechanical Force II range.

So, with new tweaks to the performance, as well as electronics appearing, the need to add more features to Ford's range of tractors led to Force II being replaced, in 1989, by the last incarnation of the formidable Series 10 line.

Next time we will take a look at the machines that, appropriately enough, Ford dubbed Generation III. ■

Launched at the end of 1987, the 7810 was the last Force II tractor to arrive. Using the six-cylinder engine from the 7910 in the chassis of the 7610, the new model was a compact, 103hp six-pot machine.



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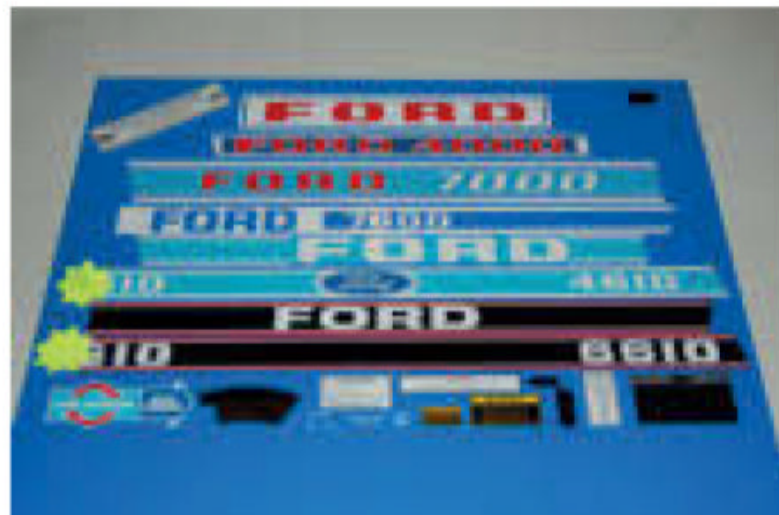
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Christmas gift guide

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UNDER £10



2022 CALENDAR

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tractorspareparts.co.uk

A 2022 calendar featuring Nuffield, Leyland and Marshall tractors. One page to a month format, with space to write notes for each day.

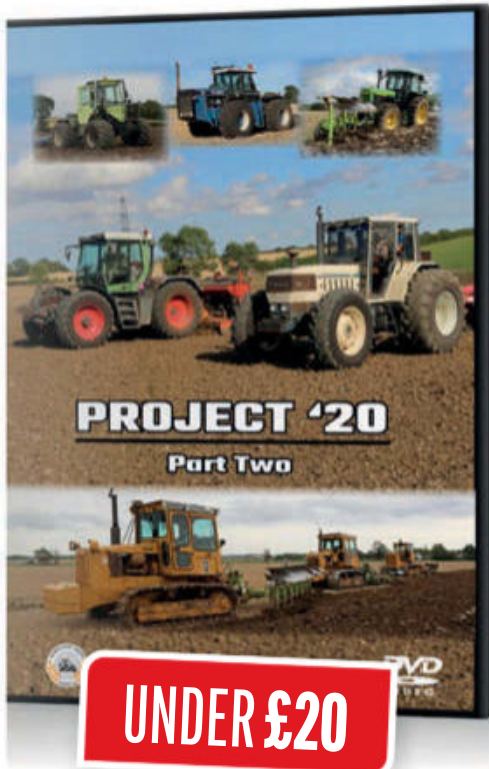
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MARSHALL TRACTORS MUG

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This mug features the Marshall Tractors logo and contact details for Nuffield, Leyland and Marshall specialist Tractor Spare Parts Ltd.



UNDER £20

PROJECT 20 PART TWO DVD

Anglian Agri Media
£16.95 (+ delivery)
Tel: 07845 701127
anglianagrimedia.co.uk

Project 20 focuses on farming and contracting with modern classic tractors and machinery in Suffolk during 2019, 2020 and 2021. It continues in the spirit of the best-selling *Project 55*, but features tractors from a wider variety of manufacturers, including Fendt, Mercedes-Benz, Lamborghini, Caterpillar, Ford, New Holland, Fiat and John Deere. These all date, where

possible, from before the turn of the millennium.

Part Two has a running time of approximately 107 minutes and picks up where *Part One* left off in June 2020. As before, the action is based around the farming year, beginning with pre-harvest work such as muck carting and some ploughing. Harvest starts at the end of July, paving the way for a wide variety of land work, with everything shown from mole draining, subsoiling and stubble cultivations through to ploughing, rolling, pressing, power harrowing and some early drilling of lucerne.

NORTH OF THE BORDER: PART 2 - INTO THE GRASS DVD

Tractor Barn Productions
£16.95
Tel: 01502 740114
tractorbarnproductions.com

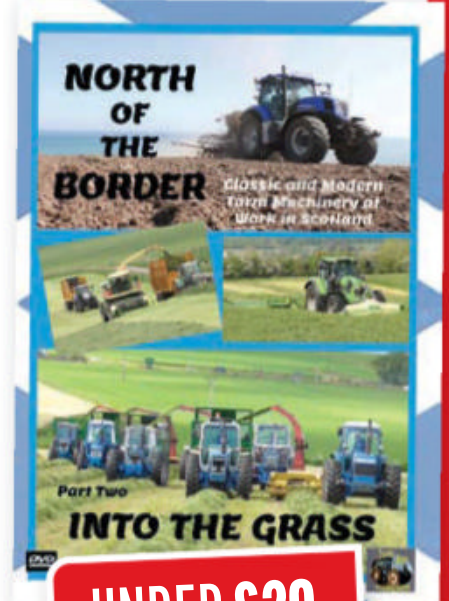
In the second part of the *North Of The Border* DVD series – *Into The Grass* – Andrew Dalziel brings us through May to June on his tour of Scottish farms, and it is the harvesting of grass for silage that

comes to the fore. With round bales, trailed choppers and

monster self-propelled foragers, we get to see some brilliant kit in action. There's also ploughing, potato planting and re-seeding of grassland.

Highlights include: ScotGrass 2019, the Scottish County Tractor Owners Club's silage working event, the BA Stores Working Weekend, John Deere 2130, 2650 and 3350, Ford 6410 and 8630, Lamborghini Premium 1060 and Case IH 956XL, plus lots of modern machinery from all of the leading manufacturers.

Running time: 126 mins approximately.



UNDER £20

FORDSON - THE LAST GENERATION DVD

Tractor Barn Productions
£16.95
Tel: 01502 740114
tractorbarnproductions.com

In 1958 the Ford Motor Company introduced a new version of the highly-popular Fordson Major tractor – the Power Major.

This is the starting point for this DVD, where the story of this tractor, and the Super

Major, Super Dexta and New Performance models that followed it, is told.

Following on from the best-selling *Fordson – The First Generation* and *Fordson – The Next Generation* DVDs, which tell the earlier story from 1917-1957, this volume wraps up the Fordson story using film of surviving machines, archive material and also the experiences of tractor owners.

Running time: 120 mins approximately.



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UNDER £50

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UNDER £50

1:16 UH FORD 7600

Accurate Diecast Ltd.

£89 (+ delivery)

Tel: 01903 875978

accuratediecast.com

This model will not be available until late January 2022, but you can pre-order it through Accurate Diecast Ltd. today. It has the level of detail that we've come to expect from Universal Hobbies and represents the first incarnation of the Ford 7600, prior to the fitting of the 'Q' cab. It comes in a Limited Edition box and only 1,000 are being produced.



UNDER £100

TWO-TONNE FARM JACK

Machine Mart

£66 (+ delivery)

Tel: 0115 956 5555

machinemart.co.uk

The Clarke CFJ48 48-inch farm jack is a versatile, hand-operated jack with many indoor and outdoor applications, such as loading and off-loading vehicles, moving heavy objects, tensioning of wire fences and removing tree stumps, as well as the traditional jacking of vehicles.

It has a lifting capacity of 2,000kg, a minimum load for lowering of 50kg, maximum lifting height of 1,090mm, minimum lifting foot height of 152mm and a weight of 12.7kg.



UNDER £100



UNDER £100

ADULT FLEECE GILET

Grassmen

£65 (+ delivery)

Tel: 028 2565 3223

grassmen.com

This navy-coloured fleece and polyester adult fleece gilet provides a mid-layer for winter, or a solid outerwear solution during the warmer months.

The garment is complete with trimmed fleece edging with durable brown contrasting moleskin material for aesthetic appeal and features the familiar Grassmen emblem.

18V CORDLESS IMPACT WRENCH**Machine Mart****£107.98 (+ delivery)****Tel: 0115 956 5555****machinemart.co.uk**

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It has a variable-speed control trigger with electronic brake up to 2,200rpm, a fan-cooled motor offering forward and reverse rotation, an LED work light, belt clip and hanging loop.

It is provided with two 2Ah 18V batteries, including charge level indicator, a fast battery charger, moulded carry case and one-year manufacturer's warranty.

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Prices vary according to tractor model, but examples include covers for a Massey Ferguson 135 (without cab) at £189 and a Ford 7610 (four-wheel drive) at £362.



1921-2021

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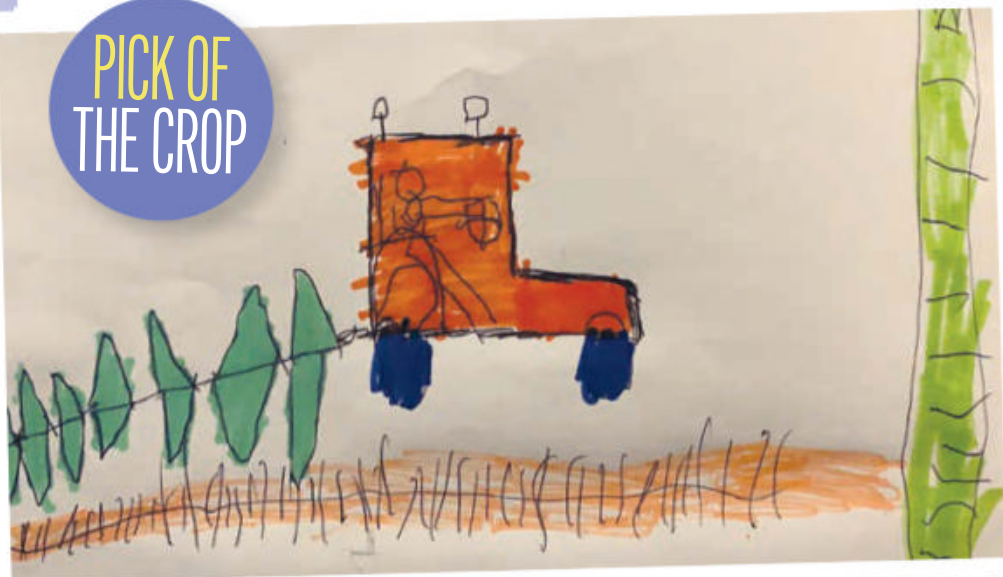
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PICK OF THE CROP



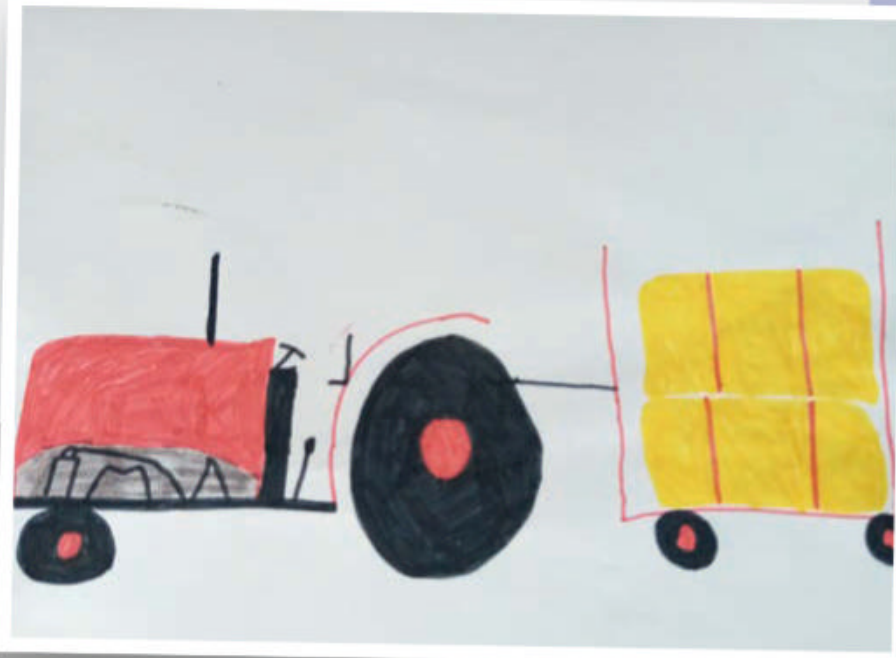
BIG DEERE'S PLOUGHING ON

Impressive!

Dear Junior,

Here is a drawing of a John Deere 3640 pulling a plough. I love getting *Tractor & Machinery* and never miss an issue! One day I want a tractor of my own.

Dylan (aged 6)



DADDY'S 165

Great detail – well done!

Dear Junior,

This is a picture of my daddy's Massey Ferguson 165. Daddy uses this to scrape the yard. It's a wee topper.

**Ella Thornton (aged 9),
Co. Monaghan**



WET DAY = DRAWING DAY

You put your time indoors to great use!

Dear Junior,

Please have a look at our pictures from a wet day visiting Nana and Grandpa Baa in the Lake District! I, George, like big vintage Case tractors, as Grandpa was a Case service engineer back in the day.

George (aged 6) and Alice (aged 4) Stott, Oxon



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

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

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



A zest for tractors

Henry Shannon has spent much of his life immersed in the world of vintage tractors. He has worked with them, restored them, preserved them and played an important part in his local vintage club. One particular tractor stands out among Henry's collection, as Willie Carson discovered.

Henry Shannon's father, William, bought his first tractor in 1947. Enticed by the latest technology of the day, he invested in the Ferguson System and purchased a TE-20, powered by a Continental Z120 petrol engine.

The versatile new workhorse was used for ploughing and tillage operations in the farm's cereal and potato enterprises and, with a Featherstone mid-mounted mower, mowed hay for the herd of 20 suckler cows on the slopes of the Antrim hills.

The TE-20 made way for a Standard petrol-engined TE-A 20 and soon after that a second-hand Ford 2N (Ford-Ferguson) joined the workforce. As Tractor Vaporising Oil replaced petrol as the fuel of choice for cost-conscious farmers, the Ford-Ferguson was upgraded to a TE-A 20 that had been converted to run on TVO.

With 20 years' experience of Ferguson tractors, it was only natural that the next move would be to a TE-D 20, registration RZ 894, built in 1954 with modern 12V electrics. A Ferguson 'bell' planter eased the backache of planting the seven or eight acres of potatoes by hand and contractors took care of the cereal harvest, carrying out the binding, threshing and baling operations.

Later on the ubiquitous 'Grey Ferguson' fleet was upgraded to Massey Ferguson 35 and 135 models, which were much more capable when paired with the implements of the '60s and '70s.

Henry went to work at Logans of Cloughmills, fitting tyres and servicing commercial vehicles, tractors and family cars. During the next 42 years he met many members of the local community in an era when there was always time for a bit of a chat with customers.

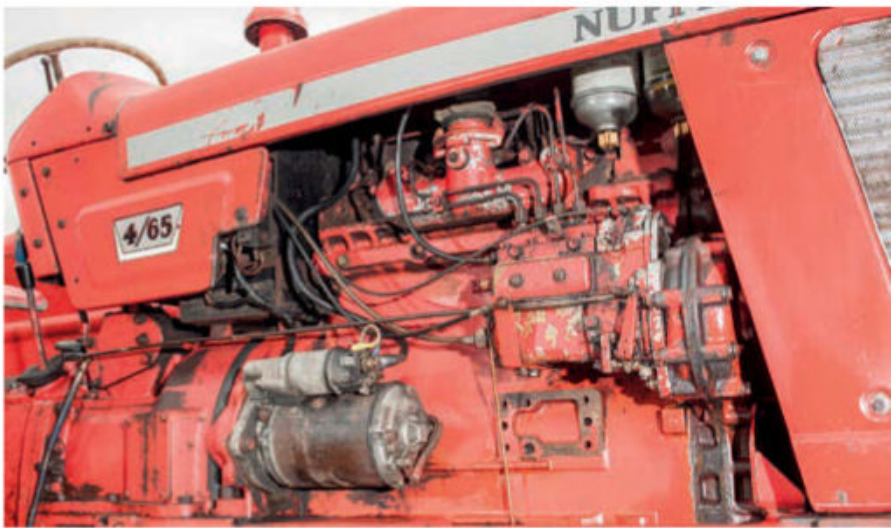
Between work at Logans and helping his father on the farm, Henry was able to

observe the progress of mechanised farming and in November 1968 he acquired a tractor for himself and began to experience that development at first hand. "I used to milk cows and drive tractors on a part-time basis for a neighbouring dairy farmer called Mr. Francis Stewart. He worked with David Browns so I knew the model range well. Over that period he owned a 900, a red 770, a white 880 and a 995. They were all good, sound tractors.

"My first tractor was a 1941 David Brown VAK1 (reg DZ 7595) which had belonged to Mr. Stewart. I didn't have a proper David Brown PU1 plough with the depth wheel, so it wasn't used for much cultivation work; I used it mostly for carting hay and bringing peats home from the moss. It had done a lot of work on Mr. Stewart's farm and the engine ➤

Henry Shannon (inset) was looking for a Ford 5000 when an opportunity arose to buy this Nuffield 4/65.





At the heart of the 4/65 is a 3.77-litre BMC diesel engine, rated at 65hp and producing 172lb/ft of torque at 1,350rpm.



The dash panel was clear and easy to read.

was well worn, so I reconditioned it with new pistons and bearings and then fitted a new clutch. Eventually I was able to swap a Ford-Ferguson plough for a David Brown PU1 plough."

In 1971 Henry added to his collection when he purchased a 1943 Ford 2N and shortly afterwards a petrol-engined 1939 Ford 9N with its distinctive, early rear wheel hubs, appeared in his shed. It needed a rebuild and was running well but, during some particularly frosty weather, disaster struck when a crack appeared in the block.

TRANSPLANT

Seeing opportunity in adversity, Henry, his brother-in-law, William Anderson and local Perkins engine expert, John Fleming, decided to convert the tractor to diesel power by fitting a Perkins P3 engine.

A P3 that had previously powered an air compressor was acquired and, with the flywheel from another, well-worn P3 from a previous tractor conversion, the unit was installed in Henry's tractor.

This common conversion was usually characterised by a high bonnet line, which is not to everyone's taste, so William Anderson put his considerable fabrication skills to good use, recessing the base of the fuel tank such that it straddled the rocker cover and allowed the tractor to retain its original, compact proportions.

Growing up with post-war tractors, meeting the farmers who used them during the expansion of agriculture in that period and collecting a few examples of the more significant models in the development of the tractor, Henry had seen mechanised farming from different viewpoints.

In 1981 fellow enthusiasts in the locality formed the Cloughmills Vintage

Club with Henry and his father among the founding members and soon their annual rally became a popular fixture on the Northern Ireland event calendar.

Working displays at the event included a threshing mill, a barn thresher, barn fans to winnow the seed and a demonstration of straw battling, a technique used before the advent of the baler whereby an armful of straw was gathered from the back of the thresher and deftly twisted into a knot for storage and handling during the winter.

The club also hosts an autumn ploughing day, usually held on harvested potato fields. The popularity of the event was such that they even arranged for a chip van to do the catering at lunch time. These re-enactments of old farming practices showed that the club was interested in putting its vintage machinery to work, so the members soon caught the attention of professional video producer, John Thompson.

John was planning an hour-long film, entitled *A Taste of Farming Life*, in which

he would show the techniques used to grow potatoes in the pre-war, post-war and modern times. That exciting period of development in agricultural mechanisation during the 1950s was re-enacted by the members of the club with Henry's David Brown VAK1, his Ford-Ferguson and his father's TE-D 20 all playing their part for the camera, tilling the ground and spinning out the crop of spuds.

The result is a permanent record of our farming heritage; available for the education of younger generations and the Cloughmills Vintage Club can be proud of the part it played in its production.

Various other tractors passed through Henry's hands, including two Fordson E27N Majors, a Power Major and a Nuffield 460 into which he transplanted a six-cylinder BMC diesel engine from a council gritter lorry.

He was keeping his eye out for a Ford 5000 when a customer called Gordon Stewart called in at the tyre depot. ➤

Wider rubber, from a Ford built in the '90s, radically alters the look of the 4/65.





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MARSHALL



During conversation he happened to mention that he had a Nuffield 4/65 that might be for sale. Henry went to see it, agreed a price and the deal was done.

Introduced at the 1948 Smithfield Show, the Nuffield M4 tractor was a new venture into the agricultural market for Morris Motors. Powered by a side-valve engine, taken from the company's commercial vehicle division and converted to run on TVO, the tractor was rated at 38hp and with five forward gears, it made an impressive alternative to the Ferguson TE-A 20 or the Fordson E27N.

Dressed in handsome Poppy Orange tinwork, the Nuffield M4 certainly caught the attention of the forward-thinking farmer. By the early 1950s diesel was accepted as the tractor fuel of the future and the DM4 appeared, initially powered by a Perkins four-cylinder engine which was superseded by a BMC diesel engine of 3.4-litre capacity.

UPGRADES

In 1961 the engine's cylinder bore was increased, taking the swept volume up to 3.77 litres and pushing power output up to 57.5hp. This new model, the 4/60, was offered in 'Standard' and 'Deluxe' forms, with the latter featuring independent power take-off (iPTO) and a new hydraulic system incorporating draft control.

In 1964 Nuffield continued to offer a realistic alternative to the recognised market leaders from Massey Ferguson, Fordson and David Brown when it introduced the 10/60 model. By adding a high/low option in each gear, the new tractor boasted 10 forward and two reverse gears and 57.5hp.

This same year both MF and Ford showed their development capabilities



10 forward gears and two reverse were available to the operator.



The business end of the 4/65 differed from its predecessor, thanks to a change of hydraulic pump from Dowty to Plessey and an increase in lift capacity to 3,350lb.

when they launched their new and comprehensive model ranges, the 'Red Giants' and the '6X' Series respectively, offering the latest features wrapped up in a modern, stylish package with a tractor for every customer's needs. Nuffield had to respond.

At the Smithfield Show in 1967, the new 4/65 indicated Nuffield's intention to compete for its share of the market. Engine development had increased power output to 65hp, enough to keep up with the likes of the pre-Force Ford 5000.

Further upgrades included optional power steering and a new dual-chamber hydraulic system, which increased pressure to 2,600psi and lift capacity to 3,350lb. The revamp allowed the designers to move the fuel tank and the battery to the front of the engine, creating a cleaner bonnet line and vastly improving access to the driver's seat.

Modern styling replaced the ageing tinwork, which had maintained the family resemblance since it first appeared on the M4 at the end of the 1940s, but it was to be the last generation to bear the famous name.

In 1968, British Leyland was formed, bringing some of Britain's largest vehicle manufacturers together in what was supposed to be a rationalisation process. For Nuffield, the most visible consequences of this merger were a restyle, a new colour scheme in blue and silver and a new name; 'Leyland'. The 4/65 was to herald the end of an era.

Henry brought his Nuffield 4/65 home complete with a loader and cab, both of which he removed, revealing a very well maintained example of this historically important model. Changing the water pump and replacing the brake friction plates brought the tractor back to proper working order.

Henry keeps the tinwork clean and coats it occasionally with light oil to preserve that original patina. Not content to stand back and admire his purchase from a distance, Henry regularly climbs up behind the steering wheel and puts the Nuffield to work when it is time to make hay. The grass is cut with a Claas drum mower and tedded several times before the International B-46 baler completes the field operations, all of which are well within the tractor's capabilities.

He has also used it at the club's ploughing day, pulling a David Brown three-furrow plough. Since he enjoys taking part in the various charity tractor road runs in the locality, Henry has unbolted the standard tyres (11-36 rears and 6.00-16 fronts) and purchased a second-hand set of Ford rims from the early 1990s, shod with 420/85 R34 rears and wider 7.50in front tyres.

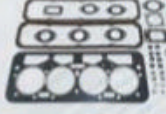
Henry has played his part in keeping the interest in our agricultural heritage alive. He has worked in the background to make sure that the tractors are the main focus of attention, ensuring that history will live on for the next generation. ■



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Ivel stars

At the Shuttleworth Trust's Vintage Weekend, held on 4-5 September near Bedford, a low-key event for vintage enthusiasts took place on the Saturday to be followed by the annual flying show on the Sunday, says *Peter Love*.

At one of its first appearances since its October 2019 sale, as the highest-priced veteran tractor sold in Europe, was the 1903 Ivel, no. 131. The pioneering tractor was coupled to a rare Clayton & Shuttleworth saw bench, which it ran during the show.

The 'Power Farmer Tractor Collection', the earliest known veteran tractor collection, was kept at Old Warden (Shuttleworth College) in the mid 1950s. The Shuttleworth family legacy lives on and all that pioneer Richard Shuttleworth



Ivel no. 131 coupled up to a rare Clayton & Shuttleworth saw bench.
Photo: Bob Moorman.

did for vehicle (tractor, steam and cars) and aeronautical preservation should never be forgotten.

He was also a very successful Bugatti and Alfa Romeo racing driver at Brooklands and the winner of the prestigious 1935 Donington Park Grand Prix. In 1936 he had a bad racing accident in South Africa and was made to retire by his mother, but not from flying. It was here that his pioneering veteran planes

were the stars at various flying shows in the 1930s.

In the early hours of 2 August 1940 he took off in an RAF Fairey Battle light bomber for a cross-country training exercise, but it crashed into a hill at nearby Ewelme and he was killed. His mother, Dorothy, who lost her husband early in their marriage, never got over Richard's death, but made sure their legacy would live on. ■

Tractor Day at Bredgar

The Bredgar & Wormshill Light Railway held its annual 'Tractor Day' on Sunday 5 September, which saw the largest ever crowd on the site, writes *Peter Love*.

The railway is open from the first Sunday in May to October and features different themes each month. In response to all that's been going on, a huge crowd of more than 2,000 people were present at the event, with the Ford & Fordson Association staging providing a fine line-up of Fordson tractors, particularly Ns of various sorts, dating from 1936.

Besides the Fordsons and steam trains, there was an excellent selection of Fergusons to be seen, as well as Eicher, SFV and IH tractors. Families were given rides around the site behind a Fordson Dexta and Garrett 7hp traction engine no. 33442, driven by Yalding's Brian Hope.

With such good weather, everyone had a wonderful day and I hope that Bill Best Jnr., son of the railway's founder, can secure its future for successive generations to enjoy. ■



ABOVE: The French SVF 201 is a preservation import, but the Eicher Panther 200 was sold new by Drake & Fletcher at Maidstone.

RIGHT: A Fordson Dexta was kept busy hauling people around the extensive site.



Cruckton & District

The 88th Cruckton & District Ploughing & Hedging Society match took place on 18 September, when a healthy field of contestants participated, *reports Bob Weir.*

This year's match was held at Kinton Business Park, near Shrewsbury, by kind invitation of the Warner and Suckley families. The event included the National Vintage Area Finals for Vintage Trailed, Vintage Hydraulic, Classic and Classic Reversible Ploughing.

Cruckton and District Ploughing and Hedging Society was established in 1927 and tractor ploughing was introduced for the first time in 1939. Cruckton is now affiliated to the Society of Ploughmen.

The society has always been well supported by local companies, trade stands and sponsorship. Famous visitors include former Prime Minister Harold McMillan, who visited the ploughing match in 1958. ■



CLASS WINNERS (ABRIDGED):

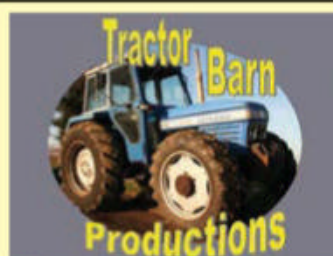
Open World Style
Evan Watkin

Open European Style
Hugh Owen

Open Mounted Vintage
Cliff Hamer

Classic
John Cole

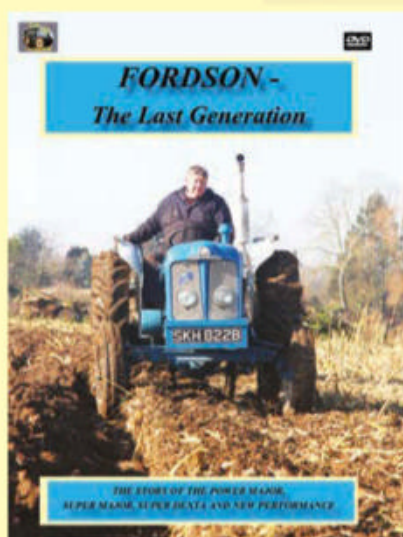
Sam Hughes, from Shropshire, and his David Brown 990 Selectamatic and Ransomes two-furrow reversible.



TRACTOR BARN PRODUCTIONS

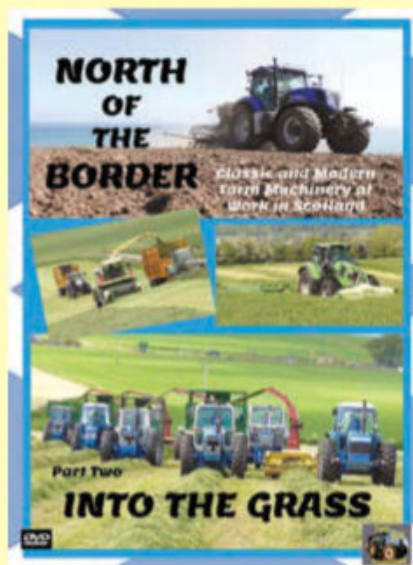
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NEW DVDS



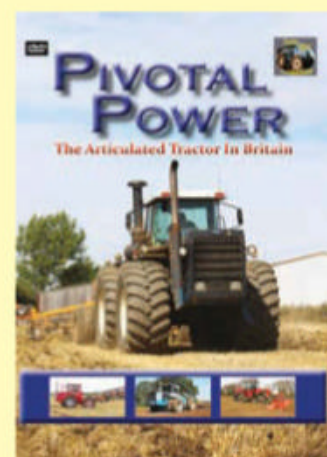
Using archive and specially filmed contemporary footage, plus conversations with owners, this DVD tells the story of Fordson tractors from 1958 to 1964. Beginning with the Power Major we then look at the Super Major, Super Dexta and the New Performance range in chronological order.

RUNNING TIME: 120mins APPROX £16.95



Filmed in the North East and west of Scotland this second installment takes us into the grass harvesting season and features round balers, trailed choppers and massive self-propelled foragers plus lots more! With loads of classic and modern tractor action a real highlight is the sight of County tractors working with trailed New Holland forage harvesters and a visit to Scotgrass 2019

RUNNING TIME: 126mins APPROX. £16.95



Join us as we tell the story of the articulated four wheel drive tractor in Britain, showcasing through archive and contemporary film the story of tractors from Steiger, Ford, Massey Ferguson, John Deere, Case IH and Versatile as well as the early pioneers: the Doe Triple-D and 130 and the Matbro Mastiff

RUNNING TIME: 120mins APPROX. £16.95

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Suffolk working day

Steve Bailey ploughing with his Ford 4610 and Ransomes three-furrow plough. All photos: Jonathan Whitlam.



After being unable to hold a working event last year, due to reasons that we are all very familiar with, I decided, with support from Blue Force member James Forrest once again, that Blue Force should hold another working day in 2021, writes Pete Earl.

This would be promoted as a public event on the understanding that it may need to be cancelled at short notice if Government restrictions came into force regarding Covid-19. So, the date and charities were decided at the beginning of July and the land earmarked. Planning and promotion of the Ford event of the year was once again underway at one of the busiest times of the year.

A lot of interest was initially generated with enquiries for exhibitors coming in

from as far afield as Devon, Hampshire and Warwickshire, along with the 'regulars' that faithfully support the event each year.

As also seen at the 2019 event, there appears to be a growing trend where we see less and less of the vintage exhibits with small conventional ploughs, and more of the classics with four-, five- or six-furrow ploughs on the working scene. Luckily, this year we had approximately 100 acres of stubble at our disposal, should we need it on the day.

Ernest Doe & Sons was also keen to help and supported me with the arrangements and publicity for the event. The company brought along a hospitality trailer and several tractors, both new and classic, including a T6 in the heritage colours, T7.315 HD Blue

Power and a standard T6, along with a Doe 130 and a very nice Ford 9700.

The company also generously supplied a gas BBQ as a raffle prize to accompany various tractor models and additional prizes kindly donated by New Holland Agriculture, Blue Force, K&M Tyres and Shelbourne Reynolds, which came along for the day to show off the new 7060 hedge trimmer and FBO2800 front-mounted flail mower. K&M tyres were on hand during the day in case of any punctures – which was lucky as we needed to call upon their services on three occasions – we've never had any punctures on previous working days we have held!

Once again, we were blessed with fine, dry weather on the Sunday and wall-to-wall sunshine – the exceptional temperatures for the time of year making for a great day out. The only downside that this was probably one of the best days in at least the past four weeks, which meant that several of the working exhibits had to withdraw to carry on with a late harvest and also to make the most of the weather to get next year's crops planted.

There were still around 40 tractors on the day – a combination of both working and static exhibits. We had a few different working exhibits making an appearance this year, including two Roadless 90s, a Northrop and the unique 'Mini D' (see *T&M* July 2021) which was built and is owned by Michael Moore.

It was also great to see the return of an FW-30 to the field, pulling a Dowdeswell nine-furrow, semi-mounted plough – it was great to hear the bark of the



Matthew Haylock's TW-25, driven by Angus Hamilton, ploughing with a Dowdeswell nine-furrow reversible plough.



David Filby and his Fordson Super Dexta with a Ransomes two-furrow plough.

Cummins V8 engine as the tractor worked in what turned out to be some hard ground conditions.

Stalwarts of the Fordson tractor range included a selection of Majors, whilst conversions were well represented by Northrop, Roadless and County. We also saw a Ransomes MG crawler at work and a restored Ford Transit Mk2 dropside in the line-up with static tractors. Blue Force is not just about tractors, but also encompasses Ford's commercial vehicles.

The day would not have been the success it was without the support and generosity of both what seemed like the endless stream of public that turned up to watch and support the event, and of course the exhibitors that brought their tractors along, some of whom had travelled a great distance at considerable personal expense to join in with the day, especially Ben who trailered his impressive 8730 and plough all the way down from Warwickshire – now that's dedication!

Everyone I spoke to during the day appeared to be thoroughly enjoying themselves and having a good time. It was a really good social occasion and

Billy Wood's Roadless 90, driven by Walter Rogers, ploughing with a Ransomes three-furrow reversible plough.



great to have some freedom and a degree of normality return to life.

Once again, thanks to James Forrest for hosting the event and to Ernest Doe for supporting me with the arrangements and publicity. Thanks also to Ragmarsh Farm for the catering and to everyone that to help, including club Chairman Peter, vice chairman Simon and committee members Vaughan and David.

Thanks to the generosity of exhibitors and members of the public, the total raised on the day was £2,675. Following additional donations made after the day, James and I were very pleased to present cheques for the sum of £1,500 to each of the two worthy charities that were chosen to benefit from the event – East Anglian Air Ambulance and St. Elizabeth Hospice. ■

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Stuart Vickers, from Cheshire, finished the Conventional Final Plough-Off in second place.

70 years of success

The 70th British National Ploughing Championships, at Mindrum Mill, Northumberland, on 9-10 October, was a great success – according to the organisers, *the Society of Ploughmen*.

The site covered almost 300 acres in 14 different fields and was kindly loaned by D Harvey and Son. Visitors and competitors travelled from all over the country, as the event had been postponed for a year due to Covid-19 and was one of the few shows to be held in the area this year.

With the two previous Championships ending in a good few inches of mud, the same fear came to mind earlier in the week when torrential rain stopped all organisation on the site for a day. It did, however, dry well and everything then

went to plan and with mostly good weather over the weekend, it had made the hard land a little better to plough for the competitors.

First-time plougher in the British Championships, Brian Baxter, from Forfar, Angus, was the winner of the Reversible Final with 300 points, ploughing with a Massey Ferguson tractor and Kverneland plough. He beat Peter Alderslade from Gateshead, Tyne & Wear, by eight points – a good win, as Peter has won the title eight times before. Alan Critchlow from Scropton, Derbyshire came third with 277 points.

Ashley Boyles, from Market Rasen in Lincolnshire, won the Conventional Final for the fifth time, also ploughing with a Massey Ferguson tractor and Kverneland plough. Ashley won by a whisker as he had amassed the same points as Stuart

Vickers from Sarn, near Malpas in Cheshire.

They both had 258 points, but rather than a tied place there is a 'countback' system in place where the aspects are worked back in a certain order to find the winner. Ashley won by having higher points in the general appearance of his ploughing.

In third place, 12 points behind, was Evan Watkin from Newtown, Powys, who was unable to keep hold of the title he had won in 2019.

The Vintage Trailing Plough-Off Final was won by another Lincolnshire man, John Crowder, who lives at Sturton by Stow, near Lincoln, ploughing with a Fordson N tractor and Ransomes RSLD Major plough. With 251 points, he had a 10-point lead from past British, European and World Vintage Ploughing Champion,



As well as the sight of some of Britain's best ploughmen and women in action, visitors were treated to the spectacle of steam ploughing.

John Milnes, from Penistone, South Yorkshire, who in turn was 10 points ahead of Trevor Johnstone from Wigton in Cumbria.

In the Vintage Hydraulic Final, Charlie Nicklin from Congleton, Cheshire, used his Massey Ferguson 35 and Ransome TS54 with great effect to gain 258 points, three points ahead of Richard Ingram from Atherstone, Warwickshire, who had been the reigning champion. In third place was John Sivewright from Blairgowrie, Perthshire, with 238 points.

David Thomlinson from Escrick, North Yorkshire, retained his title when he won the Classic Final for the second time. David was driving a Ford 3000 (Force) tractor pulling a Ransomes TS86 conventional plough and he received 248 points, giving him a four-point lead from Mac Simpson of Garstang, Lancashire. In

third place was David Hankey from Wrexham.

The scores over the two days are aggregated to find the champions for the Horse Ploughing and the High Cut Tractor Ploughing. The High Cut Tractor ploughing champion was Ray Alderson from Darlington, County Durham, ploughing with a Ford 3000 and a Ransomes RSLD No. 9 plough. Second place went to John Saunders from Carlisle, Cumbria.

The plots of the winners of the five Plough-Off Finals, the High Cut tractor champion and the Horse ploughing champion are then judged to find the Supreme Champion and this award was given to Ashley Boyles, who won the title in 2017.

Commenting afterwards, Sue Frith, Chief Executive of the Society of



Ashley Boyles, seen here with Pippa and Megan, won the Conventional Final Plough-Off and was crowned Supreme Champion.



Josh Bullard was crowned Young Farmers Champion and is seen here receiving his trophy from Ian Harvey.

RESULTS (ABRIDGED):

Reversible Final Plough-Off

1st: Brian Baxter, Forfar, Angus: 310

2nd: Peter Alderslade, East Bolden, Tyne & Wear: 302

3rd: Alan Critchlow, Scropton, Derbyshire: 277

Conventional Final Plough-Off

1st: Ashley Boyles, Market Rasen, Lincolnshire: 258

2nd: Stuart Vickers, Sarn, Malpas, Cheshire: 258

3rd: Evan Watkin, Newtown, Powys: 246

Vintage Trailing Final Plough-Off

1st: John Crowder, Sturton By Stow, Lincolnshire: 251

2nd: John Milnes, Sheffield, South Yorkshire: 241

3rd: Trevor Johnstone, Wigton, Cumbria: 231

Vintage Hydraulic Final Plough-Off

1st: Charles Nicklin, Congleton, Cheshire: 258

2nd: Richard Ingram, Atherstone, Warwickshire: 255

3rd: John Sivewright, Blairgowrie, Perthshire: 238

Vintage Classic Final Plough-Off

1st: David Thomlinson, Escrick, North Yorkshire: 248

2nd: Mac Simpson, Garstang, Lancashire: 244

3rd: David Hankey, Wrexham, Flintshire: 236

Supreme Champion: Ashley Boyles

Horse Ploughing Champion: Jim Elliott

Young Farmers Champion: Josh Bullard

High Cut Champion: Ray Alderson

Vintage Champion: John Crowder

Qualifying to represent England in 2022 will be: Ashley Boyles and Peter Alderslade in the World Ploughing Contest; Alan Critchlow and Clive Roberts in the European Reversible Ploughing Championships; John Crowder, Charlie Nicklin, David Thomlinson and Graham Sutton in the European Vintage Ploughing Championships.

Ploughmen, said: "We would like to say a huge thank you to the Harvey family for providing a site in such a picturesque part of the country. We were made to feel so welcome by our hosts and the local people and there was a wonderful atmosphere over the two days. Our sponsors were extremely supportive and our volunteers worked tirelessly for a week behind the scenes to ensure our visitors would have an enjoyable weekend, which I think they did!"

Full results can be found on the Society of Ploughmen's website (ploughmen.co.uk) or by calling 01302 852469. ■

CDTEC run

On Saturday 14 August, the Co. Down Traction Engine Club held a tractor road run near Donaghadee, Co. Down, writes James Connolly. Due to the Covid-19 pandemic, the club could not hold its annual working weekend at Rosemount, Co. Down, and it has taken the difficult decision to remove the event from its calendar.

Like so many clubs, events have not been able to take place over the past couple of years. Due to poor weather and the Covid-19 pandemic, the Co. Down Traction Engine Club vintage rally has not run now for three years and with spiralling costs the club has decided to dispense with large events and host a series of 'pop-up' events if and when it can.



Glen Johnston, from Ballywalter, with an MB-trac 1300.

The successful road run was a good example of this. There was an excellent turnout of vintage, classic and modern tractors and everyone enjoyed the day in this picturesque part of Co. Down. ■



Alex Johnston with a County 1164 that looked and sounded well during the road run.

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68 MF 35X

A Massey Ferguson 35X comes in for a crankshaft oil seal replacement and a brand-new hedge trimmer is fitted at the rear, with the help of some older technology.

73 MF 17 TRAILER REBUILD

The hand brake lever continues to be the focus of Andrew Hall's attention as this project reaches a temporary conclusion. Look out for the concluding parts of this series in the future.

76 EXPERTS' ADVICE

The *Tractor & Machinery* team provides the answers to the questions you have asked regarding your tractors and implements.

79 780 RESCUE

A decision is made to free off the little David Brown's front axle, should the track width need to be adjusted in the future. Unfortunately, it proves problematic, resulting in drastic measures.



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MF 35X

Andrew Hall and Barrie Everson change a leaking crankshaft oil seal on a neighbour's MF 35X and equip the tractor with a brand-new, cutter-bar hedge trimmer.



My neighbours have a Massey Ferguson 35X that they use with a six-foot Votex topping mower in their field, and until recently they have been maintaining their hedges with the use of a hand-held, petrol-powered hedge cutter.

As their hedges have matured, this has become a difficult task to cope with, and they were looking for a suitable hedge cutter, of the reciprocating knife variety, to mount on their tractor.

There are various makes and models of hedge cutters to suit smaller tractors on the market, and the chosen

machine was an Italian-built Frontoni Fly, which mounts on the three-point linkage and features its own PTO-driven hydraulic pump and oil reservoir.

Having acquired the cutter they approached me to set the machine up on their 35X, but before doing so we decided to give the tractor a complete service, as it hadn't been done for many moons! This included the usual engine and transmission oil and necessary filter changes, and also, as autumn is upon us, the anti-freeze too.

Before undertaking any servicing the tractor was given a thorough power wash to remove the build-up of

grime that had accumulated, as the engine in particular was covered in a thick coating of black greasy grime, the reason becoming apparent once the service had been carried out.

CRANKSHAFT OIL SEAL

Once complete, the tractor was run up to check for any leaks, which may have been created when replacing the engine oil and fuel filters. We hadn't created any leaks ourselves, but oil was running at quite a rate from the front crankshaft oil seal, beneath the crankshaft pulley. Such was the amount we decided that the seal should be replaced immediately.

Fortunately, the leaking seal was noticed before we had mixed and replaced the coolant, so after removing the bonnet to gain access to the engine, the cooling system was drained down, and the strength of the anti-freeze looked poor, so it was well overdue for some fresh.

After the coolant had been drained, the radiator was removed by slackening and removing the two nuts and washers from their studs on the base of the unit, together with the top and bottom hose clips and stay bar at the top, which attaches to the engine to keep the radiator in place. The hoses were retained for further use.



Draining coolant

1 After removing the bonnet, the first task was to drain down the old coolant, which was rather dirty and overdue a change!



Off with the axle

2 The axle needed to be removed to gain access to the front of the engine. This involved removing the front casting bolts, steering drag links and foot rests to free the radius arms.



Jacked & supported

3 Blocks and an axle stand were used to safely support the tractor whilst the water pump and timing cover were removed as one unit to save disturbing the pump gasket.



Crankshaft pulley

4 The bolt was removed and the pulley extracted using a pair of pry bars to lever it away from the crankshaft.

FRONT AXLE

The next task was to remove the front axle to gain access to the front of the engine and the timing cover. The tractor was safely supported, using suitable axle stands and blocks under the engine, whilst the bolts of the front centre casting, the rear steering ball joints and the foot rests were all removed.

A ball joint splitter can be used to separate the ball joints, but a blow from a pair of hammers opposite sides of each joint soon had them free, after which the whole axle was wheeled forward away from the tractor.

WATER PUMP

On the Perkins A3.152 engine, the water pump is attached to the timing cover and can be removed to separate it from the cover, but we decided to leave it in place, which meant we only had to slacken the hose clips of the bypass and transfer hoses, which then came away with the pump and timing cover as one unit. This saved disturbing the water pump gasket!

CRANKSHAFT PULLEY

Next was the crankshaft pulley. The tractor was put into gear and the brakes

applied whilst a suitable socket was applied to the bolt, which in our case wasn't very tight! A pair of pry bars was then used to extract the pulley from the crankshaft. The timing cover bolts were removed, along with the top left water pump bolt, which secures through to the rear timing cover, which then allowed the cover to be carefully levered away without stressing the aluminium.

AXLE BUSHES

We noticed that at some point the single axle bush had been replaced with two, which is a

good thing, but in this case both were loose in the axle, so this was dealt with before the axle was refitted to the tractor.

CLEANED UP

With the cover removed, the gasket face and the inside of the timing case was cleaned up, along with the cover. The pulley seal face was also cleaned up using emery cloth to ensure it was smooth for the new seal.

A very slight groove was detected, so the new seal was tapped into the timing cover in a different position to allow for this. The tractor ➤



Loose bushes

5 Two bushes have been fitted to the axle at some point, but both are loose and will need tightening in the axle before reassembly.



Clean up

6 The gasket face and the inside of the timing housing were cleaned up in preparation of refitting the cover with the new seal fitted.



Timing cover

7 Ready for cleaning and seal replacement. Note the top left water pump bolt, passing through the cover and into the timing housing.



Pulley preparation

8 The seal surface of the pulley was cleaned up using emery cloth. It was slightly grooved, so the new seal was put in a more forward position.



Gasket face

9 All traces of the original gasket were completely removed before we attempted to...

was then reassembled in the reverse order of dismantling, using a fresh gasket on the timing cover.

HEDGE CUTTER

The hedge cutter arrived screwed to a pallet, so the tractor was reversed up to it and the machine attached to the three-point linkage, and then detached from the pallet. It was then raised on the linkage to a suitable height using position control and the PTO pump attached to the PTO shaft and secured with the chain supplied.

Stay bars to control lateral sway were necessary, and as the tractor didn't have any

brackets, these were purchased and fitted. To support the cutter at the desired height it was also necessary to use a pair of Ferguson drawbar stays attached either side of the top link bracket, using a drawbar pin for extra length.

Doing this allowed the position lever to be lowered and the hedge cutter supported on the linkage, rather than the hydraulic system. The extra rigidity was necessary to ensure accurate control of the hedge cutter whilst in work.

A bracket was made and fitted to the left-hand mudguard to support the

hedge cutter's bank of control levers.

The cutting mechanism is powered by a hydraulic motor, which requires more oil flow than the tractor could supply (38 litres/minute), so this is why the Fly model was chosen, as it features its own oil supply and pump.

The whole assembly sits neatly on the back of the tractor and the cutter bar clears the rear wheel when it is lowered, so no contact with the wheel is possible. The cutter has a good reach to cope with high hedges and with the control levers mounted on the left-hand mudguard they are

convenient for the operator to use.

To operate the hydraulic motor at the correct speed for blade operation, the PTO needs to be run at 540rpm, which is developed at 1,500rpm on the MF 35X, and first gear in low ratio used for cutting.

First trials with the cutter are promising, meaning that all the hard work of using a hand-held hedge cutter will be a thing of the past. The only downside of reciprocating cutters is the clearing up necessary when compared with a flail unit, but the finish of the hedges should be neat! ■



New gasket

10 ... offer up the new gasket and refit the timing cover and water pump.



Back together

11 Now back together, the engine was run up and no signs of any leaks were apparent, so another successful job completed.



Hedge cutter fitted

12 The new Frontoni hedge cutter is now fitted and ready to go, parked alongside one of the hedges it'll be used to maintain.



Neatly folding

13 The cutter folds very neatly onto the rear of the 35X and the cutter bar clears the rear wheel safely when in the folded position.



Self-contained

14 The machine is self-contained and features its own oil supply and PTO-driven oil pump to provide for manoeuvring the arms and powering the cutter bar.



Stay bars

15 Note the use of Ferguson drawbar stays to support the cutter at a suitable height and enable the hydraulic system to be lowered.



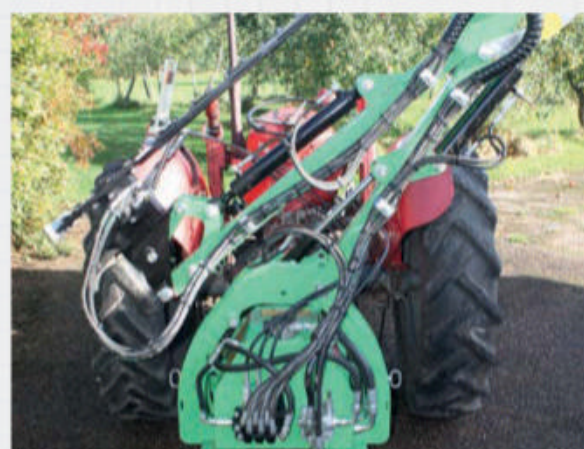
Hydraulic motor

16 The cutter bar is powered by a hydraulic motor, which operates this crank connected to the reciprocating blade.



PTO pump

17 The PTO pump was attached and prevented from rotating by using a chain and 'D' shackle secured to the tractor.



Low height

18 A low folded height enables the hedge cutter to pass under relatively low clearances and is extremely compact!

PROJECTS: If you are undertaking a project that suits the format of articles used in this section, please e-mail tm.ed@kelsey.co.uk

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MF 17 trailer rebuild part 6

Andrew Hall continues with the repair to the trailer hand brake lever using metal that was lying around.

DIFFICULTY

RATING



The trailer pictured after shortening the wheelbase and refitting the various ironwork fittings to check if complete, before it receives new bodywork.

You may recall me dismantling the seized hand brake lever in the last issue. Although it would seem a straightforward task to undertake its repair, it has taken a while to complete.

The problem was that the plastic button had seized in the tube of the handle, and when dismantled I discovered that the push rod had corroded badly and when provoked the button broke off, leaving the rod floating unattached at the top of the tube.

NEW ROD

I measured the diameter of the broken rod and then took

a search around for a suitable piece of steel rod to replace it, and came upon a piece of similar-diameter steel in the form of an old rod left over from my Fordson Elite plough project, which was completed last year.

The hand brake rod has a 90-degree bend at its end, where it passes through the ratchet pawl lever that locates inside the lever body. I replicated this by heating the end of the rod whilst held in a vice and gently tapped it into shape with a ball-pein hammer.

SUBTLE BENDS

There were very subtle bends in the original rod, to allow it

to clear the pawl inside the lever body, so the fresh steel was marked in the appropriate positions and the bends formed in the vice before comparing and cutting the fresh rod to the desired length.

BUTTON

The original button was made of black plastic and had split, so reusing this wasn't an option. I measured the diameter, which was ½-inch and found an old bolt of the same diameter from which to make a new button. The thread was cut off the bolt shank and the head placed in the lathe and faced off with a standard lathe tool, followed

by the use of a centre drill to mark for drilling out the centre hole, which was to be threaded M5 to enable it to be screwed onto the new rod.

A look in my Zeus workshop data book showed the tapping drill diameter to be 4.2mm, so the tapping hole was drilled to about 8mm deep to give plenty of thread for the rod to screw into.

To ensure that the thread was tapped straight, I placed an M5 tap into the lathe tailstock and started the thread, which was then completed by holding the button in the vice, taking care not to wreck the tap as I progressed! ►



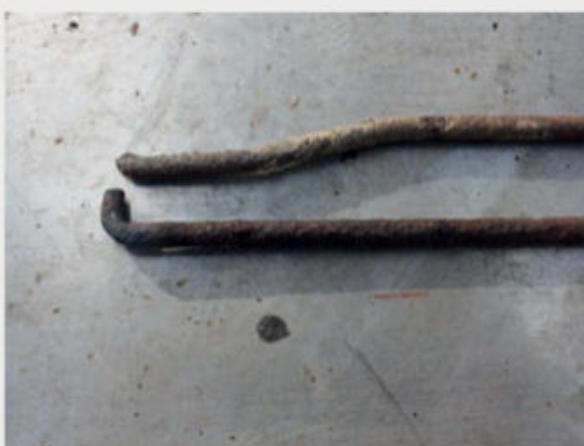
Fresh rod

1 A fresh operating rod will be made from one left over from my Fordson Elite plough project last year.



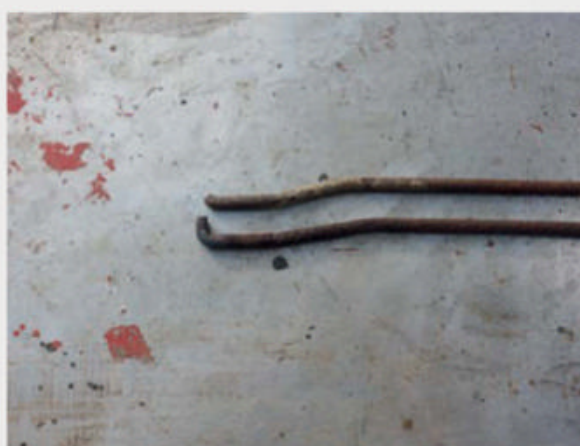
Heating the rod

2 In order to bend it close to its end, the steel rod was heated with the oxy-acetylene torch and tapped to form a 90-degree bend.



Subtle bends

3 There are some subtle bends in the original rod to replicate on the new piece of rod, to allow it to clear the ratchet pawl.



In shape

4 After marking the new rod it was slightly bent to match the original, before cutting it to the desired length.



Plastic button

5 The button had been seized in the lever tube and is split, so won't be reused. A steel button will be made to suit.

The next stage was to cut off the bolt head and form the opposite end of the button to create a radius.

THREADING THE ROD

The top end of the rod was then threaded to match the button thread using an M5 die and diestock. With this complete I then tried fitting the newly-made rod and button into the lever tube.

Although the new button measured the same ½-inch as the original plastic button it seemed too tight to fit into the tube, so I placed it back in the lathe and skimmed a small amount off the outer

diameter, allowing it to slide in and out nicely.

The ratchet pawl was inserted with the new rod in place and the pivot hole lined up with the lever body and a clevis pin fitted using a washer and fresh split pin. The button was attached and the movement checked.

MISSING SPRING?

I seems apparent that the lever assembly is missing a compression spring that returns the button to its outer position. When dismantled there was no evidence of a spring, so no attempt was made to fit one. However, a

spring is necessary to act between the base of the button and the tubular lever body, but there's nothing inside the tube for the spring to bear against.

I will have to obtain a suitable length of compression spring and fit it, and to retain the spring at its lower end I'll have to drill a small hole and insert a small domed-headed rivet for the spring to press against. Meanwhile I have trial fitted the repaired lever and it will work well once the spring has been fitted and enable the parking brakes to work once again.

FURTHER WORK

Further work on the trailer will involve repainting the chassis in the earlier Massey Ferguson red and the wheels in yellow, which will require suitable weather. Once this is complete the trailer floor needs to be replaced, preferably in a similar hardwood to that used when it was built.

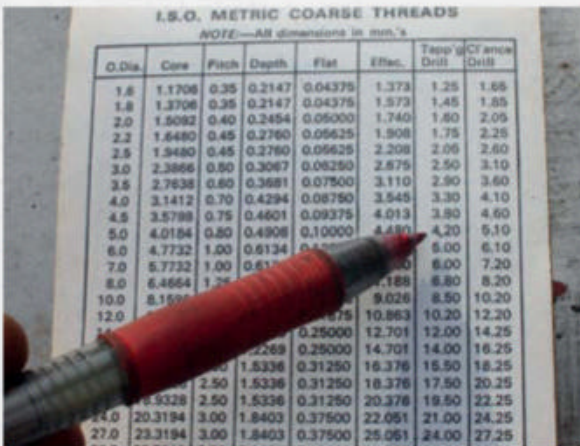
The price and availability may dictate the rate of progress of the project, but I'd like to finish the trailer as originally as I can, and not skimp on materials, so this may be the last feature covering the project for a while! ■



Old bolt
6 An old bolt, of the same diameter as the button, was found sitting around, so will be used to provide the steel for the button.



Lathe
7 After cutting off the thread, the bolt shank was placed in the lathe, faced off and centre drilled ready for a tapping drill.



M5 tapping drill
8 The correct tapping drill for an M5x0.8 pitch is 4.2mm diameter, as shown here in my Zeus workshop data book.



Tap & die set
9 A tap and die set, such as this, is invaluable in the workshop. Many of the threads I deal with are imperial, such as BSF/BSW and UNF/UNC.



Tapping the thread
10 After lining the tap up in the lathe, the thread was hand-tapped using an M5 tap and tap wrench.



Threading the rod
11 An M5x0.8mm die in a diestock was used to create a thread on the replacement rod after it was cut to length.



Nearly there
12 The new button and rod are screwed together to check their fit before attempting to insert them into the lever housing.



Reassembly
13 The operating rod has to be inserted through the bottom of the housing before screwing the button into place.



Trial fitting
14 It was then fitted as a trial and will work well once a return spring is fitted inside the handle tube (see text).

NEXT MONTH: A new project will take the place of this series, but look out for its return in a future issue!

Experts' advice

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



Massey Ferguson 203

Q I am in the throes of building my own house and being a tractor enthusiast I have bought an old Massey Ferguson 203 digger/loader to dig out the footings and use as a general workhorse throughout the building project.

Owning this machine has sparked extra interest in them and Massey Ferguson construction equipment in general. I have been made aware of other similar industrial Massey Ferguson tractors, such as the 702 and 205 models, which to the casual eye look very similar.

Can you explain the differences (if any) between the varying models, and any other information on the loaders and diggers? I am keen to know!

D Longworth, Cheshire

A The introduction of the industrial digger/loader tractors dates back to the late 1950s, when MF introduced the Davis backactors and front-mounted

loaders. These were designed to be fitted to the 35 and 65 tractor skid units and could be retrospectively fitted to existing tractors.

However, MF saw a market for complete machines and many digger/loaders were sold as a complete package, based on either the 35 or 65 power units and finished in MF industrial yellow. The early Massey Ferguson 35 tractors featured the Standard 23C diesel engine and industrial tractors thus fitted were known as the 702.

In 1959 MF bought Perkins engines and thereafter the Perkins A3.152 engine was offered and the Perkins-powered machines were re-designated 203. An alternative transmission from the standard six-speed gearboxes was also introduced in the form of the torque converter transmission (or instant reverse) giving four forward and four reverse speeds, and this was offered as the 205 model.

The larger 65 tractor was offered in industrial guise as the 65R or 65S model, the former having the instant reverse transmission, whilst the 65S retained the six-speed standard transmission.



Nuffield Universal

Q We've had a Nuffield 4DM tractor for many years, using it as a stationary power unit on a saw bench. In recent months we have moved it and started using it on the road for bringing in timber from the woods.

The tractor has a good road speed, but unfortunately the brakes don't match the pulling efficiency! We removed one of the brake covers and a brake drum, only to find the brake contaminated in gear oil. Is it an easy task to strip the brake units and replace the oil seals behind the brakes? We intend to keep the tractor, as it is in otherwise good working order.

John Kemp, via e-mail

A Access to the oil seals is easy once you have stripped the brake units from the tractor. As the drum brakes serve as parking brakes too, you'll need to chock the rear wheels to prevent the tractor rolling and causing an accident whilst you are working on it.

Once the brake back plates are removed, the oil seals can be seen in the centre recess. These can be removed using a suitable pry bar and the area around cleaned up and degreased before fitting the new seals. Make sure the new seals are tapped in squarely to ensure an oil-tight seal.

As your brakes have been contaminated by oil, you'll need to replace the brake linings on your brake shoes and degrease the brake drums before refitting them.



Ford 2000

Q I have recently acquired an early Ford 2000 tractor and my intention is to restore it to its original condition. Until now I have had little to do with Ford tractors, my previous experience

being with Massey Ferguson machines, and as such my knowledge of them is limited and I am still learning as I go.

One question I have relates to the colour of the mudguards, as since my ownership I have been observing examples of Ford

tractors displayed at the limited number of tractor shows around this year, and I've seen tractors with both blue and light grey mudguards, my question being, which is the correct colour?

This also seems to apply to the larger and more common 3000 models too. I have been working on my tractor, which dates from 1966, during the lockdown period and it is nearly ready for its new paintwork, so an answer to this would be most welcome. Many thanks.

Duncan Smith, via e-mail

A From the year of your tractor it appears to be a pre-Force (6X) model,

which predates the 1968 update when the Ford range became known as the Ford Force (6Y) range, hence the pre-Force name applied in retrospect to the earlier models!

Although the colour scheme of the 6X and 6Y tractors was commonly blue with grey mudguards and wheels, strangely, both the 2000 and 3000 tractors appeared with blue mudguards, whilst the 2000 also had a blue wrap-around grille, presumably to differentiate between the 2000 and 3000 models.

Your tractor therefore should have blue mudguards and a blue grille too. The 2000 is a less common model than the 3000 and a very desirable tractor to have in a collection!

International 574

Q The hand brake of my International 574 has packed up working after many years of regular use. It has been adjusted on a few occasions, but now it has reached its limit. The operating cable goes into the rear transmission housing on the left-hand side, and I suspect the actual brake mechanism is inside.

My question is how difficult a task is it to strip, inspect and replace anything that requires new parts? Is it a job I can accomplish at home, or should I employ somebody with experience of these tractors?

A Marshall, via e-mail

A International 574 tractors have a contracting band hand brake, which is located on the



output shaft of the gearbox, forward of the differential unit. The output shaft carries a brake drum, which is splined to the shaft and has the contracting band, located around the outside. This is anchored one end and connects to the operating cable the other end. The cable passes through the housing and up to the hand brake lever.

It isn't a difficult task to do

the job, but easier accomplished by removing the hydraulic top cover of the tractor, as merely removing the side-mounted inspection cover doesn't provide much room to manoeuvre inside the housing.

To do this you'll need to remove the tractor seat and any metalwork in the form of covers over the top of the hydraulic cover, together with any relevant plumbing and

linkages. Once the cover is clear the layout of the hand brake will be clear to see and the task of changing the worn band not difficult.

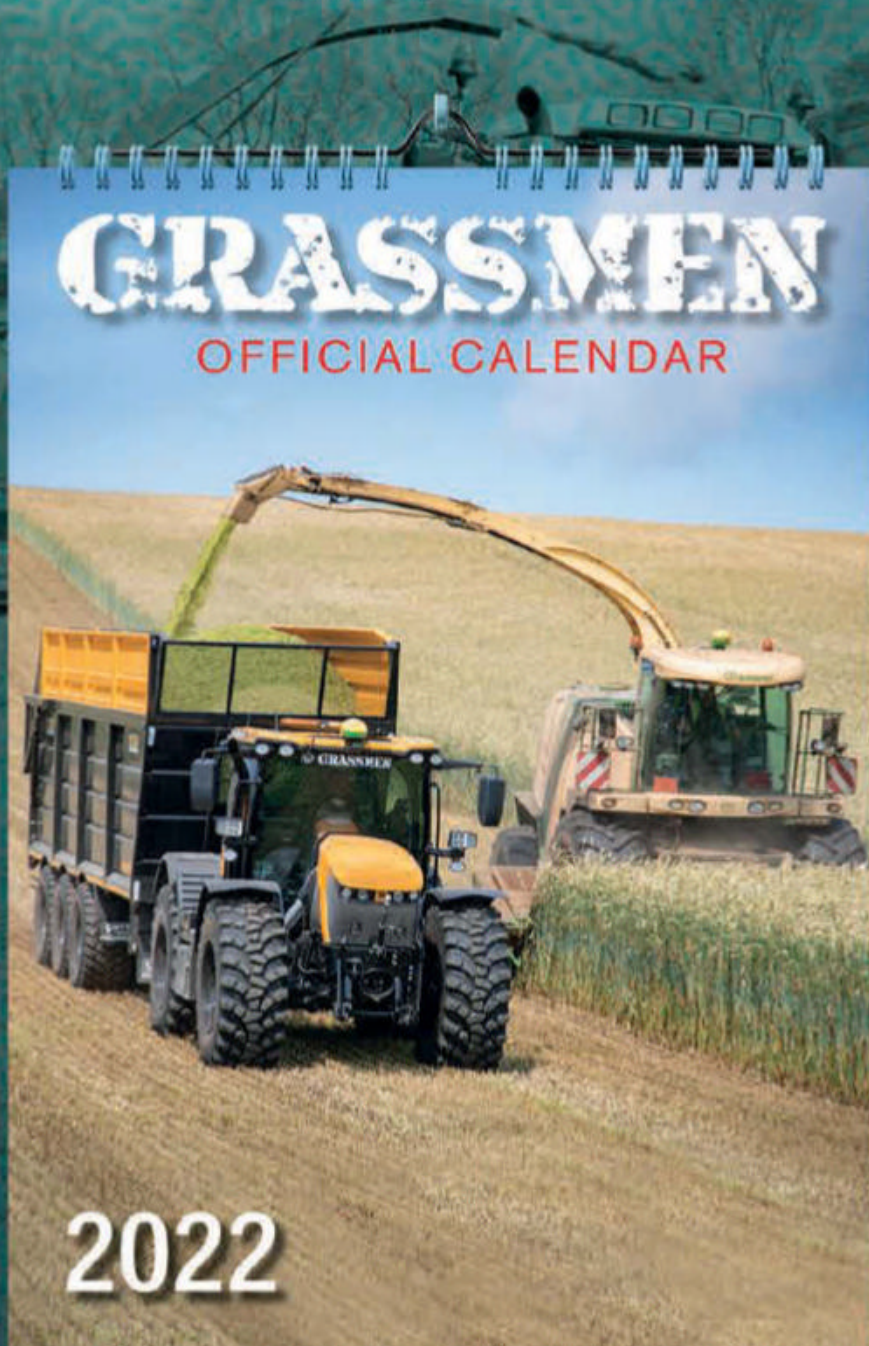
I would, however, recommend a workshop manual to assist you. An official IH manual covering the 574 model would be ideal, but an alternative manual is an I&T IH-203, which will also be helpful.

GOT A QUESTION FOR THE TEAM? Contact us at **T&M**, The Granary, Downs Court, Yalding Hill, Yalding, Kent ME18 6AL **E-MAIL:** tm.ed@kelsey.co.uk

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780 rescue part 15

Just when Andrew Hall thought he was ready to get some paint on, a decision was made to undertake some further preparation, which brought some problems!



DIFFICULTY

RATING

Although my DB 780 has required little in the way of mechanical repair, it has thrown up some problematic tasks elsewhere!

Progress was looking good in the previous issue of *Tractor & Machinery*, when I began preparing the rear wheel rims for their fresh coats of paint.

As always, the weather plays a significant part in the progress of our projects, and I was hoping to get the paint applied before it turns too damp and wet.

Hopefully, this will still be the case, but one other task has sprung up, with the suggestion that the front axle should be stripped and dismantled to allow any future adjustments to the track width to be made easily and without damaging the fresh paintwork.

VERY RUSTY

Looking at the axle externally it didn't look too bad condition wise, so we set about slackening the axle bolts that secure each outer axle section to the centre beam. What should have been a relatively easy operation turned into a bit of a nightmare.

The outer sections are a snug fit in the centre section at best, and the right-hand side came out without too much effort required, with both bolts (or setscrews) unscrewing with no difficulty. The outer section only required a bit of tapping from a soft mallet to free it off. However, the left-hand side was a completely different story.

SHEARED BOLTS

Barrie applied reasonable pressure to the first setscrew, which promptly sheared off flush with the centre section of the axle casing. Any time a bolt or setscrew shears brings with it some misery and the thoughts that the job is going to be hard to accomplish, and my heart immediately sunk at the thoughts of have to remove the sheared shank of the screw.

It was, however going to be a double whammy for us, as I then attempted to slacken the remaining setscrew, only to shear this one myself! Looking at the broken setscrews I think the reason they sheared relatively easily was due to the thread being

cut right up to the screw heads, leaving the shanks weak.

If they had been bolts (only threaded partly along the shank) they would have been stronger and less likely to break.

AXLE REMOVAL

With the prospect of having to drill out the broken setscrews, with a drill held horizontally being rather difficult, we thought we'd set about removing the whole axle to enable us to drill vertically and more comfortably than with it in situ.

To remove the axle on the 780, the core plug at the front of the pivot pin needs ➤



The easy part

1 Off to an easy start, as the right-hand outer axle section comes out with no difficulty, but that's as far as 'easy' went!



Internal rust

2 Although the axle looked clean on the outside, there is evidence of plenty of rust between the axle sections to deal with.



Heat applied

3 The left-hand setscrews were tight, so some heat was used to attempt to free them off, but then...



Disaster strikes!

4 ... whilst attempting to remove the left-hand side, both setscrews were sheared off, as they must have been weak under their heads, due to a full thread.



Core plug

5 We attempted to remove the whole axle to facilitate drilling the broken screws out vertically rather than horizontally, as it's easier, so out came the core plug!

to be removed. This was achieved by drilling a hole in its centre and screwing in a self-tapping screw, and using it as a puller with a nail bar to pull it out.

This was the easy part, as the pivot pin is then supposed to be withdrawn through the front. A $\frac{1}{16}$ UNC thread is cut into the forward end of the pivot pin to facilitate removal, but it wouldn't budge. No amount of levering on a suitable bolt inserted into the pin would bring it out.

A desperate move then was to make up a slide hammer, using the aforementioned bolt, and attempt to use the

extra effort this would provide, but still to no avail! It was getting late in the day, so we left the job until we could approach it with more enthusiasm.

The only other course of action was to use some heat from the oxy-acetylene torch, as we suspected the pin was fused to the axle centre section with rust. There was no measurable wear in the outer bush, so we assumed the tolerance was tight between the axle and the pin.

After further unsuccessful attempts at removing the pin, we decided to abandon removal and try and drill out

the broken setscrews horizontally.

Each screw was centrally punched to enable us to pilot drill through the shanks and open up with successive larger drills until the desired size was achieved. The outer setscrew needed to be drilled from both ends – one being the threaded portion, which was slightly exposed.

After a successful drilling session we had both broken setscrews out of the axle. The inner one had to be cut through with a hacksaw to liberate the outer axle section, but in the end we'd succeeded.

A clean of the $\frac{5}{16}$ UNC threads in the axle should enable some new bolts to be screwed in easily once I've obtained some. Meanwhile, the outer axle sections can be cleaned and prepared for some red oxide and the top coats of paint! ■

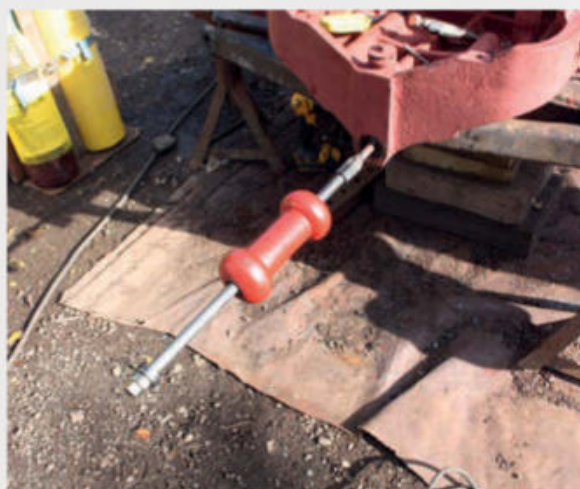
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Threaded pivot pin

6 A $\frac{7}{16}$ UNC thread is cut into the end of the pivot pin to enable a bolt to be inserted to grip the pin, or in our case...



Slide hammer

7 ... a slide hammer, as the pin wouldn't budge – even with our slide hammer, possibly due to rust between the axle and the pin.



Drilled out

8 We gave up on the idea of removing the whole axle, so the outer setscrew was drilled out successfully in stages and after...



Centre punching

9 ... centre punching accurately, the inner bolt was drilled out as far as we could, before...



Hacksawing

10 ... sawing through the shank with a hacksaw to liberate the left-hand axle outer section.



Screw inserted

11 One of the right-hand setscrews was inserted whilst we cleaned the thread of the inner setscrew hole in the centre section.



Success at last

12 After some effort, both axle sections are out and will be cleaned and painted completely to prevent any further rust taking hold.



Tapping out the threads

13 All of the threads were cleaned out using a $\frac{5}{8}$ UNC tap to ensure the new setscrews will screw in nicely when we get them.



Steering links

14 Both the steering drag link and track rods have been cleaned, ready to receive some fresh paint and some new rubber gaiters.

NEXT MONTH: After a temporary hiccup, the David Brown 780 project is back on track!

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YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

SALES NEWS

Welcome!

The sales season has not yet come to a close, with lots going on from the likes of Cheffins, H J Pugh and others, right into December.

One thing for sure is that bringing classic and vintage machinery over from other countries, particularly the USA, is off the agenda at the moment – with container companies charging £16,000 per container, with up to five tractors able to squeeze inside.

Before March 2021, the cost per container was £3,000 and things were reasonably okay until the 2021 Suez Canal incident when a container ship got stuck, causing mayhem. There is also a shortage of containers in China I am led to believe, but I am not convinced that we are being told the whole story.

One feels that operators may be trying to make a fast buck to reclaim losses from the

Covid-19 and Suez situations, but how long it will last? We will have to wait and see, but it's a worldwide problem, that's for sure.

Despite this, a UK resident bought two of the three restored International Junior 8-16 tractors from the excellent Aumann Auctions Jimmy Wilson sale at Piedmont, South Carolina, held on 9 October in poor weather conditions.

None of the restored, European veteran tractors made mega bucks at this sale. The early 'flat manifold' IH 8-16 sold for £9,187 and the other two, with the later manifolds, sold for £7,980 each. They are well-restored tractors and I look forward to seeing them over here next year with any luck. They were certainly not expensive and perhaps show the sign of the times price wise. Time will tell.

Still on the subject of veteran tractors, the British Wallis that was sold after the Ward September sale, having not reached its reserve, has gone to Cheshire. The 1918 Fordson MoM, no. 2556, is now in Cork, Republic of Ireland.

Old-school sale

Saturday 18 September saw D J & P Newland Rennie hold the auction of the late N H G Price at Wallstone Farm, Portskewett, near Chepstow.

Price was a keen ploughman and most of the tractors were older restorations. This was a good old-fashioned sale with no Internet bidding, no buyer's premium or VAT – what you bid was what you paid. There must have been around 600 to 700 people in attendance and the auctioneers didn't hang around either! All in all, it went well.



1990 Ford 7810 Generation III sold for £17,000. The cab was tatty in places.

Results (abridged):

Ransomes RSLD9 trailer plough, 2/4, £800
International 434, so so, 1.9, £825
Ferguson TE-D 20, JAX 735, 2/3, £1,400
David Brown 25D, RWW 8, 2/4, £1,900
Ferguson TE-F 20, with lights, 2/3, £1,400
David Brown Cropmaster, USY 182, 4, £2,500
Unimog 712, SEU 183, rusty, 1.7, £1,275
Fordson Standard N, no front tyres, 1, £560
Nuffield Universal, spares, 1, £440
Fordson Diesel E1A Major, 1.2, £900
International B-275, bull bar, 4, £1,650
1940 Fordson Standard N, original, nice, 2/3, £1,500
Fordson E27N, HAX 506, p/TV0, 4.1, £1,400
International W-4, FBX 130, 4, £2,850
Fordson Standard N, 4, £700
Nuffield 4/60, 2/3, £1,200
1939 Allis-Chalmers WF, 2/4, £1,050
Fordson E27N P6, 2/4, £4,800
Nuffield 10/60, 2/4, £1,250
Allis-Chalmers WF, spares and P3 engine, 1, £1,050
Fordson Standard N, 4.1, £1,780
Renault 981.4, 9.2, £5,400
Ford 7610, 4WD, with Quicke loader, 9.7, £14,900
Ford 7810, 4WD, cab tatty, 9.4, £17,000

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:

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Plenty of stock



The best of the DBs in the sale was this 1983 1290 fitted with a Grays Lynkon 420 power loader. With 1,944 hours behind it, the tractor sold for £8,000.

There was certainly a good crowd at Fackley Farm, Teversal, near Mansfield, on Tuesday 7 October for the auction of more than 50 tractors in this 1,000-lot sale.

Conducted by Bagshaws Auctioneers, the sale started at 10.30am and had no Internet bidding and no buyer's premium.

A strong selection of MF tractors, looking to be pretty original, included an MF 35 with turf tyres that sold for £3,500. That was followed by a 1979 MF 590 showing 6,717 hours on the clock. That sold for £4,150, while an MF 20 with 2,849 hours behind it and partly restored loader made £4,500. Then a 690, from 1982, with 6,759 hours on the clock, sold for £7,600.

Moving up the price range, a 1979 MF 240 with loader and fork, as well as a Duncan cab, went for £5,750, while a 1982 MF 690 and 6,759 hours behind it sold for £7,600. Doing even better was a 398 that made £9,000, while having a much more modern feel, and being more expensive as it turned out, was a 2004 MF 5465 with 3,905 hours on the clock. It made £19,900.

There were a number of Ford and Fordsons on offer too. Getting a fair amount of attention was a rare, French-built Super Major, with bidding reaching £3,800. There was also a batch of 1000 Series models in the sale. Prices varied due to condition, but an Irish-registered pre-Force 2000 made £3,400, while a 3000 made £4,000. The best of the 4000s dated from 1970 and sold for £2,400, while a 7000 that was definitely in working condition made £8,000.

The best among the line-up of David Brown tractors was a 1290 from 1983 that

Results (abridged):

- 916 Ford pre-Force 2000, BZM 77, 3, £3,400
- 917 Ford 3000, 9, £4,000
- 925 1983 David Brown 1290, c/w Grays Lynkon 420 loader, A98 EVN, 1,944 hours, 10, £8,000
- 929 1974 Leyland 270, PBE 968M, 3,970 hours, 10, £3,500
- 933 MF 35, c/w turf tyres, 3, £3,500
- 934 Massey-Harris-Ferguson 30, narrow model, 3, £3,700
- 937 MF 20 Industrial, c/w loader, RRB 479M, 2,849 hours, 9, £4,500
- 938 1979 MF 590, KFE 609V, 6,717 hours, 10, £4,150
- 940 1982 MF 690, 4WD, GTL 31Y, 6,759 hours, 10, £7,600
- 941 1979 MF 550, c/w MF 80 loader, EVL 550T, 9, £4,350
- 942 1979 MF 240, c/w loader, Duncan cab, FNN 889V, 3,096 hours, 10, £5,750
- 944 2004 MF 5465, 4WD, FN04 BLZ, 3,905 hours, 10, £19,900
- 946 Case IH 1594 Commemorative Edition, c/w Case heavy-duty loader, 3,690 hours, 10, £4,650
- 950 1984 International 485, c/w loader, A847 VTL, 5,527 hours, 10, £3,700
- 952 1985 Claas Dominator 58, c/w 10ft header, C811 NWP, 2,614 hours, 10, £5,000
- 957 1988 JCB 3CX Sitemaster, backhoe loader, F655 EAO, 10,730 hours, 10, £8,600
- 958 1997 Matbro TS 280 Telehandler, c/w pallet tines, R620 DNH, 10, £6,400
- 959 MF 398, 4WD, 10, £9,000
- 960 Ford 7000, 9, £8,000

was fitted with a Grays Lynkon 420 power loader. In good condition overall, and with 1,944 hours on the clock, it sold for £8,000, while a 1971 David Brown 1212 with Victor safety cab made £3,000 and a DB 885 with 3,682 hours behind it, from Brackenhurst College at Nottingham Trent University, went for £2,500.

After an original-looking Nuffield 10/60 sold for £1,250, a handful of Leylands was sold, with a 270 from 1974, that had 3,970 hours on the clock, coming out on top. That sold for £3,500.

Looking as if it had stood for a while was a Case IH 1594 Commemorative Edition, with Case loader, that was showing 3,690 hours. That sold for £4,650, while older and more unusual was a North American high-clearance Case CF350. It made £1,450.

Charity auction

James Bacon is staging an online Ford tractor parts and memorabilia auction in association with Greenslade Taylor Hunt, in aid of Motor Neurone Disease and Duchenne Muscular Dystrophy.

It's happening between Friday 19 November and Tuesday 30 November via the website: gth.auctionmarts.com

For further information, please e-mail: jamesmbacon@hotmail.com

December sales

Cheffins is staging its Christmas Memorabilia online sale from 1-13 December. It has proved very popular over the last few years and there will be lots of fuel cans and such like, books, posters, model, even tractor parts.



Petrol cans are sure to be popular in the Christmas Memorabilia sale.



Models will be included in the sale.

Christmas Cracker

After the company's successful sales on 30 October and 6 November, H J Pugh is looking forward to its Christmas Cracker sale on Saturday 4 December. It features vintage and classic engines, tractors, tractor spares, tools, seats, model, literature, military memorabilia, enamel signs, agricultural bygones, railways and more.

Entries were still being taken as we went to press. The sale will be on site and online at the Hazle Meadows Auction Centre, Ledbury HR8 2LP.

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Fords dominate at Cheffins

Cheffins offered approximately 180 tractors at its last Vintage Collective of the year, which took place on Saturday 23 October, at Sutton, Cambridgeshire. The weather was dry and reasonably warm. The commercials and steamers did well, but when it came to the tractors it was a matter of quantity rather than quality, but many of them sold well for what they were.

The Fords dominated with a 'custom-style' grade 5.5 1963 Roadless 6/4, no. 6026933 (with a 1968 registration, TBL 374G) making top money at a record price of £40,000.

The second highest price went to the late Ted Goldup's single-speed 1915 Overtime R, no. 2929, which Ted found behind a shed and tree and had to clear everything out to remove the tractor. It was last

shown before Ted died at The Great Dorset Steam Fair in the 2019 Kelsey Media Tractor tent.

It went on to sell for £38,500 and although in grade 4 condition, is an excellent runner. Ted gave the tractor a 'Mk2' restoration in 2001 and then took part in the largest ever gathering of veteran tractors ever assembled in the UK at the 2001 GDSF.

In the implement section, a rare Ransomes, Sims & Jefferies RTYPL ride-on plough of this era sold for £20,000, some £3,000 above my estimate, and has gone to a collector of these early tractors and ride-on ploughs.

In the online implement sale, the first production Ransomes-Ford Leamington Spa factory-made 1016 two-furrow reversible plough, classed as a lightweight and designed for the 'new' Fordson Dexta range, went



The one that they all wanted was this 1963 Roadless 6/4, which sold for £40,000!

on to sell for £4,100. It was last used at the 2008 National Ploughing Championships near Maidstone, Kent. There were other good prices in this section, which you will see in the results.

Ford Series 10 models did very well and a 1991 MF 365 with MF 80 loader, in very original condition, sold for a record £20,200 +VAT. Although a number of tractors were not sold, this

was mostly down to high reserves, particularly if the condition of the tractors was not up to the price required for them.

All told a good sale for Cheffins. A summary on the individual marques follows.

ALLIS-CHALMERS

There were just three Allis-Chalmers tractors offered this time. The best being the ex-Kevin Gilbert ➤

Results (abridged):

1498 1963 Roadless 6/4, TBL 374G, Oakes Bros, 10 Jan 1964, well restored, 5.5, £40,000*

1499 1938 Lanz Bulldog 25hp, no. 114114, YTL 7569 (1942 registration), 2/4, £10,500

1500 1915 Overtime R, no. 2929, restored from wreck by Ted Goldup 1959, runs well, 4.4, £38,500

1501 Ransomes, Sims & Jefferies RTYPL two-furrow operator plough, rare, excellent condition, 4.7, £20,000 (10 per cent buyer's premium)

c1927 French Austin, water pump leaks badly, runs well, very original, 2/4, £6,200

1505 1979 Roadless 980, SAV 945X, Collings Bros of Abbotsley, 2/3, £18,500

1506 Roadless 105, Duncan cab, so so, 2/3, £8,500

1507 Ford 6610 Force II, BA95593, 2WD, original, 991 hours, some parts resprayed, 3/9.7, £22,500 +VAT*

1508 1965 County Super-6, import, original style, 2/3, £17,000 +VAT

1509 1991 Ford 8210 Generation III, BC67234, 4WD, 3,819 hours, Danish, 3/9.5, £15,500 +VAT

1511 1969 Roadless Ploughmaster 75, LWR 345J, no. 5406, restored in places, 3/4, £10,800

1512 MF 1200, no. 900268, 4/9.2, £19,800

1513 1968 MF 135 Multi-Power, AAL 795H, 4, £8,000

1514 1968 MF 135, ONK 403H, 4, £7,000

1515 1952 Ferguson TE-F 20, 292727, 4.2, £2,000

1516 1969 MF 165, Flexi cab, 2/3, £6,500 +VAT

1517 1926 Fordson F, older resto, 2/4, £2,600 +VAT

1518 1972 Ford 7000, C353107, no cab, import, 2/3, £11,000 +VAT

1519 1964 Ford Commander 6000, Select-O-Speed, row-crop, lift stuck, 2/4, £3,800 +VAT

1520 1975 Ford 7000, C465875, Hinker cab, row-crop, 4-wheeler, 2/9.2, £6,000 +VAT

1521 1966 MF 135 no. 897030, HNT 953D, lovely restoration, 5.5, £9,200

1522 County Super-6, all in bits, import, so so, 1.7, £6,800

1525 1984 Ford 2910, 2WD, LP cab, Curtis & Horn, lovely original tractor, 3/10, £9,000 +VAT*

1526 1949 Fordson E27N Major, OVW 436, with Perkins P6 (smokes), lights, original style, 3/5, £7,500

1528 John Deere 2850, 4WD, G701 WDX, very clean, looked good, 10, £20,000

1529 1977 County 4600-Four, OCE 777R, 5, £7,200

1530 1988 Ford 7810 Force II, 2WD, 2 owners from new, clean, 9.7, £9,500 +VAT

1531 1974 Muir-Hill 121, no. 12129773, HBJ 350N, so so, 2/9, £8,500 +VAT

1533 1985 Marshall 804XL, C519 XPX, no.3114C, good original, 3/10, £17,000*

1534 County FC 100FC, NLG 32Y, runs, restoration started but needs plenty more, 2, £4,800

1540 1956 Massey-Harris 820L, 526 XVJ, restored, colours not correct, 5, £1,800

1541 1968 Nuffield 4/65, PHR 157F, rear wheel weights, 5, £5,000 +VAT

1542 1963 MF 65 Bombardier half-track, winch, Cargo front wheels/tyres, runs well, ex-Finland, 2, £4,500

1543 1972 Ford 4000, well restored, with cab, 5, £7,500

1545 Fordson E27N, p/TVO, Hesford winch, 2, £2,800

1546 1954 David Brown 30D, with 2-furrow DB plough, half original style, 2/3, £4,500 ➤

restored U. It sold for £2,600 in grade 4.4 condition. Auctioneer Oliver Godfrey stated there was an option to buy a starter motor and ring gear to convert the U to electric start.

DAVID BROWN

The stock was not that glamorous and the ex-Canada restored 50D did not make it and it was left to an original-style 1954 David Brown 30D with DB two-furrow plough to make best money at £4,500, but it needs further work.

CATERPILLAR

Doing well was a 1943 Caterpillar D4 7J which had been with the same owner since 1956. The restored tractor had been used in preservation, but was in good order and sold for a fair £4,200.

COUNTY

All the County stock did well, with two of the lots imported. The County 4600-Four didn't quite excite as it did in the catalogue and didn't have a cab or roll bar as it should officially and this reflected in its price.

FERGUSON

There was nothing very special about the stock and the Ford-Ferguson 2N that was listed in the programme as a 9N was a good piece of kit and sold for £3,800. The best was a genuine 1953 Ferguson a TE-L 20 orchard model that was going rather rusty in places and sold for £3,550.

FORD

This year has been all about 'blue' and it carried on here with Series 10 particularly shining at Sutton. A number of 8830s were offered but none sold this time, with owners wanting too much for what they were. One even came from Barcelona, Spain. The nicest was a rare-to-see 1984 Ford 2910 with LP cab. It had been supplied by Curtis & Horn and thanks to its originality it sold for £9,000 +VAT.

The best price went to a two-wheel drive, 1986 Ford 6610 Force II with only 991 hours on the clock. I feel some parts of the tractor had possibly been resprayed at some stage, but the tractor sold for a thumping £22,500 +VAT.



With the commission, the successful bidder paid £8,000-plus for this well-restored Zetor 6748.

FORDSON

The one the bidders loved at Sutton was a Duncan-cabbed 1955 Fordson Diesel Major in original-style condition. It was sold to the Manchester area for £6,600 and is to stay as it is. Driven away with lots of blue smoke from the Perkins P6 exhaust was a 1949 Fordson E27N Major, OVW 436, in original style, that sold for £7,500.

A fine Lambourn-cabbed E27N with Perkins P6 and Ransomes Robin plough and high top gear got to £8,000, but was not sold. It was a similar story with an original, petrol/TVO E1A Major DKN that got to £5,000 but was not let go.

IH

There was not much to report about International Harvester. The TD-9 is a hard type to find for crawler fans, and as this example needed heavy work. It was moved on for just £850.

JOHN DEERE

The John Deere collection was eclectic and a fine 2850 sold for a good £20,000 and a similar, but not so good, example sold for £12,000 +VAT. Ted Goldup's Overtime/Waterloo Boy become part on John Deere on 1 January 1918.

The tractor would have always been called the Waterloo Boy in Europe, ➤

Results (abridged): CONTINUED

1547 Allis-Chalmers U, U16618, older resto, 4, £2,600
1548 1936 Fordson N waterwasher, Fisher-Humphries pneumatic wheels, 2, £2,600
1550 1949 Field-Marshall Series 2, no. 9823, contractors exhaust, little work, 2/3, £8,900
1552 1971 Roadless Ploughmaster 95, ERL 924K, power steering, OK, 4, £15,000
1553 1990 Ford 7810 Generation III, 4WD, B184539, original style, 9.7, £15,000 +VAT
1554 MF 1505, no. 004098, so so, 2/4, £14,200 +VAT
1555 1990 Ford 7810 Generation III, 4WD, G408 COY, original, 10, £16,200 +VAT
1559 1972 Ford 4000, no. 8908244, 5, £7,500
1560 1964 MF 35X, BSA 11B, with lights, 4.2, £5,400
1561 1966 Ford pre-Force 5000, 2/3, £4,800

1562 1955 Fordson Diesel Major, 1359272, HAV 780, early Duncan cab, lovely, V5C, £6,600
1563 1964 MF 35X, 7329209, Goodyears, 4, £5,900
1565 1977 Zetor 6748, 4WD, well restored, 5, £7,900
1566 1945 John Deere L, needs tyres, 2/4, £3,000
1567 1975 Ford 2000, deluxe cab, 5, £8,200
1568 1965 IH B-275, LTS 760C, 2/3, £1,400
1569 1942 Caterpillar D4, 7J8098SP, same ownership for 65 years, 4.5, £4,200
1570 1947 Ford-Ferguson 2N (not 9N as in prog), 847 YUW, good, 4.7, £3,800
1571 1953 Ferguson TE-L 20, going rusty, 2/4, £3,550
1572 1944 Farmall A, FAA88480, 4.4, £2,200
1573 1968 Ford pre-Force 4000, TBJ 920F, with PAS, restored, 4.3, £5,800
1575 1968 Ford pre-Force 3000, restored, 4.5, £5,200

1577 1979 Ford 6600, 2WD, Q cab, 7,720 hours, McConnel loader, 9.7, £8,200
1578 Farmall M 153813 RAW179 2/4 £2,800
1579 Allis-Chalmers B, with pulley, mid-mounted mower, going rusty, 2/3, £1,200
1580 Ferguson TE-D 20, Perkins P3, so so, 2/4, £1,700
1581 Ford 5600, 2WD, B207937, 9.6, £5,500
1583 MF 675, 2WD, very clean, 9.9, £7,500 +VAT
1584 Ford 3000 with loader, Perrys, 9, £4,200 +VAT
1585 1932 Cletrac G31 crawler, 2, £1,200
1586 MF 188 Multi-Power, Flexi cab, 3,000 hours, 2, £6,100 +VAT
1588 Ford 4630, on grass tyres, clean, 9.7, £4,800
1589 1988 Caterpillar D4H, LGP, blade, 9, £9,500 +VAT
1590 1988 John Deere 2850, 4WD, F673 KTL, 9.7, £12,000 +VAT ➤

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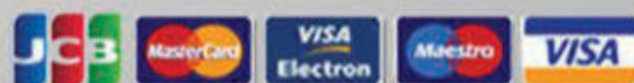


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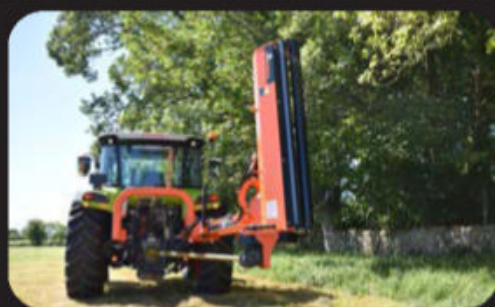
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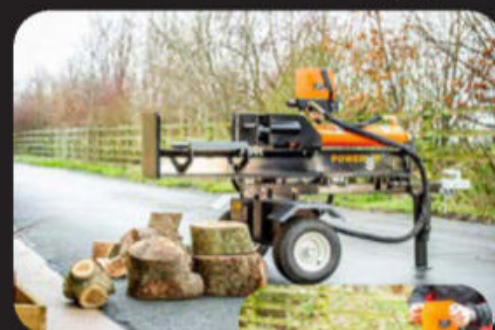
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What a gem! The 1955 Fordson Diesel Major, with wooden-framed Duncan cab, sold for £6,600.

but the French objected to this on the grounds of the famous battle and so Overtime was used instead. I am told that some late European examples were called Waterloo Boys in the end, but not in the UK.

MF

As always the Massey Ferguson prices, for what was offered, were high. The 35 prices are rising and it's similar for the 135 and the 1200.

The late Ted Goldup's 1967 Morris Minor, that was new to Ben Turner and something Ted drove when new, was very much as it worked for this company. It sold for £8,500 on the day.

The highlight though was a two-wheel drive, 1991 MF 365 with MF 80 loader, H463 KAD, grade 9.7 at £20,200 +VAT.

MARSHALL

Too much was expected for the original 1950 Field-Marshall 3 contractor with winch, but no lights. The tractor features a donkey engine, which makes it so much easier to start, but loses its authentic looks and it faded out at just under £20,000.

There was great interest in the original-style Marshall 804XL and it went on to sell for a very good £17,000 – a new world record.

MUIR-HILL

Only one Muir-Hill was offered – a 1975 121 and not the greatest example really, but not the worst by any means. The vendor made money on his purchase, having kept it some years. It went on to sell for £8,500 +VAT, in 2/4 condition.

NUFFIELD/LEYLAND

Not many of these tractors were present this time, but both examples did well and the great improvement in Leyland prices was shown again with a 1977 Leyland 272, a very clean and original 3/10 example, selling for £4,100.

ROADLESS

The star of the show was a 1963 Roadless 6/4, TBL 374G, that was new to J G Phillips of Wiltshire and used on forestry work from 18 January 1964. The restoration was obviously fastidious and perhaps over the top for some, with bright injection pipes and CAV pump. The Oakes-supplied tractor reached a stunning £40,000, which had been predicted.

Others in this line did very well for what they were.

ZETOR

This marque has lost value over the last few years, which is such a pity as it has been so well respected. The 8011 was a delightful example of the early series and sold for £4,800 +VAT. As for a well-restored 1977 Zetor 6748 in grade 5 order, it changed hands at £7,900.

OTHERS

Perhaps the bargain of the sale was a running French-built Austin 15-25 that sold at £6,200. It needed work, but irrespective of this the interest in early tractors appears to be fading, which is such a pity.

Sadly, it looks as though the East Anglia-based 1938 Lanz 25hp, in grade 2/4 'dusty' condition, is to be yet another Lanz to leave our shores at £10,500.

The underrated 1955 Cockshutt 40, 6B230331253, in original 2/3 style, was yours for £2,400.

Just five industrial machines were sold in this section. There is a following starting to be seen for MF industrial machines and a 205 fitted the bill well at Sutton.

Results (abridged): CONTINUED

1591 1984 Ford 6610, 4WD, B456 AVL, 9.1, £8,500
1592 Fordson F, bitsa, nothing special, 2, £2,000
1593 Ferguson TE-A 20 p/TV0, so so, 2/4, £1,600
1594 Ferguson TE-20 Perkins P3, 2/4, £2,400
1595 Ferguson TE-F 20, 315851, MAO 748, 2, £1,900
1596 John Deere AR, 246106, so so, 3/2, £3,600
1597 1967 MF 135, JFW 322E, so so, 1.7, £4,300
1598 1941 John Deere BN, 108470, styled, row-crop, single wheel, 2/3, £1,700
1599 1928 John Deere D, unstyled, steels, 2/3, £3,800
1600 1957 MF 820, said to run, so so, 1, £850
1601 1976 David Brown 885 skid unit, 3, £1,700
1602 1980 Ford 3610 skid unit, 3, £2,000
1603 1964 Fordson Super Dexta, older resto, 4, £4,300
1604 1955 IH BTD-6, rough, 1.6, £1,500

1605 1955 Ferguson TE-F 20, original, 3, £2,800
1616 1991 MF 365, 4WD, with MF 80 loader, H463 KAD, 9.7, £22,000 +VAT*
1617 1983 Ford 7710 4WD, 6,900 hours, 9.7, £10,500
1618 Ford 6610, 2WD, 1,800 hours, 9.6, £13,200
1619 1979 MF 550, 2WD, original, 9.7, £8,000 +VAT
1622 1984 Case 1594, 4WD, Hydra-Shift, 9, £4,200
1623 International 574, so so, 2, £2,300
1624 1958 MF 35, loader and bucket, 2, £1,800
1625 1964 Zetor 3011, front and rear loader, 4.7, £2,500
1626 Zetor 8011, clean and original, 9.2, £4,800 +VAT
1627 Ford 5600, 2WD, original style, 9.1, £4,400 +VAT
1628 David Brown 30D, older restoration, 1.7, £3,700
1629 MF FE 35, ex-farm, 1.7, £3,000
1630 MF 165 Multi-Power, 150822, 1.4, £5,000
1631 Track-Marshall 70, 1.6, £2,400

1632 Ford pre-Force 5000, ex-farm, 1.6, £5,800
1634 1972 IH 634, 3332, UHR 196J, 2/9, £3,800
1635 Fordson Diesel Major, FST 195, 4.2, £3,900
1637 Fordson Standard N, E27N radiator, heap, 1, £700
1638 Ferguson TE-D 20, 1, £400
1639 1959 M-M Jet Star Mk1, 2/4, £1,200
1646 1969 IH 444, rough, 1.8, £1,800
1647 Ford 4000 Select-O-Speed, 2/3, £2,800
1649 Ferguson TE-20 with loader, 2/3, £2,000
1651 1962 Fordson Super Major, loader, 2/4, £3,200
1653 IH B-250, 18924A, rough, 1.4, £750
1654 IH 434, B30993, rough, 1.5, £800
1655 Fordson Diesel Major, so so, 1.8, £1,150
1656 IH TD-9, rare but rough, 1.5, £850
1658 1977 JD 1030, Duncan cab, 2/9.1, £3,000
1661 Leyland 272, 23011, clean original, 3/10, £4,100

* Record price

PART Z-B

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

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

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

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

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

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

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

look at the tractor for you, then bid online.

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

Well that might be true in Germany, but my associate doesn't speak German. In addition, specific items are very expensive for these tractors. He also wants to use the tractor, particularly for road runs, but he has now discovered that it's not very fast on the road (18kph) – not a very happy outcome really.

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

For the person in question, however, that wasn't on think hard about what you are intending to purchase.

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

All the prices quoted are what we call hammer prices and don't include UK VAT, commission or value added tax in the USA. If you cannot find your make or model for any reason, or need any advice, you are welcome to call our compiler, tel: 01323 833125.

WHAT OUR CODING SYSTEM MEANS

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

Band 1

A tractor that normally isn't running, but can be restored.

Band 2

A tractor that is running and needs some work.

Band 3

The critical one, it's for original-type tractors – tractors that are essentially very straight and original, have good tinwork, have in most cases not been re-sprayed during their working lives, run well and normally have low hours. There can be exceptions to the rule, but original-type tractors in most cases command higher prices and in some cases it's more than a good restored tractor.

Band 4

This represents an older restored tractor that normally runs with a little recommissioning, but perhaps hasn't been looked at for a while.

Band 5

A restored tractor that does everything it should and looks good with average paintwork.

Band 6

The ultimate. These are concours tractors that have been gone right through and are finished to perfection, but not customised.



This Zetor 3011 with loader got to £2,500 at Cheffins in October.



Zetor 6748, in grade 5 condition, got to £7,000 in October.



Zetor 8011, in original condition, saw the hammer fall at £4,800 +VAT.



An older restoration, this Allis-Chalmers B was yours for £1,200 in October.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
ZETOR							
Z25A & K	1946-61	£2,100	£2,900	£5,900	£4,100	£7,600	NA
Z15	1947-48	£2,400	£2,900	£6,400	£4,700	£7,100	NA
Super 42	1955-60	£2,700	£2,900	£5,200	£3,900	NA	NA
Super P	1956-58	£3,800	£5,900	£9,200	NA	NA	NA
Super 50	1960-68	£2,400	£2,900	£3,900	£4,300	£5,200	NA
2011	1960-67	£1,600	£2,450	£4,600	£3,100	£5,400	£6,400
3011	1960-67	£1,700	£2,700	£4,850	£3,600	£5,600	£6,700
3045	1963-67	£1,950	£2,750	£5,750	£3,900	£5,900	NA
4011	1960-67	£1,800	£2,800	£5,700	£2,900	£4,900	NA
4016	1963-67	£2,000	£2,750	£5,850	£3,400	£5,900	NA
2511	1968-77	£1,450	£1,500	£5,200	£2,900	£5,200	NA
3511	1968-72	£1,650	£2,100	£5,100	£2,950	£5,400	NA
4511	1968-72	£1,700	£2,600	£5,300	£3,100	£5,600	NA
5511	1968-72	£1,750	£2,700	£5,900	£3,200	£5,800	NA
5545	1967-72	£1,100	£2,100	NA	£3,000	£3,900	NA
8011	1969-82	£2,100	£3,900	£5,200	£4,800	£6,950	NA
8045	1969-75	£1,900	£3,300	£6,200	£3,900	NA	NA
4712	1972-78	£1,800	£2,600	£4,400	£3,100	£4,100	NA
5711	1972-78	£1,850	£2,650	£4,800	£3,800	NA	NA
5745	1972-78	£1,750	£2,750	£4,800	£3,200	£5,900	NA
6711	1972-78	£1,750	£2,750	£4,600	£3,200	£5,100	NA
6718	1972-78	£1,800	£2,700	£5,700	£4,800	£5,950	NA
6748	1972-78	£1,900	£3,900	£7,200	£5,900	£7,500	NA
12011	1975-84	£2,400	£4,900	£7,100	NA	NA	NA
5911	1977-80	£2,300	£3,600	£6,200	NA	NA	NA
6911	1977-80	£2,150	£3,600	£4,650	£3,900	NA	NA
6945	1977-80	£2,300	£3,900	£6,800	NA	NA	NA
12045	1978-87	£2,300	£3,800	£8,600	NA	NA	NA
5011	1980-86	£1,800	£2,900	£6,300	NA	NA	NA
6011	1980-84	£1,800	£3,100	£5,500	£3,400	NA	NA
7011	1980-84	£1,800	£2,850	£5,600	£3,700	NA	NA
7045	1980-84	£1,900	£2,950	£5,800	£3,900	£5,200	NA
12145	1983-91	£2,200	£3,900	£9,200	£6,950	NA	NA
5211	1983-92	£2,100	£4,300	£7,800	£5,900	NA	NA
5245	1985-92	£2,200	£4,100	£6,800	£4,600	£5,900	NA
7211	1985-99	£1,950	£3,900	£6,400	£4,700	£6,300	NA
7245	1985-99	£2,100	£4,100	£7,200	£5,900	£7,400	NA
8111	1985-91	£2,300	£4,600	£8,200	£7,100	NA	NA
10145	1985-91	£2,500	£4,900	£8,800	£7,900	NA	NA
9520	1991-99	£2,950	£7,700	£10,900	£8,200	NA	NA
9540	1991-99	£3,000	£7,900	£11,000	£8,900	NA	NA
9620	1998-99	£3,000	£7,900	£9,200	£9,300	NA	NA
9649	1998-99	£3,200	£7,100	£10,950	£9,500	NA	NA
ADVANCE-RUMELY							
30-60E OilPull Prairie	1910-23	£32,000	£49,000	£75,000	£131,000	£73,000	£93,350
15-30 F OilPull Prairie	1911-18	£30,000	£125,000	£137,000	£67,485	£72,000	£82,400
14-28 Heavyweight	1916	£10,800	£18,900	£26,000	NA	NA	NA
16-30 H OilPull Heavyweight	1917-23	£10,600	£17,000	£26,000	£22,600	£27,200	£31,400
12-20 K OilPull Heavyweight	1918-25	£8,900	£14,500	£19,000	£18,800	£21,700	£27,200
20-40 G OilPull Heavyweight	1918-23	£11,900	£19,700	£39,500	£28,500	£36,700	£41,500
15-25 L OilPull Lightweight	1924-27	£9,200	£10,700	£16,000	£14,600	£18,200	NA
20-35 M OilPull Lightweight	1924-27	£8,900	£10,000	£28,000	£19,900	£21,800	£39,608
20-30 W OilPull Lightweight	1928-30	£9,700	£16,666	£19,800	£16,400	£21,200	£24,900
30-60 S OilPull Lightweight	1924-28	£14,500	£18,800	£28,700	£44,000	£27,400	NA
25-45 X OilPull Lightweight	1928-30	£11,200	£12,500	£18,500	£17,600	£22,600	NA
30-50 Y OilPull Lightweight	1929	£16,200	£17,000	£28,000	£21,000	£26,500	£31,400
Do-All (Toro design)	1928-31	£4,200	£8,600	£21,200	£7,900	£14,400	£18,200
Rumely 6A in-line engine	1930-31	£3,000	£4,200	£9,200	£6,000	£8,600	£8,900
ALLIS-CHALMERS							
18-30 & E20-35	1919-30	£3,800	£5,600	£6,200	£4,600	£8,200	NA
L12-20	1920-26	NA	£12,200	NA	NA	NA	NA
E25-40	1930-36	£3,000	£3,600	£6,000	£4,900	£6,600	£9,200
U Continental engine	1929-33	£2,900	£3,200	£4,800	£3,600	£8,000	£6,900
U	1933-51	£2,000	£2,800	£4,000	£3,100	£4,300	£5,200
UC	1930-51	£3,500	£4,300	£6,000	£4,300	£4,900	NA
WC unstyled	1933-38	£1,200	£1,800	£3,200	£2,400	£3,600	NA
WC high crop UK conversion	1937	NA	NA	NA	NA	£6,100	NA
WC styled	1938-48	£1,700	£2,150	£3,000	£2,100	£3,200	£3,900

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
WC styled wide front axle	1938-48	NA	NA	NA	£3,700	NA	NA
WF unstyled	1938-40	£1,200	£2,900	£3,800	£3,000	£3,900	£4,400
WF styled	1940-51	£1,200	£1,700	£3,600	£3,000	£3,200	NA
A petrol (gas)	1936-42	£3,800	£6,100	£6,600	£5,900	£6,800	NA
A UK p/p	1936-42	£3,600	£4,500	£8,000	£6,900	£8,700	NA
B bow axle	1938-42	£430	£900	£1,900	£1,200	£2,900	£3,600
B straight axle (UK end 54)	1948-57	£400	£900	£1,900	£1,600	£2,300	£3,200
B straight axle with starter	1948-57	£920	£1,700	£2,300	£2,100	£3,800	NA
WF styled	1940-51	£1,200	£1,700	£3,600	£3,000	£3,200	NA
A petrol (gas)	1936-42	£3,800	£6,100	£6,600	£5,900	£6,800	NA
A UK p/p	1936-42	£3,600	£4,500	£8,000	£6,900	£8,700	NA
B bow axle	1938-42	£430	£900	£1,900	£1,200	£2,900	£3,600
B straight axle (UK end 54)	1948-57	£400	£900	£1,900	£1,600	£2,300	£3,200
B straight axle with starter	1948-57	£920	£1,700	£2,300	£2,100	£3,800	NA
B Hopgarden conversion	1939-52	£1,000	£1,300	£2,000	£2,300	£3,400	NA
B Perkins P3 conversion	1939-57	£1,000	£1,900	NA	£4,000	NA	NA
BI industrial	1939-57	NA	£2,200	£3,100	£2,700	£4,100	NA
C	1940-50	£850	£1,000	£2,100	£1,900	£3,900	£5,200
FD3 French	1958-63	£1,800	NA	NA	NA	£3,200	NA
FD3 French vineyard	1958-63	NA	NA	£1,950	NA	NA	NA
FD4 French	1958-63	£2,100	NA	NA	NA	NA	NA
G (USA made)	1948-55	£1,300	£1,700	£3,200	£2,900	£3,800	NA
G French narrow Peugeot eng	1955-62	£950	£1,200	£2,000	£1,950	£3,100	NA
G French made Peugeot eng	1955-62	£900	£1,100	£2,000	£1,900	£2,900	NA
WD	1948-53	£1,150	£1,900	£3,250	£3,100	£4,200	NA
WD45	1953-57	£1,100	£1,550	£3,500	£3,200	£3,600	£5,100
D-270	1954-58	£580	£1,000	£2,000	£1,650	£2,350	£2,500
D-272 diesel	1957-60	£690	£1,000	£2,300	£2,850	£3,000	£3,200
D-272 p/p	1957-60	£600	£980	£2,000	£1,950	£2,350	NA
D-272 Hopgarden conversion	1957-60	£950	£1,200	£2,100	£3,800	£4,200	NA
ED-40	1960-67	£980	£1,750	£3,100	£2,250	£4,600	NA
D12	1959-62	£900	£1,400	£2,800	NA	£3,900	NA
D17	1958-67	£1,100	£1,700	£3,000	£2,100	£4,900	NA
D19	1961-62	£1,300	£1,700	£5,200	NA	£5,250	NA
D21Mk1/2	1963-69	£3,200	£5,200	£10,400	£7,900	£10,700	£15,000
K crawler wheel & levers	1929-43	£1,900	£2,900	£4,800	£5,000	£6,500	NA
M crawler	1932-42	£900	£1,400	£2,100	£1,800	£3,400	NA
M crawler Vineyard/narrow	1932-42	£900	£1,500	£2,600	£3,000	£3,900	NA
HD5/B crawler	1946-55	£1,500	£1,900	£4,200	£4,000	£4,800	£5,900
HD7 crawler	1940-50	£2,100	£3,700	£6,200	£5,700	£8,400	£10,200
HD10 crawler	1940-50	£2,900	£4,000	£7,400	£5,700	£9,900	NA
HD14 crawler	1939-47	NA	NA	£6,400	NA	NA	NA
HD21/21A crawler	1954-69	£3,300	£5,900	£10,400	£5,900	£10,600	NA
HD3 crawler	1960-68	NA	NA	NA	£4,600	NA	NA
XT190 1-3 series	1964-72	£1,900	£3,500	£5,100	£5,200	£9,900	NA
D200	1972-75	NA	NA	NA	NA	NA	£12,000
440 artic	1972-76	NA	£3,300	£4,700	£7,400	£9,900	NA
7000 Series	1975-79	NA	NA	£4,000	£4,900	£6,600	NA
8000 Series	1981-85	NA	£2,900	£4,800	£4,300	£7,400	NA
ALLDAYS & ONIONS							
30hp (both types of engines)	1917-21	NA	NA	£60,000	£54,500	£58,000	NA
ATLAS TOPP-STEWART							
4x4	1919-23	£32,894	NA	NA	NA	£42,000	NA
AULTMAN TAYLOR							
30-60	1914-24	£32,000	£41,000	£65,000	£77,000	£74,200	£115,219
25-50/22-45	1918-24	£26,000	£29,000	£36,000	£32,000	£51,000	£68,000
AUSTIN							
UK	1919-21	£8,200	£11,000	£21,000	£12,500	£19,600	£21,000
French AM26/BO28/SA3	1921-31	£4,200	£6,200	£9,200	£10,200	£13,500	NA
French DE30/V34/V90	1931-34	£4,100	£7,050	£9,300	£8,900	£12,400	NA
Diesel 15-25/22-38	1933-39	£6,300	£10,400	£16,000	£15,200	£19,300	NA
16-28	1937-39	NA	NA	NA	£17,000	NA	NA
Diesel 45-55	1937-39	£10,500	NA	NA	NA	NA	NA
A/Seven tractor conversions	1922-39	NA	£3,900	£5,600	£5,700	£6,600	NA
AVERY							
12-25	1912-19	£18,000	£24,400	£42,000	£32,000	£54,200	NA
8-16	1914-22	£14,000	£18,200	£26,320	£32,890	£45,235	£46,300
5-10	1915-20	NA	NA	NA	NA	NA	£30,943
18-36	1916-21	NA	£51,000	NA	NA	NA	NA
25-50 Both types of radiator	1914-22	£36,428	£26,000	£34,000	£32,725	£33,419	NA
40-80	1913-20	£29,000	£32,000	£68,200	£62,000	£72,400	£78,100
20-35	1916-23	NA	£44,418	£50,000	£49,350	NA	NA
45-65 Both types of radiator	1920-24	£28,100	£37,900	£65,000	£72,400	£74,890	£87,560
A D BAKER							
22-40/25-50	1927-29	£6,900	£8,400	£10,000	£8,500	£12,200	£14,853



Restored in Staffordshire more than 20 years ago, this A-C U was yours for £2,600.



Austin 15-25, in grade 2 condition, went to West Sussex for £6,200.



This Bristol 10, in grade s/3 condition, sold in July for £1,700.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
43-67	1929-44	£5,500	£7,200	£12,600	£9,400	£11,900	NA
BALILLA (ALFA-ROMEO)							
1300-1500	1931-52	£4,900	NA	NA	£7,900	NA	£8,600
BATES							
Steel Mule 20-25	1915-18	£8,000	£12,300	£19,500	£18,900	£28,500	NA
25-50	1915-18	NA	NA	NA	£66,666	NA	NA
F Half-track	1921-37	£7,200	£12,600	£15,900	£14,500	£17,600	NA
BEAN							
Bean self-propelled toolbar	1947-59	£50	£90	£150	£190	£350	NA
BELARUS							
DT 75M crawler	1973-83	£1,800	£2,700	£4,100	£3,800	£5,100	NA
7011 artic (Kirovets K700A)	1975-2002	£3,100	£4,900	£12,400	£6,900	£12,800	NA
250AS	1978-87	£350	£1,800	£2,900	£2,300	£3,100	NA
500 Progress	1978-81	£750	£1,900	£3,900	NA	£4,600	NA
560 Progress DT	1978-81	£950	£2,100	£3,400	NA	NA	NA
562 Progress (4WD)	1981-92	£980	£2,800	£4,100	NA	£4,900	NA
570 Progress	1981-1992	£1,000	£2,400	£4,900	NA	NA	NA
BF AVERY							
BF/A/W/D/H/G/V mode	1945-55	£890	£1,500	£2,900	£1,800	NA	£2,450
BMB							
President	1947-56	£490	£1,200	£2,600	£2,100	£2,500	NA
President - H J Stockton	1957-59	£700	£1,300	£2,000	£1,900	£2,000	NA
BOLINDER-MUNKTELL							
Type 22	1921-34	NA	NA	£18,000	£10,200	£12,200	NA
Type 25	1934-38	NA	£6,500	£10,500	£7,100	£10,800	NA
BM10	1947-52	£2,000	£4,000	£5,400	£5,500	£6,500	NA
BM21	1945-53	NA	NA	NA	£3,100	NA	NA
BM230 Victor	1955-62	£850	£1,700	£3,100	£2,900	£4,900	£5,200
BM320 Buster	1961-64	£950	£1,500	£3,000	£2,400	£3,800	NA
T800	1966-68	£1,000	£2,000	£3,900	£2,400	£5,100	NA
BRAY							
Fordson Diesel E1A Major Dozer	1952-58	£1,450	NA	NA	NA	NA	NA
Fordson S/ Major Forklift							
(driver in front of tractor)	1960-63	£1,000	NA	£2,900	NA	NA	NA
Fordson E27N CFT dozer - P6	1949-52	£2,700	£3,800	£6,800	£5,800	£6,900	NA
Centaur 4 x 4	1959	N/A	N/A	N/A	£34,000	NA	NA
Nuffield 10/60	1966-67	£9,700	£14,000	£21,000	NA	£21,000	NA
Nuffield 4/65	1967-70	£7,800	£9,400	£26,000	£18,000	£24,000	NA
Leyland 470	1971-75	N/A	N/A	£13,000	N/A	N/A	N/A
Leyland 384	1970-71	£6,900	£10,200	£21,000	£12,700	£16,000	NA
Leyland 485	1970-73	£5,100	£11,600	£26,000	£11,000	£17,800	NA
BRISTOL							
Jowett eng	1937-42	£580	£920	£1,900	£1,400	£2,100	NA
10	1942-47	£450	£880	£1,700	£1,500	£2,000	NA
20	1948-53	£720	£1,100	£1,900	£1,700	£2,900	NA
22	1952-55	£880	£1,200	£2,900	£2,600	£2,900	NA
25	1955-59	£850	£2,500	£2,800	£2,300	£3,600	NA
PD	1959-63	£1,000	£1,400	£2,000	£2,900	£2,100	NA
Taurus MK1 & 2	1964-67	£1,000	£1,800	£3,200	£2,300	£4,100	NA
BRITISH WALLIS RH							
Sloping bonnet	1920-23	£17,000	NA	NA	NA	NA	NA
Straight bonnet	1923-29	NA	£12,500	£24,000	£18,000	£26,000	NA
BRYAN							
30hp	1923-6	£31,372	NA	NA	£47,250	NA	NA
BUKA							
D-30	1959-63	£1,600	£1,900	£2,900	£2,600	£3,400	NA

NEXT ISSUE: BULL TRACTOR CO | JI CASE PLOW WORKS | CATERPILLAR | CLARK | CLBEST | CLAYTON | CLETRAC | CNC | COCKSHUTT

17-19 – Thainstone Online Sale of Agricultural Machinery, Equipment, Vehicles & Builders Equipment. Aberdeen & Northern Marts, anmarts.co.uk

20 – Sale of Implements, Plant, Machinery. Bailechaul Road, Dingwall IV15 9TP. Dingwall & Highland Marts, **tel: 01349 863252.**

22-29 – Collective Online Auction of Vintage & Classic Tractors, Vehicles, Agricultural Machinery, Vintage Machinery, Ploughs, plus much more. Pentland Auctions, pentlandlivestock.co.uk

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

25-5 Dec – Online Timed Auction of Tractors, Vehicles, Excavators, Farm Machinery, Livestock & General Equipment & Implements. Stags, stags.co.uk

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

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

27 – Dunswell Auction of Produce, Sundry Equipment & Tools, Poultry & Rabbits. The Cattle Market, Dunswell, Hull HU6 6AW. Frank Hill & Son, **tel: 01964 630531.**

28-5 Dec – Automobilia Auction Online. H & H Auctioneers, handh.co.uk

29 – Rare Collector Tractor & Sign Auction. USA. MacFadden & Sons Inc, macfaddens.com

29-2 Dec – Collective Online Timed Auction of Agricultural Machinery. Voyce 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.**

1-8 – Timed Online Only Machinery Sale. Kivells, kivells.com

1-13 – Christmas Timed Online Vintage Auction. Cheffins, cheffins.co.uk

2 – Dispersal Sale of 2 Tractors, 2 Telehandlers, Digger & Farm Machinery. Online Timed Auction. Greenslade Taylor Hunt, gth.auctionmarts.com

3 – Shrewsbury Plant & Machinery Sale. Shrewsbury Auction Centre, Bowmen Way, Battlefield, Shrewsbury, Shropshire SY4 3DR. Halls, **tel: 01743 442815.**

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

4 – Annual Collective of Vintage & Classic Engines, Tractors, Tractor Spares, Tools, Seats, Models, Literature, Military

Memorabilia, Enamel & Tin Signs, Agricultural Bygones. Hazle Meadows Auction centre, Ledbury HR8 2LP. H J Pugh, **tel: 01531 631122.**

5 – Premier Deere III Sign, Toy, Literature & Memorabilia Online Auction. Aumann Auctions, www.aumannvintagepower.com

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

6-14 – Online Timed Collective Auction of Farm Machinery & Effects. Symonds & Sampson, www.symondsandsampson.co.uk

8 – Online Sale of Tractors, Machinery, Plant & Commercial Vehicles. Carlisle. Harrison & Hetherington, harrisonandhetherington.co.uk

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

10 – Sale of Horticultural Machinery & Garden Tools. Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh, **tel: 01531 631122.**

10-11 – Auction of Industrial Plant, Construction & Agricultural Equipment. 72 -74 Omagh Road, Dromore, Co Tyrone BT78 3AJ. Euro Auctions, **tel: 02882 898262.**

10-11 – Online Auction. Mathewsons, mathewsons.co.uk

11 – Monthly Collective Sale of Tractors, Plant, Implements, Livestock Equipment, Oak Beams, Firewood & Horticultural Items.

Hazle Meadows Auction Centre, Ledbury HR8 2LP. H J Pugh & Co, **tel: 01531 631122.**

22 – Dunswell Auction & Christmas Poultry Sale. The Cattle Market, Dunswell, Hull HU6 0AW. Frank Hill & Son, **tel: 01964 630531.**

January

20 – Online Timed Auction of Tractors, Vehicles, Diggers, Farm Machinery, Livestock, General Equipment & Implements. Stags, stags.co.uk

28-29 – Online Auction. Mathewsons, mathewsons.co.uk

February

3 – Late Model Ag & Construction Auction. 72435 State Road 15, New Paris, IN, USA. Polk Auctions, polkauction.com

March

4-5 – Online Auction. Mathewsons, mathewsons.co.uk

8-13 – New Paris Tractor Parts Complete Liquidation Auction. USA. Polk Auctions, polkauction.com

10 – Online Auction of Kevin Bos Antique Tractor & Equipment Collection. USA. Aumann Auctions, aumannvintagepower.com

April

1-2 – Online Auction. Mathewsons, mathewsons.co.uk

7-9 – Annual Spring Collector Auction. USA. Polk Auctions, polkauction.com

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...

**JANUARY
2022**
issue on
sale Friday
17 December



TIME TO UPGRADE

With a love for Bradford-built Internationals, Damien Jordan was pleased when he managed to purchase a 354. Despite this affection, he decided to update its specification.



IMPLE-MAGIC

A passion for David Brown's red tractors has led Harry Keenan to amass an impressive collection of Implematic models, as Willie Carson discovers.



NEW GENERATION

Jonathan Whitlam's series on the importance of Ford's Series 10 years concludes with a look at Generation III – the final incarnation of this popular range

PLUS Junior, Lost treasure, Machinery milestones, Model corner, News, Tractor Mart, Workshop & more...

Note: Planned features in T&M may be subject to alteration, due to circumstances beyond our control.

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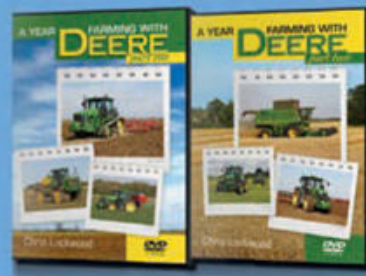
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TRACTORS

ALLGAIER A22



1952, POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

110622

ALLIS-CHALMERS ED40



£500. For spares or repair. Engine overhauled - liners, pistons etc standard 23c. Would sell parts separately - wheels, reconditioned steering box etc. Please call 07488 324999, South East.

110093

ALLIS-CHALMERS D270



£1,200. Petrol-paraffin, good, with hydraulic lift and pulley, all working order. Please call 07536 975561, South West.

110197

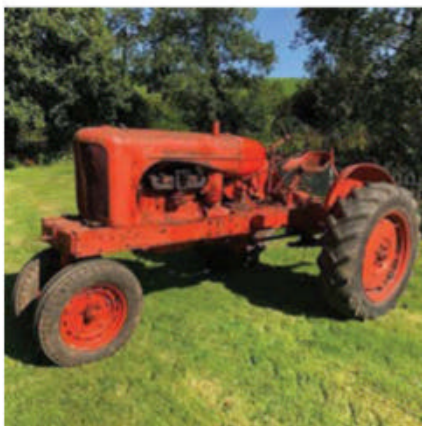
ALLIS-CHALMERS B



1948, POA. Drawbar, pulley, pump and hydraulics, workshop manual. Pair of Plows with Ransomes (RSJ) TCP parts, drawbar, brackets, fixings and lift lever. Illustrated fitting manual. Please call 01829 759312, West Midlands.

110450

ALLIS-CHALMERS WC



£1,650. Starts easily and runs well. Brake require some attention but overall this would make an easy little project. Please call 07966881985, South West. (T)

110546

ALLIS-CHALMERS U



1934, POA. electric start, starts and runs well, new tyres. Please call 07821184799, West Midlands. (T)

110547

BMB PRESIDENT



£2650. Original tractor, powered by a Morris side-vale engine. Petrol/TVO, belt pulley, pto, hydraulics & plough. Contact Matt on 07966881985. Devon

CASE 50HP STEAM



POA. Very good boiler. Please call 32 56 61 62 60 , Rest of the world. (T)

110613

CASE 500



POA. 6 cylinder diesel, restored. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

110619

CASE D



£3,500. Ex George Mutch. Good starter and runner. As new tyres, road reg tractor, reputed to have won Scottish Championship in the hands of the late George Mutch. Please call 07529 189323, South West.

111138

CASE INTERNATIONAL 585L



1987, £6,950. 2WD. Fitted with Grays Lynkon 220 power tip loader. This tractor is in respectable condition for its age but not sure of the hours it has done. It has a pick up hitch, one double spool valve and good tyres. Please call 01763 780440, East of England. (T)

111151

CASE JX1100U



2005, £21,000. Power shuttle, good tyres, from local hill farm, good condition. Please call 01539 620636, North West. (T)

111168

CASE JXU 105



2008, £27,000. Power shuttle, MX loader, tidy outfit. Please call 01539 620636, North West. (T)

111169

CASE DAVID BROWN 1294



A very sound example. Please call 01747 828272, South West.

111179

CASE MAXXUM

POA. Case maxxum 140 tractor year 2016 one owner from new front linkage 40k air con 3790 hours excellent condition. Please call 01249 740377, South West.

110551

CITROËN MICROMAX



POA. To be restored, engine turns. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

110615

BEWARE SCAMMERS!

We value your advertising in **Tractor & Machinery** and want to remind you be aware of scammers.

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- Kelsey are not responsible for any transactions between seller and buyer.

CLAAS 420



£40,000. 2017 Claas Arion 420. Four Speed Power Shift. 2 Spools. Front Weights. 480/70 R34 and 340/85 R24 Tyres. Please call 01606 592639, West Midlands.

111132

CLAAS ARION 420



2018, £39,500. 18 reg, full power shift gear box, in as new condition, big saving on new price, available now!! Please call 01539 620636, North West. (T)

111173

COUNTY 1471



POA. Nov sale at Mathewsons Auctions. Very good condition. Please call 07770 922646, Ireland.

111150

COUNTY PLOUGHMAN



1964, £4,500. Barn stored for last 25 years. Taken out for photo and is in good running order. Was manufactured in the last year of production. Please call 07971 558095, Wales.

111155

DAVID BROWN DAVID BROWN 4X4



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

110607

DAVID BROWN 1410



£3,000. Complete with front weighted rear tyres, 50%, front tyres 90%. All tin work good, engine runs but needs top end work. Please call 07759 983595, South East.

110734

DAVID BROWN CROPMASTER



£4,250. P/P. Four new tyres. Road registered. New seats and backrest and carries a rear mounted trunk. Some spare and workshop manual. Please call 07756 359398, North West.

110853

DAVID BROWN 995



£3,250. Starts and goes well, as new tyres. Please call 07831 347400, South West. (T)

111120

DAVID BROWN TUG MASTER



1953, £3,000. Winch tractor. I have owned this tractor for 40 years. In working condition, unused for a few years. Please call 01538308868, West Midlands.

111154

DAVID BROWN 1290



£1,700. Power steering, pick up hitch, 2 speed, pto, hydraulic lift, all in working order. New starter motor, good cold starter, clutch needs attention. Good restoration or donor tractor. Please call 07712 249900, South West.

111165

DAVID BROWN 1490



POA. A sound, good working example. Please call 01747 828272, South West.

111177

DAVID BROWN 996



A very original example. Please call 01747 828272, South West.

111180

DAVID BROWN 1390



POA. With loader, needs typing up, works ok. Please call 01747 828272, South West.

111182

DAVID BROWN 990



£3,500. With V5. Very sound tractor, runs well, tin work good. Please call 07852 289109, Scotland.

110457

DAVID BROWN CROP MASTER



£2,850. Diesel. Starts and runs, a bit smoky at first. Hydraulics and pulley all work. Lights working. Still registered with the DBLW. Nice seats. Does have some repair to block as normal but been there for many years. Moves fast on the road. Please call 07759254695, South West.

110464

DAVID BROWN 990



£3,500. With VQ cab been barn stored, runs and drives well, hydraulics need checking, an unusual example. Please call 07821184799, West Midlands. (T)

110548

DAVID BROWN 25C

£3,450. The 25C was the successor of the Cropmaster with a few refining features, including a 6-speed gearbox, PTO and hydraulics. Please call 07966881985, South West. (T)

110555

DAVID BROWN 780



£2,850. David Brown 780 vineyard/narrow tractor,. 3 gear lever model, sound engine and all original parts. Please call 07821184799, South West. (T)

110556

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

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WORLDWIDE**

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Phone: (32) 475 96 73 80

DAVID BROWN 25D



£3,750. Very tidy, good tyres, excellent runner, V5C. Please call 07778 525037, South East. (T)

110561

FARMALL CUB



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

110625

FERGUSON TE-D 20



1952, £2,500. Complete engine rebuild and body restored. With V5 and handbook. All good working order. Dry stored, reg no. JAM 754. With original Tax Log. Circular saw bench also available. Please call 01256 771055, South East.

110602

FERGUSON TE-D



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

110624

FERGUSON TE-F 20



£2,150. Diesel, good starter and condition. New rear tyres, oil pressure and hydraulics good. Garaged. Please call 07915 753745, South East.

110735

FERGUSON TE-D 20



1948, £1,650. Petrol TVO, front loader. Please call 01743 790747, West Midlands.

110837

FERGUSON 35



£7,000. Grey and gold Ferguson 35 Diesel 4 cylinder. Total engine rebuild. 18 hours. New brakes, steering and tyres. Good starter, very clean. Total restore. Please call 07368 683336, West Midlands.

110459

FERGUSON TED20



£2750. Ferguson Sawbench with pulley & belt. Howard Reduction Gearbox. Great Winter Package. Contact Matt on 07966881985. Devon.

FERGUSON TE-D 20

£2,750. A good running example fitted with new front tyres. Starts easily and runs well with good oil pressure. Tinwork is complete but has been previously brush painted. Please call 07966881985, South West. (T)

110553

FIAT 411R

£2,850. An iconic little diesel Fiat, with a 40HP 4-cylinder diesel engine. Please call 07966881985, South West. (T)

110554

FIELD MARSHALL SERIES 3A



POA. All mechanical work done, new tyres. Please call 01747 828272, South West.

111178

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

FORD 5095



POA. 4WD, very good runner. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

110620

FORD 1210



£6,300. Compact Ford 1210 tractor with loader and home made back box. Good working order. Please call 01608 730261, South East.

110980

FORD 234 HI WAYS



1982, £4,950. Overhauled, re-sprayed. All new tyres, battery, lights, seat, brakes and wiper arms. Good cab. Only done mowing, plough and road runs. A nice little tractor. Please call 01732 822353, South East.

110987

SALE *Highlight* GENUINE NUFFIELD M3 ROWCROP



This rare 1951 Nuffield M3 is badged as a row crop tractor and is not a conversion. Engine runs very well, starting on petrol and when hot turning onto paraffin perfectly, there are no water or oil leaks on this tractor.

The hydraulics all work and the tractor features the correct: belt pulley, lights, plough light, period horn, correct original period parts, including toolbox, top link side step and radiator shutter blind. The rear axle shafts have not been cut unlike so many which have been used to access through narrow gateways in past years.

Goodyear tyres to rear and original single rib tyre/wheel to front. Tractor includes front Nuffield weight but not fitted. This tractor is earlier restoration with great tin work paint that is still excellent condition as the rest of the tractor is.

This tractor would suit a serious Nuffield collector who understands the rarity of this genuine M3 badged tractor (not an M4 conversion), very few come on the market. Only for sale as I am now cutting down my collection. The tractor is fitted with a registration number, which I understand to be correct, but no V5c documentation.

The last Nuffield rowcrop tractor I saw for sale sold at £7,000 and I believe to be an M4 conversion (not an original example), price open to serious sensible offers only. Tel 01406330409 after 7pm.



FORD 3000



£4,250. Tidy, goes well. M Reg, new front tyres. Please call 07831 347400, South West. (T)

111121

FORD 6810



1990, £15,500. 2WD. Super Q. Tidy, ex farm. Please call 01606 592639, West Midlands.

111128

FORD 5610



1985, £8,500. 2WD. New mudguards, new battery and starter motor. Please call 01606 592639, West Midlands.

111129

FORD 3000



£5,995. First time starter. Runs very well. Good all round condition. Perfect wings, bonnet and nose cone. Only had light use and has been stored under cover. Please call 07968 322616, North East.

111149

FORD FERGUSON



1946, £2,800. Excellent original condition new tyres. Please call 07536 975561, South West.

110198

FORD FERGUSON 9N



£3650. Nice example of this early tractor. Straight tinwork. Runs & drives well. Contact Matt on 07966881985. Devon.

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

FORDSON POWER MAJOR



£2,650. Complete with front loader. Very good condition, good working order. Please call 07778 525037, South East. (T)

110564

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 E27N



£2950. Nice early example. Varley Hydraulic Lift, PTO, Low speed gearbox. Starts easily runs well. Contact Matt on 07966881985. Devon.

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.

111157

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
WHITLOCK DIGGER**



POA. Whitlock digger based on a Power Major. In good running order with good tyres, recent new clutch and with a V5. Just minus its boom and dipper arm. Please call 07836 598208, South East.

110103

FORDSON POWER MAJOR



POA. Early restoration. Please call 01747 828272, South West.

111176

FORDSON SUPER MAJOR



POA. With loader, ready for work. Please call 01747 828272, South West.

111184

FORDSON MODEL N



POA. Early restoration. Please call 01747 828272, South West.

111185

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

FORDSON POWER MAJOR



£2,000. Runner, complete. Please call 01733 241857, East of England.

110462

GUALDI 30



POA. The Italian Field Marshall. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

110609

**GUTBROD MOTOSTANDARD
1032**



£2,500. 2WD with 8-speed gearbox. Manual hydraulic lift and underslung cutter deck included. Last used 10 years ago. Please call 07794 786387, South West.

111146

HART PAHR



POA. 12,24 very nice original tractor that has been running. Please call 07855399487, South West.

110875

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

PA. A very well restored tractor with new tyres all round electric start runs well. Please call 078553 99487, South West.

110874

INTERNATIONAL 484



£3,750. STARTS AND GOES WELL. NEW FRONT TYRES. Please call 07831 347400, South West. (T)

111119

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**

1961, £2,200. Starts and goes well. Please call 07831 347400, South West. (T)

111123

INTERNATIONAL FARMALL H

£2,000. For restoration. Please call 07831 347400, South West. (T)

111124

INTERNATIONAL FCC

£1,800. Tidy, for restoration. Please call 07831 347400, South West. (T)

111125

INTERNATIONAL 475 2WD

£4,950. This is the model with the Perkins engine and does nearly 40k!. Please call 01763 780440, East of England. (T)

111142

INTERNATIONAL B250

1957, £3,500. With V5. Complete engine rebuild with brand new cylinder head. New starter. Please call 07763 355668, East of England.

111162

INTERNATIONAL 955XL

1981, £8,250. Very genuine 6 cylinder tractor, used on small farm for last 2 yrs. Power steering, good tyres, pick up hitch. Smart tractor everything works. Please call 07768 311362, South West.

111175

INTERNATIONAL 684/784

POA. A very tidy example. Please call 01747 828272, South West.

111186

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

INTERNATIONAL 434

£1295. For spares/restoration. Starts & runs, brakes hydraulics & steering working well. Leaking water pump, possible head gasket failure. Contact Matt on 07966881985. Devon.

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 and 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

JCB FASTRAC 125

1991, £12,500. 4WD. One of the first Fastracs and quite rare now! This has Air Brakes, 2 double spools, 2 speed PTO, Pick up hitch, Air Conditioning and Passenger seat. Please call 01763 780440, East of England. (T)

111152

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 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 6330



£43,500. 2012 John Deere 6330 Standard 40kph Quicke Q41 Loader 3836 Hours. Please call 01606 592639, West Midlands.

111133

JOHN DEERE 6420S

2005, £34,500. 50Kph Autoquad, front links and PTO!! Please call 01763 780440, South East. (T)

111140

JOHN DEERE 4050

2005, A really nice tidy example! Please call 01763 780440, South East. (T)

111145

JOHN DEERE 110



1965, £2,100. Attractive and in good condition. In running order and good tyres. Please call 07717804041, South East.

111159

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

JOHN DEERE B



1942, £4,200. In great condition. Original flywheel start, reliable starter and everything works as it should. Rear tyres are brand new Michelin tyres of correct type for tractor. Front tyre has lots of tread. Please call 07717804041, South East.

111174

JOHN DEERE 2130



POA. Very original, working tractor. Please call 01747 828272, South West.

111183

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 famr 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

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**



KUBOTA B1702B



POA. Great smallholders outfit. Please call 01458 269210 / 250978, South West.

110542

LAMBORGHINI 2R



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

110617

LANDINI L25



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

110612

LANDINI L35



1956, POA. Good runner. info@pietvershelde.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)

111172

LANZ D2416



1957, POA. Engine overhauled. info@pietvershelde.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

LEYLAND 154



POA. A very rare and hardly used tractor, history known. Please call 07821184799, South West. (T)

110559

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

MARSHALL M



£25,000. With winch. In good order. Please call 01237 422981, South West.

110454

MF100 SERIES CAB PARTS

For Scirocco flexi-cab mk 2. Windscreen frames, wiper motor mounting, lower bulkhead panels, brackets, door tops/bottoms and roof frames. Parts are newly made and lightly oiled. Pictures on website: www.axe-atv.co.uk made in Devon.

Email: axeengatvs@gmail.com

Call: 01460 220731 or 07722 117805

MASSEY FERGUSON 35



£10,000. With Gardner 4LK engine. Please call 07979 856122, North West.

110604

MASSEY FERGUSON 550



1981, £10,000. In good original condition, engine re-build, new clutch three years ago. Original paintwork and rear tyres. Was featured in Tractor July 2016, road reg. Please call 07789 685451, Scotland.

110843

MASSEY FERGUSON 35



£3,750. Rare narrow versions. Tidy and original. Starts and goes well. Please call 07831 347400, South West. (T)

111122

MASSEY FERGUSON 5610S



£8,500. 2017 Massey Ferguson 6716S. Dyna 6. Front and Cab Suspension. Front Linkage. 3 Spool Valves. Please call 01606 592639, West Midlands.

111131

MASSEY FERGUSON 165



1975, £7,850. Rare tractor, only two owners, current owner 36 years. Original V5, complete with Cameron Gardener fork lift with side shift/tilt and front loader. All working. Please call 07732 989314, Scotland.

111141

MASSEY FERGUSON 50HX 2WD DIGGER LOADER

£5,750. C/w 4 in 1 bucket, ditching and 2 digging buckets for backhoe. Please call 01763 780440, East of England. (T)

111148

MASSEY FERGUSON 135



£5,250. V5 present, multi power, power steering, Perkins engine, good starter, sprung seat, some extra's and spares, good tin work, more photo's available. Please call 07910 374240, South East.

111153

MASSEY FERGUSON 165



1967, £7,000. In very good working order, owned for over 45 years, never missed a beat. Please call 01559 370603, Wales.

111156

MASSEY FERGUSON 5445



2005, £23,500. Low profile, std shuttle. Please call 01539 620636, North West. (T)

111166

MASSEY FERGUSON FE35



£5,750. Restored tractor. Please call 07790 388252, South East.

111167

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

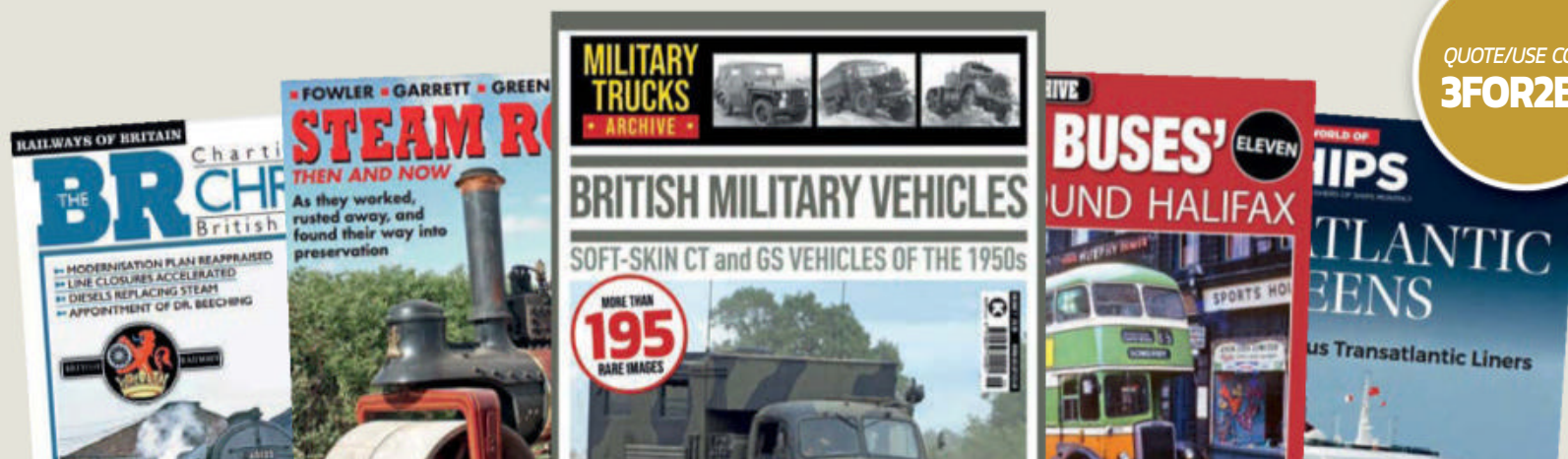


FORDSON SUPER DEXTA



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

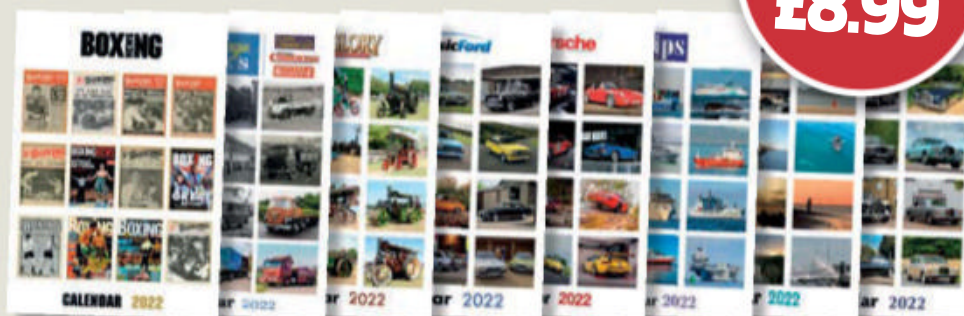
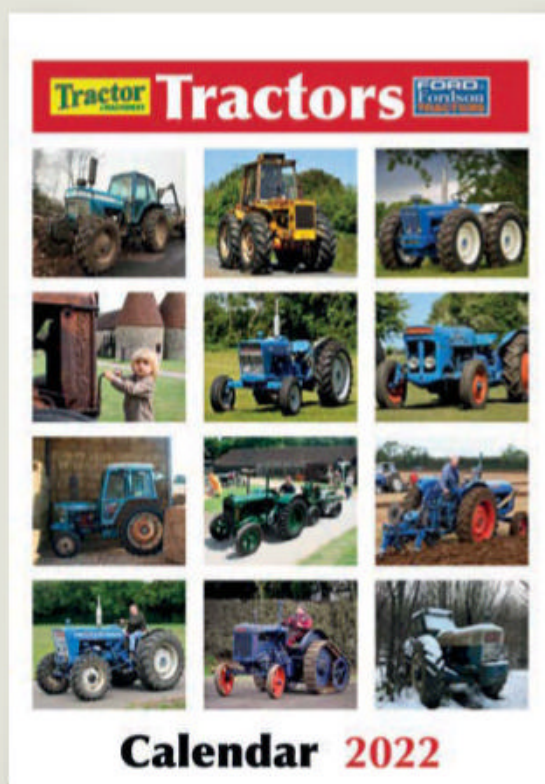


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SHOP.KELSEY.CO.UK/CAL22**

**ONLY
£8.99**



OR CALL 01959 543747 – CALLS ARE CHARGED AT YOUR STANDARD NETWORK RATE.

SALE Highlight



Make: **MASSEY FERGUSON**

Type: **590**

Rear: **1977**

Registration:

TAO974S with V5C

Price: **On application**

Tel: **07749038147**

This MF 590 has recently been restored so well by Richard Heal of East Sussex, who has decided he wants to tackle a smaller tractor next time. Richard's restorations are always well done and this one is again up to his usual high standard.

It's not just an 'outside' restoration as the MF 'Supercab', as the company called it, was overhauled inside as well as out. The 'square' style bonnet is what the 500 styling was all about when the range came about in 1976 and it lasted until basically 1981, when the 600 line came along.

This early model 590 featured the four-cylinder Perkins 4.248S 75hp 4.1 litre engine and this example features the 8-speed transmission. Interestingly the tractor features a compressor and air tank for trailer brakes and while restoring the tractor Richard decided to keep it on, it's in full working order.

On the back end are the correct PAVT wheels (adjustable) and correct wheel weights. The tractor made its debut at the 'Mad Jack Fuller' Road Run in July, where it was admired by many and has since rallied successfully at the Hellingly Festival of Transport.



MASSEY FERGUSON 65



£5,000. Massey Ferguson MF65 MK2 torque convertor model. Power steering, original tin work, starts instantly. Not used for last 2 years as no shows or road runs. Much admired. Please call 01647 252730, South West.

111171

MASSEY FERGUSON 135



£135. Late model, has pickup hitch. Please call 01747 828272, South West.

111187

MASSEY FERGUSON 200B CRAWLER



£2,000. Not been used for a while, will start and move. Please call 07860843341, West Midlands.

110191

MASSEY FERGUSON 35

£3,350. A genuine petrol/tvo 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-HARRIS 55



POA. Starts fine electric start nice original barn find. Please call 07855 399487, South West.

110873

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

MCCORMICK CX100 T3



2012. McCormick CX100 tractor for sale. Reg: PO62 KPY. 92.5HP (68KW) Perkins 4.4L 4-cylinder engine. 16F x 8R powershift transmission with synchro shuttle. Fitted with Quicke Q720 loader with euro frame. 2 Spools. Electronic control hydraulic arms. Please call 01254 854103, North West. (T)

111134

MCCORMICK X4.70 4WD TRACTOR



24x24 40kph Transmission with Power-shuttle. TIER 4i DEUTZ TCD 3.6L 4-cylinder engine (107HP) - NON AdBlue. Front tyres Continental 340/85R24 (90%). Rear tyres Continental 420/85R34 (90%). 3 hydraulic spools. Please call 01254 854103, North West. (T)

111135

MCCORMICK X7.450 EFFICIENT



POA. This Is McCormick's Beta-power 4 Cylinder Fuel Efficient Engine putting out 150HP. P6 Transmission 30 x 15. Auto Road and Field modes enable automatic gear and powershift changes, Stop and start with just the brake pedal! 50KPH. Please call 01254 854103, North West. (T)

111136

MINNEAPOLIS MOLINE Z B



£3,650. Good working order, starts well. Petrol, tin work sound, new front tyres, rear sound. V5 taxed, pulley attached. Please call 07778 230696, South West.

111160

MINNEAPOLIS MOLINE GTS



Offers. Complete, good tin work and tyres. Please call 01733 241857, East of England.

110460

MITSUBISHI MTE1800DT 18



£5,950. 22hp. Please call 01458 269210 / 250978, South West.

110540

NEW HOLLAND TM150



£22,000. 2001 New Holland TM150. Range Command. New Front Tyres. Very Good Order. Please call 01606 592639, North East.

111130

NEW HOLLAND TN75NA 4WD TRACTOR

2007, £12,500. C/w Zuidberg front linkage and super steer axle. Please call 01763 780440, South East. (T)

111144

NEW HOLLAND T5050

£29,500. Recording just 1675 hours, tidy tractor!. Please call 01763 780440, South East. (T)

111147

NEW HOLLAND TD5010

2012 POA. on 62 plate 2 owners from new done 441 hours shuttle box radio like new. Please call 01249 740377, South West.

110543

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

NUFFIELD 10/60



POA. Had a full restoration, a good example. Please call 01747 828272, South West.

111181

OLIVER 60 ROWCROP



£2,200. Early restoration, electric start. Please call 07778 525037, South East. (T)

110565

OLIVER 90



Offers. Self-starter fitted. Original log book and registration. Please call 01733 241857, East of England.

110461

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

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)

111170

VALTRA N92



£28,000. valtra 45 Loader. Please call 01606 592639, North West.

111126

VALTRA S394 SMART TOUCH



2019, £125,000. Valtra AVT Gearbox. 50kph, Front Linkage and PTO, 6 Rear Spool Valves, Autoguide Centimetre Radio and NTRIP. Please call 01606 592639, North West.

111127

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@pietvershelde.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 topper / 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 topper / 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

ZETOR HSX 100



£48,500. 17 reg, MX power loader, Air Con, 3 speed power shift, power shuttle, Heavy Weight loader Tractor. Please call 01539 620636, North West. (T)

111158

ZETOR HSX 140



£58,500. New Zetor HSX140, cab suspension, True 4 wheel braking, spec and performance without to much tech!! Please call 01539 620636, North West. (T)

111161

ZETOR PROXIMA 90



£25,000. 12 reg, Proxima 90 in mint condition, very low hrs. Please call 01539 620636, North West. (T)

111163

ZETOR PROXIMA POWER 95



POA. 09 reg, power shuttle, 3 speed power shift, TracLift power loader and a good outfit. Please call 01539 620636, North West. (T)

111164

OTHER MACHINERY

ABC MARINE ENGINE



POA. (Anglo-Belgian corporation) 3-cylinder marine engine with reverse gear. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

110616

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 FLAIRMOWER



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

BAMFORD HAY LOADER



POA. Has been in barn for 45 years, too good to break up, needs attention, love to see it at farm museum. Please call 01437 563252, Wales.

110739

3" BURRELL TRACTION ENGINE



£9,000. Comes with ride on trailer. Road registered. Has commercial ticket. Ready to rally. Please call 07708 566603, South East.

110979

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.

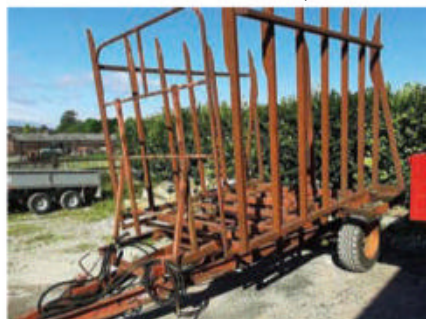
110179

BRADBURY PLANING MACHINE



£40. Contact Matt on 07966881985. Devon.

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

BRIAN JAMES TRAILER



2018, POA. 16ft tilt bed, 3.5 tons with ramps. Spare wheel, used three times, dry stored all the time, selling due to retirement. Please call 07790 983219, South East.

109671

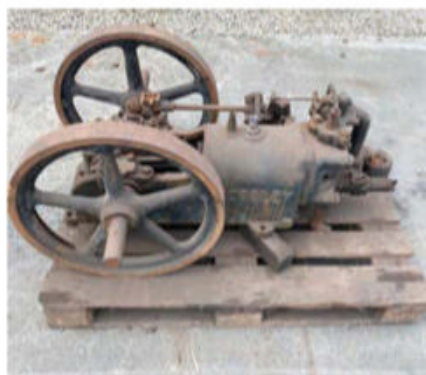
CURTAIN SIDED TRAILER



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

110618

CLAYTON EG-33 STEAM GENERATOR



POA. Clayton EG-33 Steam Generator and Atmospheric Deaerator. for sale, available now decommissioned ready for collection in dry storage. Comes with history, wiring diagrams and manuals. Sensible offers. Please call 07850788158, West Midlands.

110645

DENNING SEED DRILL



POA. with iron spoked wheels. Please call 07798517149, South East.

110740

DRILL TRAILER



£275. Drill trailer for beet drill, etc. 20ft bed. Please call 07831 541937, West Midlands.

110430

DUSTCURE STABLEMATE



£100. Shakes up and removes dust from hay or straw. Hose adapter on extractor keeps all dust out of the air. Needs 20amp Direct supply. Easy to move and use. Needs four new tyres. Please call 07949 189649, West Midlands.

110712

FLEMING TOPPER



£700. Fleming 5ft offset topper. New blades, ready to go. Fully serviced, used once since. Please call 07985146882, South East.

110726

FULLY ENCLOSED STEAM VEHICLE TRANSPORT



POA. UK wide, by fully insured steamer owner with 25 years experience. Please contact for competitive quotation. Please call 07909875599, East Midlands.

110736

FLAT BALE TRAILER



£1,000. 18' flat bale trailer. Please call 07712 107058, Wales.

110832

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.

108533

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

GARDNER HOT BULB

POA. Gardner Hot Bulb 1920 model HC. Very large engine trailer mounted Runs well, . Fielding hot bulb 30 hp large engine Runs well . Blackstone OP . Blackstone portable 4hp nice engine runs well 1909. These are all very large engines and require lifting Lifting tackle and a HGV to move. Please call 07948304584, East Midlands.

110741

HOWARD GEM ROTAVATOR



£500. Howard Super Gem 24" rotor in good working order, used this year with spare blades and potato ridger and two spare wheels. Please call 01726884525, South East.

110840

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

KIDD HARVESTER



£800. in good working order. Please call 07472886307, Wales.

110743

LISTER A 2.5 HP



1926, £300. Ran very well many years ago when resoted. Please call 01622 735206, South East.

111115

LISTER B JUNIOR



£300. Runs well and mechanically sound, stored inside. Please call 01794 388612, South East.

110105

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

MASSEY FERGUSON 780 COMBINE HARVESTER



£1,000. For restoration. Perkins L4 diesel engine. Runs okay. Grain tank auger taken off for storage under cover. Some spare belts. Please call 07379 129442, Yorkshire and the Humber.

110730

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

PETIT 3 TON GRAIN TRAILER



£2,150. In great condition all round, dry stored. Please call 07805 850444, South East.

110094

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 07966511493, South West.

110176

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

SPRING TINE CULTIVATOR



£240. In good working order. Please call 01732 822353, South East.

110985

TYE TRAILER



£850. Original condition with grain extensions. Kept under cover. Please call 07730 440418, Yorkshire and the Humber.

109844

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.

109853

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

VILLIERS 12/2



£90. 12/2 Villiers engine with water pump attached was last used 25 years ago been stuck at back of shed since then so in need of restoration. Please call 02392786809, South East.

110635

TRUCKS/LORRIES

BEDFORD S TYPE



1954, 13000 miles, £9,500. Petrol. Very good condition and good runner. Original reg. LYO 775. Ex AFS lorry re-fitted with platform body. Resprayed in 2005 and always dry stored. Owned by me for 19 years and frequently rallied. Please call 07939 285525, East of England.

110710

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

COMMER Q2



1949, 23000 miles, £7,500. Military Commer Q2, 4x2, in excellent condition. Approx 22mpg, on the button. Please call 07801 442626, West Midlands.

110841

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 CRANE



POA. This is ERFs original breakdown crane, built as Sun Works it is believed to have Frost lifting gear/ Gardner engine and the body was built by Jennings and designed by J Henshall workshop manager. Runs and drives. Please call 07976842761, South East.

110822

ERF TWIN STEER



1969, £6,500. T/Unit, Gardner 180 engine, ex Sutton lorry, runs and drives. Also Scammell 36rf Tandem Flat in very good condition at £2,500. Please call 07759 473380, Yorkshire and the Humber.

110303

FODEN 3000



2005, 860000 miles, £7,995. Foden Alpha 3000 CAT450 manual many new parts, Good condition including trailer lifting gear. Very clean inside cab New Batteries Alternator and Headlights. Please call 07941006238, South East.

110746

FODEN ALPHA



2004, £9,400. 8 wheeler tipper. Selling due to retirement. Please call 07944317917, South East.

110993

FODEN ALPHA



2005, POA. Foden 6x4 rubber suspension, Hyua skip loader. Please call 00353 086 2546403, Ireland.

110223

FORD CARGO



1993, £5,500. Iveco Cargo tipper, TSE-15. 1.5 ton with crane. Tarmac shutes, 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

IVECO FORD



1996, POA. 12,000kgs gross. Fitted with 20ft curtain sided body and an internal crane. Two new front tyres. No current MoT due to COVID. Please call 07775 854960, Scotland.

110967

TRANSPORTATION



Tractor and Machinery
transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

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

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

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

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.

109857

BEDFORD J TYPE ROOF LINING



£90. New black roof lining, may fit A and D types. Can send for a price. Please call 07749 586757, South East.

110705

COMMER GRILL



£250. New old stock, some surface rust from long term storage. Cash on collection. Please call 07818 297640, East Midlands.

110489

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.

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

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

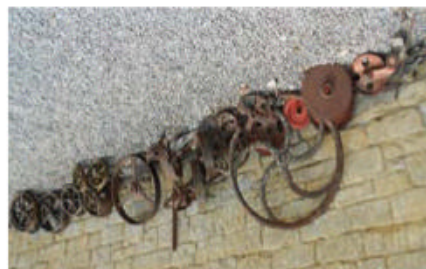
COOLING TANK



£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 MUD GUARDS



£150. Pair of early T20 Ferguson rear wings, very slight surface rust, wise in excellent condition. Fixing bolts included, no dents, just needs a rub down and paint. Please call 07529 189323, South West.

111139

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 DEXTA PTO



£85. Flat belt pulley to fit Fordson Dexta. In very good condition. Please call 07802 662497, East Midlands.

110966

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

JCB BUCKET



£275. Early JCB 12 Inch trenching Bucket. Used. No holes. Rare item. Buyer to collect. Please call 01889 500303, West Midlands.

110189

MASSEY FERGUSON GUILLARD



£140. good condition. Please call +353 86 3072179, Ireland.

110830

OLIVER 80 PISTONS LINERS

£50. Set of four piston liners and inlet manifold. Please call 07876 660849, South West.

110098

PIRELLI ROWCROP TYRES



£250. As new Pirelli Rowcrop Tyres 7.2/7-36 on Rims with Dexta or T20 Centres. Please call 07881 897416, Yorkshire and the Humber.

110733

STUART TURNER MARINE CHARGING SET

£5. part restored. Please call 01326290094, South West.

110737

STARTER MOTOR

£95. From 1989 Mercedes 308D 15,000 miles Seeks rebuild. Please call 01303 813411, South East.

110825

BALER GUARDS



£60. Bamfords BL48 Guards as shown. Used. Please call 01889 500303, West Midlands.

110872

BAMFORDS BL48 GEARBOX



£330. Bamfords BL48 and BL50 Used Gearbox from a working baler. Please call 01889 500303, West Midlands.

110870

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.

110849

BROWNS FLAT 8 BALE GRAB



£250. Cone and pin brackets. New pipes and fittings. Please call 07789 815891, North West.

110101

BUTLER INDICATOR LAMPS



£80. never used. Please call +353 86 3072179, Ireland.

110833

CRANKSHAFT

£50. Original needs grinding. Please call 01303 813411, South East.

110827

FRONT AXLE CASTING IH434



£60. Front Axle Casting IH434. Used. Buyer to collect. Please call 01889 500303, West Midlands.

110836

FURROW WHEEL OLD SEAT



£65. In good order. Please call 01732 822353, South East.

110984

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

HOSES



£125. 8 meter hoses. Used but in working order. Please call 01366 384468, East of England.

110969

KNOTTER ASSEMBLY



£240. Bamfords BL48 Used Knotter Assembly. Working when last used. Ties polythene twine. Buyer to collect. Please call 01889 500303, West Midlands.

110871

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

MERRY TILLER



£150. Winter project running new tyres including tools and plough. Please call 01636822042, East Midlands.

111103

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.

110848

PAIR OF TOYO PROXES TR1 TYRES



2019, £20. Pair of Toyo Proxes TR1 Part Worn Tyres. Size: - 225/45/17 94Y. Tyres are in fair condition and have approx. 3-4mm tread. No damage or repairs. DOT Code: - 2719 for both. Please call 07774 374255, West Midlands.

110867

AUTOMATIC STABILISING BAR



POA. For match ploughing. Will fit any tractor. Please call 07527 066700, Wales.

110433

CUMMINS L10 ENGINE



£750. Nice starting running straight 6. Includes steering pump, turbo, flywheel and clutch, air compressor. Mounted on legs for handling/storage. Contact for details video of start/run. Please call 07779 712148, Yorkshire and the Humber.

110231

FRONT AXLE CASTING IH434



£60. Front Axle Casting IH434. Used. Buyer to collect. Please call 01889 500303, West Midlands.

110188

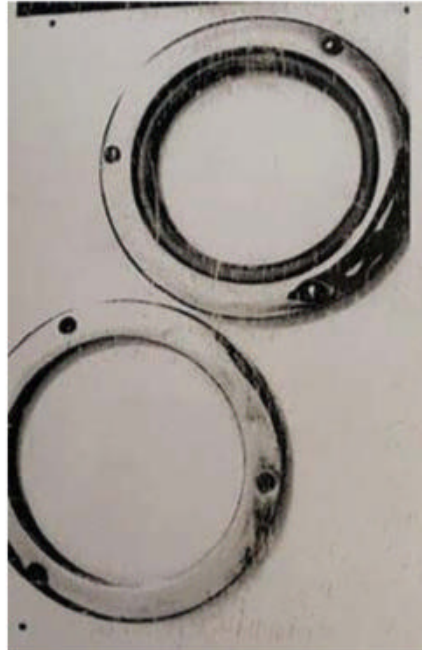
GRAIN BUCKET



£125. Grain or sawdust bucket with brackets for MF 50 diggers, etc. Please call 07831 541937, Wales.

110432

HEADLAMP SURROUNDS



£30. Two 1950's era headlamp surrounds. Please call 07775 694506, South East.

110477

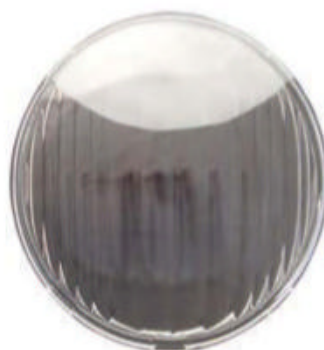
HONDA DIESEL GD320



£675. Power pack for log splitter or bale wrapper, etc. In good order. Please call 07831 541937, Wales.

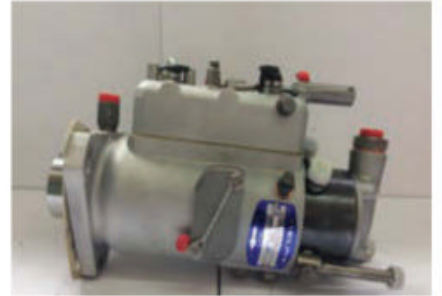
110429

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.

INTERNATIONAL



Bradford built Tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs. Transfers, trackrod boots, tractormeters, check chains, levelling boxes, axle pins/bushes, handbrake repair kits. Please call 01524751220, North West.

108963

LEYLAND 4.98 FUEL PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

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.

MASSEY FERGUSON 35 INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 35 INJECTORS



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

MASSEY FERGUSON 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.

NUFFIELD DM4 GEARBOX TOP



£96. Complete with selectors, as removed from working tractor. Buyer to collect. Please call 01889 500303, West Midlands.

NUFFIELD DM4 PEDALS AND CROSS SHAFT



£72. As removed from working tractor. Buyer to collect. Please call 01889 500303, West Midlands.

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.

NUFFIELD DM4 WHEELS



£300. Pair used, 11x36 8 stud wheels and tyres from sliding hub model. Tyres old but hold air. Rims ok. Please call 01889 500303, West Midlands.

NUFFIELD DRAWBAR FRAME



£150. Drawbar Frame Nuffield DM4, etc. As removed from DM4. Please call 01889 500303, West Midlands.

OLIVER 80 PISTONS LINERS

£50. Set of four piston liners and inlet manifold. Please call 07876 660849, South West.

TWO ENGINES



POA. One petrol 6-cyl out of my Austin. Also one Perkins 4-cyl diesel 423b. Gearbox comes with both. Please call 01942 523186, North West.

WHEEL WEIGHTS



£50. Three in total, for fronts. Please call 07831 541937, Wales.

WEATHERPROOF COVERS FOR CAV SWITCHES



£POA. Switches. Visit www.vintagetractorelectrics.co.uk. Please call 07624 496516.

MISCELLANEOUS

20MM WIRE ROPE



£100. Approximately 50 metres plus. Please call 01228 675297, North West.

AEC MODELS



POA. Conversions, repairs - damaged or broken. Models rebuilt, sheet metal, bodywork, hand formed, no plastic used. Please call 01442 831319, South East.

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

ALUMINIUM SCAFFOLD



£100. Length 8' 4" wide 4' 3". Height 10' 11". Four adjustable feet, two yoeman boards, with access hatch and ladder. Please call 01513368516, West Midlands.

110834

BELLE MINIMIX 150



£300. As new. In good working order. Please call 01732 822353, South East.

110986

CAST IRON TOOL BOXES



£160. Two cast iron toolboxes. Black Stone and International Harvesters. Please call 01884 35825, South West.

110177

CASE IH CHX 620 MODEL



£60. BRITAINS 1/32 scale case 1H CHX 620 self propelled forage Harvester -model number 40811,. Please call 07929 969702, Scotland.

110720

CROWN CAKE BREAKER PLATE



£50. By Tearsley Bros Darlington. Please call 07717 127970, East of England.

107768

CLASSIC VINTAGE MAGAZINES



£12. Fifty clean issues of Classic and Vintage Commercials for sale. Plus £7.50 to courier. Please call 01366 728030, East of England.

110707

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

FODEN FUEL TANKERS



£75. Two previously owned 1947 dinky Fodens a fuel tanker and a high side very collectable. £75 each. Please call 07903 904199, North West.

110576

FORD PAINTING



1946, £14.50. IN 1946 HENRY FORD COMMISSIONED TERENCE CUNEO TO PAINT A SERIES OF FOUR PICTURES OF THE FORDSON E27N ON THE DAGENHAM ASSEMBLY LINE. THIS LIMITED EDITION PRINT IS 48cm X 42cm. Please call 01736 758426 , East of England.

110713

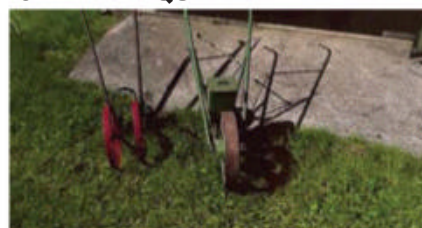
FIRE EXTINGUISHERS



£50. Two small fire extinguishers, Pyrene Junior Lightcar Desmo with bracket, 10" type in chrome. Please call 02083 997541, South East.

110828

GARDEN EQUIPMENT



£60. For seed sowing, all in good working order. Please call 01732 822353, South East.

110983

HARVEY FROST RECOVERY DOLLY



£180. Used. Make good static exhibit. Buyer to collect. Please call 01889 500303, West Midlands.

110186

JCB MODEL



£195. 1/16 scale J C B Major Loader MK 1 Excavator N I B model number 7111000. Please call 07929 969702, Scotland.

110718

JOHN DEERE MODELS



£80. Ertl 50th anniversary collectors set 1/16 scale 15788A. Please call 07929 969702, Scotland.

110722

LEYLAND OCTOPUS TANKER MODEL



£85. Dinky model Leyland Octopus trailer. Restored to a high standard, included is a quality reproduction box. models are available. Postage is £4. Please call 07867 590184, Greater London.

110978

MASSEY FERGUSON CLUTCH JIG



£25. Massey Ferguson Dual Clutch dismantling jig plus clutch dummy shaft and guide studs for reassembling split tractor. MF35, 65-135, 165. Please call 01492 544866, Wales.

110981

MCCONNEL SAW BENCH



£500. McConnel All Work Saw Bench in good condition, PTO is included, ideal for cutting fire wood. Please call 07914 313593, West Midlands.

108680

MOTERING BOOKS

Offers. Two Ford books, one Iveco book, one Auto Legends book. No sensible offer refused. Please call 07974 294918, Greater London.

108167

MILK CHURN AND COOLER SET



£125. Contact Matt on 07966881985. Devon

MYFORD LATHE SUPER 7

£4,250. Single phase, variable speed, induction hardened Bedway, plus kit. Please call 07786 438257, South West.

107664

NORTH PENNINES VINTAGE RALLY

7th-8th August. North Pennines Vintage Rally, Nenthead. Camping available. Please call 07979 856122, North West.

108498

MIGHTY ANTAR LOW LOADERS



£75 each. Mighty Antar low loaders one with electric train load . with Coles four wheel yard crane in full working order. Please call 01726 842357, South West.

110715

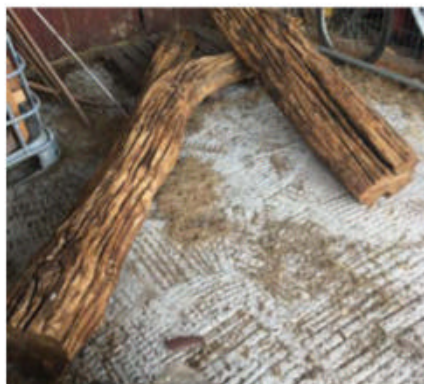
OIL DISPENSER



£75. In good order. Please call 07766 402089, South East.

110724

OAK JOISTS



POA. Two joists, 8ft-10ft. Make mantelpiece or feature. Please call 07790 022823, West Midlands.

110725

PAIR OF ANGLE LAMPS



POA. By Ruby Glass Fonts and cut glass shades, one bedroom lamp. Please call 01274 616154, Yorkshire and the Humber.

110991

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

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

SPAREX FERGUSON GOLD ENGINE PAINT



£14. In sealed brand new tins, 9 tins available, all same batch number. Please call 07971 546064, Wales.

108087

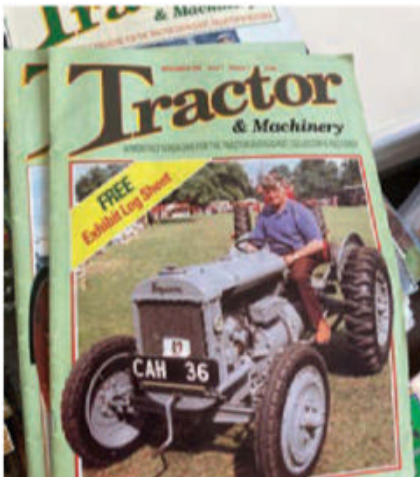
STANHAY SPADE GRIPS



£140. In good condition and work. Please call 01732 822353, South East.

110982

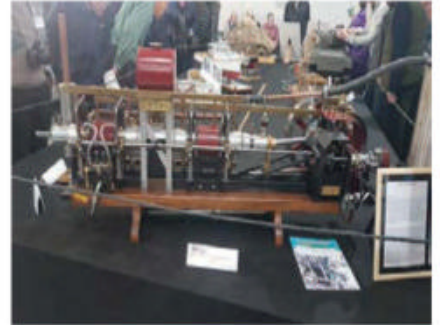
TRACTOR ISSUE 1



£5. This is the first edition of the magazine published in 1994. Have copies of s until 2015 complete years, 50p each quantity discount, buyer collects. Please call 01452 722886, South West.

110196

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.

108586

TELEPHONE BOX



£850. K8 telephone box in very good condition. Comes with all glass and telephone signs in tact. Please call 01379 741378, East of England.

108687

VINTAGE PETROL CAN



£15. Vintage petrol can with believed brass Esso cap. Buyer to collect from Elmsett. Please call 01473 658804 , East of England.

110437

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

WOOD FRAME

£120. grindstone on a wood frame, working condition, treadle action. Please call 01677470597 , Yorkshire and the Humber.

110742

WANTED

DAVID BROWN CROPMASTER



Wanted. With V5C, good condition (original paintwork / restored), any fuel considered. Please call 07740 879251, Yorkshire and the Humber.

110092

KUBOTA L210/220



Wanted. L210/220 diesel tractor. In any condition as shown. Prefer Hampshire/Sussex areas. Please call 07794 786387 , South West.

111143

ROADLESS ROADLESS FORDSON SUPER MAJOR



1964, Wanted, parts for Roadless Super Major particularly front axle and A frame. Collection from anywhere in UK. Please call 07881498040, South West.

110998

COUNTY CRAWLER PARTS

Wanted. Tracks, running gear, track frames and any relevant parts. Needed for restoration project. Please call 07710 707684, East of England.

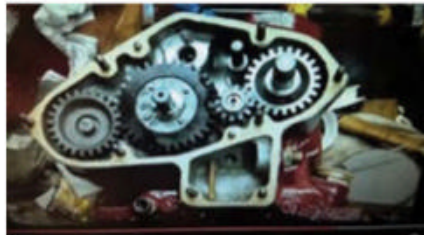
110099

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

GOOD TUBE FLAP

Wanted. 900 x 22 Good tube flap and tyre if you have one, tel: 01474 814476 Gravesend

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

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 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

NIPHAN MALE PLUG



Wanted. Niphan male plug, approx 2" dia. New Zealand. Please call 0064 274 371268, Rest of the world.

110711

SERVICES

DAVE ALLEN TRANSPORT



£POA. Ring for details. Collection or delivery to and from shows and sales tractors, agricultural machinery, plant, commercial and military vehicles, etc. Winch for non-runners. Large or small equipment moved. Short notice, evenings and weekends are not a problem. Fully insured. www.daveallentransport.co.uk (T). Dorset. 01308 868741 or 07798 845112 (HP)

TRANSPORT AVAILABLE

£POA. Based in south east England and 40 years in the business and a vintage tractor owner myself. Please call 07836 575198.

SPECIALIST

REPLACEMENT PARTS & RESTORATIONS

Vintage & Classic Tractor Breakers

Parts for

Fordson F&N, E27N, Majors, Dexta's JD B.R, A.R, D, H,

IH 1020, 22, 36, W30/W9/W4/W6, B250, B275, 434, Farmall M/A cub, DB

Cropmaster 880/900/950/990, Seletamatic 990/995/885/1212, Oliver 60/70/80/90,

Case LA, Case DC4, DEX, Ferguson TVO diesel * p3, Allis Chalmers U&B models,

Nuffield & Leyland, Cockshut 30/40/50, MM – UTS-ZTU, Massey Harris 44

MANY OTHER SPARES AVAILABLE TOO

Please call Jason Smith on **07855 399487** (7 days a week - 8am til 6pm)

www.antiquetractorparts.co.uk

Carrew Cottage, High St, Sparkford, Nr Yeovil, Somerset. BA22 7JH

REPAIRS

Ribblesdale Auto Electrics (Units) Ltd

We repair and recondition:-

Magnetos Starters Dynamos Alternators

We have been in business for over 40 years and have a great deal of experience in reconditioning all types of auto electrical units.

We have a large workshop and comprehensive stores. This really is a one stop shop for all your auto electrical problems.

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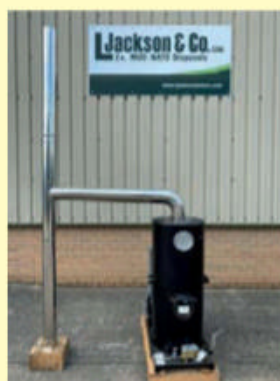
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The last word

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.

I was very pleased to receive a phone call on Sunday 24 October from Howard Edwards, the joint owner (with Brian Bean) of the 1967 Lely Fisher-Humphries combine that featured in this section in the last issue. The combine, powered by a Perkins 6.354, is a prototype that the pair purchased at the late Fred Rolls' 2016 sale at Little Hall Farm, Upton Snodsbury, near Worcester.

Fred was a keen collector for decades. There were two Victory combines in the sale with the revolutionary folding headers. They realised £1,750 and £1,350 respectively. It's great that Howard had it going, working like it did this season near Shrewsbury, and I look forward to calling in when in the area – thanks to his invitation.

My good friend, keen ploughman and captain of the Allard Owners Club, Dave Loveys, saw the Lely item in *Tractor & Machinery* and remembers seeing one at work in 1967. He says: "The Lely combine reminded me of my time working in Wiltshire, during 1967-69. I was tractor driver, and did some milking, on a 400-acre farm near Marlborough. The family also ran a 100-cow dairy farm at Wooton Bassett. I used to do a fair bit of tractor work there; silage, hay, and we used to combine about 20 acres of barley.

"Lely had a large manufacturing facility at Wooton Bassett, (now an industrial estate,) where I believe this combine came from. They also either owned or rented land next door to my boss' family's dairy farm on which they planted wheat, and possibly barley. I could only see for sure wheat in the fields next to us.

"They combined this with a Lely combine which could be the one pictured. I remember the major feature



Mervyn Prosser, sitting on the wheel of a Fergie, with Sennybridge Camp Commandant Ed Mahoney and son Logan.

that the header folded up for easier movement along the roads. This was advertised as an exclusive feature. I suspect they used more than one single machine and it seemed to be very effective, and for a year or two after I left the farm's employment, their combines could be seen at work in those fields for some years later."

Perhaps you have some Lely Fisher-Humphries combine memories? Please get in touch if you do.

Anne Bates has recently been in touch to tell me the tragic news of Mervyn Prosser's passing.

She said: "The Breconshire and Welsh vintage tractor scene has lost a larger-than-life character in the shape of Mervyn Prosser. Mervyn, who was 73 years old, passed away suddenly in hospital on 2 October and his funeral service and burial took place on Saturday 23 October. The small hamlet of Llandeilo 'r Fan was brought to a standstill as family, friends and neighbours congregated to pay their respects to 'Pross'."

Farmer's son Mervyn was the chairman of Defynnog Vintage Society for 15 years until retiring from the position in 2019. He was influential in the organising of 2002 National Vintage Tractor Road Run and was the route leader for the inaugural Welsh National Tractor Road Run in 2012.

He took part in many tractor runs all over Britain and Northern Ireland. He was no stranger to travelling, as he drove lorries all over the country to markets

and abattoirs, as well as hauling hay and straw.

Anne also reminded me that Mervyn organised the 2012 Breconshire county display at the Royal Welsh Agricultural Show, which traced the history of farming from horse to modern day machines. This was also re-enacted in 2015 to celebrate the 150th anniversary of the Defynnog Agricultural Society.

Mervyn was a Fergie man through and through, which saw him been carried to St. Teilo's Church, Llandeilo 'r Fan, on a Ferguson trailer behind his beloved 1956 Ferguson TE-F 20, behind a procession of Defynnog Vintage Club members and friends driving tractors, many of which were Fergusons.

After the service he was carried away from the church to meet up with the hearse, which followed the parade of tractors the five miles to Brychgoed Chapel, Heol Senni, where he was laid to rest in the chapel yard.

Mervyn is survived by his wife Liz, of nearly 50 years, and his two daughters, Eleanor and Delyth. We send our thoughts to his friends and family at this time.

Until next time, take care.

Group Editor-at-large, Kelsey Media



Thomas Kilpatrick writes: "This is our dog, Toby, on my MF 35."



Konor Klein, of Nottinghamshire, writes: "I would love to see a picture in your magazine. This is a photo of myself and my son, Leon, on my refurbished Kubota L2201DT. It has a Lewis backhoe fitted and we used the tractor to excavate the new foundations for our barn conversion."

READERS' GALLERY



Noel Clough writes: "Please find a picture of my daughter, Natalie (Clough) Jeffs, and her new husband, Jamie, at their wedding in July. As they asked to use my Ford Dexta for the wedding, at the end of my father-of-the-bride speech I handed Natalie the keys as a gift, mainly to ensure that they now have to join me on tractor runs and rallies! Jamie now works in sales for local John Deere dealer Farols."



Geoff Price writes: "What granddad will do for his granddaughter Amelia!"

SEND YOUR PICTURES FOR THIS FEATURE TO: Readers' gallery, Kelsey Publishing Ltd.,
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