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This 1974 MF 165, first seen in the June 2021 issue, is the latest addition to the Lambert collection.

Welcome!

The cover may say January 2022, but this is the final issue of 2021, and what a year it's been! Things may not have been quite as tough as 2020, as far as the Covid-19 pandemic is concerned, but we haven't had the normality that we've all craved.

Having said that, the return of some events was more than welcome – with the chance to exhibit or operate machines, as well as meet up with old friends, proving invaluable.

We must take these positives and look forward to what the future has in store as, all things said and done, the hobby of collecting and preserving veteran, vintage and classic farm machinery continues to go from strength to strength.

Some marques will always be more popular than others, but I like to think that people's appreciation for different brands is increasing. I will admit that in the past I have been rather blinkered in my approach to collecting tractors and the fact remains that I have let a few slip through the net because of my preference for a certain red and off-white brand.

I'm not saying that I won't buy another International if I am fortunate enough to have the money at the right time, but there have been so many good tractors produced over the years that the time has come to broaden my horizons! With this said, let me introduce you to 'Project X'.

I first mentioned this tractor in the October 2018 issue but, for reasons I won't go into, it's taken this long to come to fruition. If I'm completely honest it should probably be called 'Project Y', as it's from the same farm as the tractor that I had originally envisaged would be 'Project X', but in a slight turn of events – this is the newcomer to the collection.

It's an MF 165 MkII, sold by F A Standen & Sons Ltd. and first registered in September 1974. Plans for it are sketchy at best, but I'll be sure to keep you posted.

All that's left for me to do is to wish you a 'Merry Christmas and a Happy New Year!' – so until next time, all the best. Stay safe.

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



Main cover image: An IH 885XL drilling sugar beet in the Cambridgeshire Fens. Photo: Tim Scrivener/agriphoto.com

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Contents

January 2022: Volume 28 Issue 2



FEATURES

10 SPREADING THE LOAD

Jonathan Whitlam heads to Lincolnshire where Robbie Thorpe and friends have wheeled out something special in tribute to days gone by.

ON THE COVER

16 WIN A SILVER BRITAINS E27N

As far as exclusive prizes go, this is up there with the best! Enter for the chance to become the proud owner of a very special model.

ON THE COVER

18 JD 3050

As the smallest of John Deere's six-cylinder 50 Series models, the 3050 is often overlooked – but it has a lot to offer.

ON THE COVER

23 A NEW DIMENSION

IH took an existing range and turned it into something great through the addition of a ground-breaking cab – the XL.

30 FIRESTONE TYRES

The final part of the series sees Bernard Holloway looking at the technology used by Firestone to improve its products.

ON THE COVER

37 IMPLÉ-MAGIC!

Willie Carson meets a man that can trace his passion for DB tractors back to his early years.

42 100 YEARS OF RUSSELLS

Today, Russells is famous for being one of the largest New Holland dealers in the UK, but it hasn't always been that way.

45 MORE POWER!

Turbocharging was very popular in the 1970s and '80s, with kits available to suit many makes and models of tractor.

ON THE COVER

50 THE LAST GENERATION

Our celebration of Ford's Series 10 concludes.

ON THE COVER

55 GOLDEN OLDIE?

Although the 802 usually takes the plaudits, the Leyland/Marshall 702 is still worth considering.

REGULARS

7 NEWS

What's going on in the world of veteran, vintage, classic and modern machinery.

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issue and save
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SEE PAGE 20



10

20 SUBSCRIBE

Have your copies delivered... stay safe and save money!

32 INBOX

Your e-mails and letters continue to entertain and educate.

34 MACHINERY MILESTONES

Is there a more iconic implement than the Massey Ferguson 30 drill?

54 JUNIOR

More artwork from *T&M*'s talented younger readers.

60 OUT & ABOUT

Peter Love takes in the sights and sounds of the Newark Vintage Tractor & Heritage Show.

66 CENTRESPREAD

A fantastic photograph from the AGCO archive.

87 TRACTOR MART

Auction news and a plethora of classified ads for you to peruse.

99 NEXT ISSUE

Here's what you can expect from the February 2022 issue, on sale Friday 14 January.

129 THE LAST WORD

Peter Love's take on the world of machinery preservation.

130 READERS' GALLERY

Photos of your loved ones are displayed for others to enjoy.

WORKSHOP

70 ENGINE REBUILD

The Massey Ferguson 135 is known for its reliability, but this one has a serious problem.

75 TOPPER REPAIR

When an implement breaks and spare parts are no longer available, repairing is the only option.

78 EXPERTS' ADVICE

Your practical questions are answered by our experts.

81 SAVING A SEAT

A broken seat is not only uncomfortable, but dangerous. Andrew Hall sets about making good his E27N.

Fordson New Performance Collector's Set 1:32 Scale



The New performance range was launched in 1963 and was to be the final development of the highly successful Fordson range. Improvements included increased power from the engines, uprated hydraulic systems and stronger transmission components. Of course the biggest visual change was the colour scheme which was to become the mainstay ID for Ford tractors for many years.

Although the New Performance range was the finale of Fordson the campaign was one of the largest ever for a tractor launch, the now famous image of the three tractors pictured at the front of Boreham House was used in much of the publicity campaign.



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News

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IN BRIEF

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Why not get *Tractor & Machinery* 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.

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Tractor World Spring

Tractor World Spring is set to return on Saturday 21 and Sunday 22 May 2022, at the Three Counties Showground, Malvern WR13 6NW.

This busy spring event is back with all of the old favourites using all of the halls, plus now extended outdoor display space with the warmer May weather.

You can expect to find the traditional H J Pugh & Co. Saturday auction, all eras of tractors and machinery, regional and national club stands, plus classic commercials, steam engines, stationary engines, garden and horticultural displays, model dioramas and lots of trade stands, both indoors and outdoors.

One new feature is the Sunday classic car show, plus more new features will be announced as they are confirmed.

For more info and event updates, please visit the website (tractorworldshows.co.uk) or call Mark Woodward on 01697 451882.

200 years of RHS

2022 marks the 200th anniversary of the much-anticipated Royal Highland Show, where exhibitors and visitors will be welcomed through the gates of the Ingliston showground from 23-26 June 2022, with lots of celebrations planned to mark the long-awaited return of Scotland's largest outdoor event.

The 200th anniversary show is shaping up to be a fitting celebration for a momentous milestone in the event's history, which has grown from just a handful of attendees in 1822 to almost 200,000 in 2019!

In a change from the usual format, attendees will be required to purchase entry tickets for specific days (Thursday-Sunday) which must be bought in advance, with the most popular weekend dates likely to sell out quickly. As always, children under the age of 16 will go free with a paying adult. RHASS members will still receive free entry into the show, however there are changes for 2022 with member access processed exclusively online.

RHASS Chairman Bill Gray, explained: "Capacity restrictions and Covid-safe requirements will mean we are asking members to let us know



RHASS Chairman Bill Gray.

in advance which show days they intend to attend. This will be done online and in the new year, each member will need to provide us with an individual email address so we can process members' passes efficiently and effectively."

For non-RHASS members, show organisers are encouraging those wishing to attend to 'buy now' and play their part in the 200th anniversary celebrations.

Ticket prices are as follows: adult day single admit: £27.50 plus booking fee, children under 16 will go free with a paying adult maximum of two children per paying adult), parking: £15 for one day/£20 for two days/£25 for four days. Tickets must be bought in advance from the Royal Highland Show website.

Trade stand applications are also open at: royalhighlandshow.org

Vale of Glamorgan

DUE TO THE Covid-19 pandemic, the Vale of Glamorgan Ploughing and Hedging Society had cancelled its Annual Ploughing Match in 2020 and it was postponed to September 2021, writes Basil George.

A decision was made at the end of July 2021 to prepare for a match on 12 September 2021, to be held at Splott Farm by kind permission of Nicholas Thomas and family. The event was a great success, with more than 50 competitors and a large number of spectators.

At the society's meeting, held on 28 October 2021 in the Six Bells at Penmark, the chairman, John Thomas of Gileston Farm, thanked the officers and

committee for staging the event at such short notice.

It was decided that, to take the pressure of work off the secretary, some responsibilities would be taken on by committee members. It was also decided that payment for entries into ploughing matches could be made electronically if competitors wished. All entries and payments must be received by the date on the entry forms, so that the secretary has enough time to list all competitors on the programme.

The past chairman, Andrew Studley, was thanked for his dedication over 11 years. It was noted that he was the driving force in the formation of the society and in appreciation of his

ongoing service he was presented with an engraved glass memento. Thanking the chairman and committee, Andrew paid tribute to the help he had received from the officers and committee and he pledged to continue to support the society in whatever way he could.

A new annual trophy was awarded in the memory of Adam Rhys Llewellyn, to be presented each year to the unsung heroes who worked behind the scenes to make the society successful. The first recipient of the trophy was the secretary, Sarah Radcliffe.

The next ploughing match will be held on 11 September 2022 and all entries must be lodged by 27 August 2022.

IN BRIEF



Yorkshire Moors match

Storm Arwen may have hit hard at the end of November, but this didn't stop the annual North Yorkshire Moors Tractor Group' ploughing match going ahead on 28 November, writes *Laura Blown*.

In fact, despite the storm on the Saturday, Sunday turned out to be a glorious, albeit very cold, day with ideal ground conditions for ploughing. The storm may have deterred some competitors, but those that participated delivered a great display and more than £100 was raised for charity.

The club would like to thank all those that supported the event and a big thank you goes to the judges Dave Hill and John Hall. Congratulations to the class winners: Vintage mounted, Ray Alderson; Vintage trailed, Henry Taylor; Best young farmer, Abbie Harland.

Emmark UK website

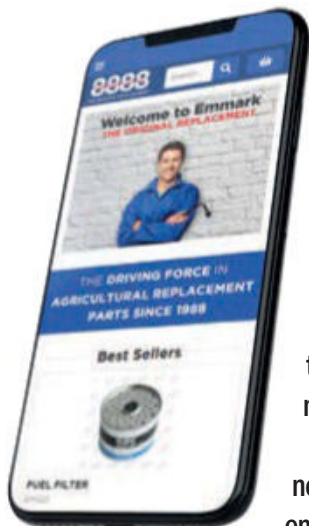
After several months of hard work, the team at Emmark UK Tractor Parts is pleased to announce the launch of the company's updated parts website.

The main focus when developing the website was to ensure customers are able to quickly and accurately identify the correct parts for their tractors and engines. With a three-tier category and model selector, finding the correct part has never been easier.

The website boasts several new features: search for parts by engine type (across 1,100+ engines, search by

make/model type (across 2,700+ models), full mobile usability so you can check parts on the go, and useful technical data – such as torque settings and measuring guides.

You can visit the new website at emmarkuk.com



Planning nitrogen



Yara advises to plan your nitrogen applications carefully.

The European gas market has been especially volatile recently. Prices increased from \$6 to more than \$50 per MMBtu (Metric Million British Thermal Unit) in the past few weeks. This, naturally, has affected the production cost of fertiliser, as natural gas is part of the manufacturing process. In one week alone, production costs rose by a staggering €200/t.

What does this mean for growers? Natalie Wood, Agronomy Operations Manager at Yara, looks at the important factors. "The price you bought at will impact upon the optimum nitrogen (N) rate you should apply in terms of economics," says Natalie. "If you bought earlier on in the year – at £280 for example – your economic optimum wouldn't have changed. You'll be okay to stick with, say, 220kg of N on winter wheat.

"However, if you have bought the majority of your nitrogen in the past few weeks (now around £700/t at the time of writing) you may need to adjust your rate.

"Trials show that the first 100kg of N gives us the best response," says Natalie. "This is therefore an excellent return on investment (ROI) – no matter how much the fertiliser costs. The next 60kg of N also gives us a good response and meets ROI. When we get to the final 50-60kgN/ha we must be more careful. ROI can vary depending on pricing, crop potential, weather conditions and more. All of this needs to be considered to make an application economically viable."

In essence, this means growers who have had to buy at a high price may then need to reduce their fertiliser rates to establish a good ROI. For example, a rate of 160kgN/ha for wheat will deliver just that.

"We can re-evaluate whether the last 50-60kg of N is required when spring arrives," says Natalie. "Considerations like pricing, crop potential, mineralisation and our use of effective tools will help make the call whether that's the right thing to do in economic terms.

"As always, we need to look at the whole picture," adds Natalie. "Work out what's best for your farm and achieve ROI. Remove inputs that ultimately cost more than they'll deliver in value. Put an effective nutrient management plan in place now and consider your position when next season arrives."

40 years plus years for vintage club

THE TEME VALLEY Vintage Club is proud to celebrate 41 years of the club, reports *Ivor Davies*.

The club was formed in August 1980 in the Valley of the River Teme and the first meeting was held at the Red Lion, Llanfarwaterdine, on 5 August.

The 40th anniversary celebrations should have taken place last year, but were postponed due to Covid-19 restrictions, so the 41st anniversary festivities took place on 16 September at The Lion, Leintwardine, with 18 tractors taking part in a road run through

the Shropshire countryside and across the border, crossing the River Teme several times and visiting meeting places from the past, before heading back to The Lion, which is now the meeting place for the club.

This was followed with an afternoon barbeque on the lawn overlooking the River Teme, with many past and present members, invited guests and neighbouring clubs and people that helped with 2018 National Vintage Tractor Road Run. This was the biggest and best event in the club's history.

The following weekend was the club's annual ploughing match, held at Heath Farm, Bedstone, by kind permission of the Mann family. Despite the threat of rain, conditions remained dry with the ground very hard, but 31 ploughmen took part.

Despite the conditions, a very high standard of work was noted, making the four judges' work difficult. There were entrants in all six class and the overall winner was judged to be Cliff Hamer.

Chairman John Edwards would like to thank all members for their support.



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Spreading the load

Bettinson dual wheels were designed to fit onto the same lugs as those used for the cage wheels, making them fully interchangeable with each other.

Jonathan Whitlam headed to Lincolnshire, where Robbie Thorpe and friends were paying homage to some of the weight-spreading technology of yesteryear.



When you want to use a tractor to make a seedbed, or to drill a crop, most farms use large tractors with wide tyres that help to spread their not inconsiderable weight over a greater area, or sometimes they use dual wheels on the rear, or front and rear, to spread the weight even further and thus prevent lasting damage to the soil structure.

Crawlers, shod with steel or rubber, can also be used to the same effect, their tracks spreading the weight even more effectively.

From the 1950s through to the 1980s there was another option, one that was, in certain terms, a half-way house between a wheeled tractor and a steel-tracked crawler. The idea was to fit steel cage wheels onto the rear wheels of

a conventional tractor – and the result was a sight that has, unfortunately, become less and less common today, with most cage wheels ending up on the scrap heap.

Recently, the humble cage wheel made something of a comeback in south Lincolnshire, when Robbie Thorpe and friends put a variety of tractors to work fitted with what is the ultimate in tractor wheel ‘furniture’. It made for a very interesting day!

UNCAGED

Robbie has a large collection of cage wheels among his huge variety of tractors and farm machinery at his yard near Holbeach, not far from the former home of Bettinson – the company that made the majority of his cage wheels. Having so many sets of them about the place sparked the idea to get some of his

tractors, and also those of a few friends, and actually work the cage wheels on tractors of the same era out in the field.

A ploughed section of field was duly selected and it was just a matter of getting everything set up and out there working with the machines.

Cage wheels first appeared in the 1950s following a long tradition of various types of tyre fitments for farm tractors, starting with steels wheels and followed by strakes and girdles that could fit over tyres to gain extra traction. Steel-tracked half-tracks were another type of more radical conversion, but these were mainly used in specific environments – such as boggy land and in the forestry sector.

The cage wheel’s main use was to reduce soil damage while preparing a seedbed or when drilling a crop, as it not only spread the weight of the tractor over



Colin Brotherton at the wheel of Robbie Thorpe's David Brown 990 while cultivating land, complete with Bettinson cage wheels spreading the weight of the tractor.

a wider area, but also provided slightly more traction and even some additional tillage.

There were many recognised manufacturers of cage wheels, including P B Bettinson, Catchpole, Cotil and Cooper-Kage, as well as many smaller firms and dealerships up and down the country that produced their own versions for customers.

The designs were basically the same in principle, with two main types; one being of a cage that was attached to the existing wheels of the tractor, while the second type actually replaced the whole tractor wheel with a cage.

There was also some variation in the tread bars fitted to the cages, with some marques using angle iron and others

round bars. The latter was preferred, as the flat type tended to kick up a lot of dust in dry conditions.

So, with the fact that they were designed for top work, and with that sort of task ahead, let's have a look at the tractors and cage wheels that were in action working together on this particular day in Lincolnshire.

BETTINSON

P B Bettinson, of Holbeach in Lincolnshire, was founded in 1941 by a former sales manager of Levertons of Spalding, called Percy Bettinson. It was founded as an agricultural engineer and dealership for equipment, supplying local farmers with several marques of farm machinery, as well as its

own brand of implements and accessories.

Later, it would import and export agricultural machinery and tractors, but concentrated on manufacturing from 1963, including a range of seed drills.

Bettinson was a prodigious manufacturer of both cage wheels and dual wheel equipment. The Bettinson Molcage, Molfit and Molspade cages, duals and spade lugs were designed and manufactured in house and the company also held patents over the designs.

The Molcage was the type of cage wheel normally associated with the concept, and attached via lugs welded to the tractor's wheel rims that connected with three arms on the cage wheels themselves. Bettinson claimed the ➤



Bettinson provided the small lugs that needed to be welded to the tractor's wheel rims. The prongs on the cage wheels themselves then secured into these lugs, making a snug fit once tightened.



A close-up action shot of the Bettinson cage wheels on the David Brown 990, showing how they manage to accomplish a level of cultivation.



With Bettinson front wheel conversion and Bettinson dual wheels, this Power Major makes a fine sight. The firm called its dual wheels 'Molfit' and claimed that they gave 'improved flotation over grassland, silage clamps, crew yards and also improved tractor stability' when working on hillsides. They also had the benefit of being able to run on the road, unlike cage wheels.

cage wheels were ideal for drilling, cultivations and rolling and reduced rutting and compaction, plus gave better flotation with up to 50 per cent more drawbar pull.

The standard Molcage wheels were produced with a width of 15 inches that was apparently 'scientifically established as the ideal width for agricultural use, giving maximum power and grip with the minimum of damage and rutting'.

All the various Bettinson wheel attachments fitted to the wheel rim and one set would fit all rims of the same size, the company claiming that it had a cage wheel to fit 95 per cent of the then current tractor models. Bettinson also produced special versions to fit the rest, including those tractors fitted with power-assisted variable track wheels or sliding axles.

Special cage wheels were also produced for heavy-duty use, with tractors such as the County Super-Six, Doe Triple-D and

other high-horsepower, four-wheel drive machines. The company was eventually taken over by Hestair in the late 1970s and today the former factory site is the home to a Tesco superstore.

With Bettinson being the most common type generally, and certainly the main type owned by Robbie, we shall take a look at these first. Bettinson used a system that made attaching the cage wheels to the tractor's wheel rims easy, and was also used for its 'Molfit' dual wheels and 'Molspade' metal lugs, as well as the 'Molcage' cage wheels themselves.

This method of attachment saw small metal lugs welded onto the tractor's own wheel rims, which connected with attachment points on the cage wheel centre beam, a handle then being used to tighten up the three fixing points and make them secure. Simple! Either three or five lugs were used, depending on the size of the wheel, but three was the most common on smaller tractors.

Colin Brotherton was put in charge of Robbie's David Brown 990 Selectamatic equipped with a set of these cage wheels and a mounted spring-tine cultivator on the rear. Despite the rounded steel bars, the conditions were so dry that the cage wheels were managing to kick up quite a bit of soil and dust even without a particularly fast forward speed. Watching it working, it was easy to see how the cage wheels certainly helped to move the soil around as the tractor passed over it.

Martin Dickinson had brought his Fordson New Performance Super Major along to have a go with his Kongskilde cultivator and, of course, a set of Bettinson cage wheels fitted. An interesting comparison could be made between Martin's Bettinson cage wheels and a set of Bettinson rear dual wheels fitted to Robbie Thorpe's Power Major.

This tractor has also been retrofitted by Robbie with a Bettinson tricycle conversion that was made especially for Fordson Major tractors by the firm, and was quite common in this area of Lincolnshire at one time as it helped maintain a very tight turning circle, especially useful when working in growing crops.

The dual wheels certainly helped spread the weight of the Power Major as it worked a Marsk Stig cultivator and also increased traction, something obviously



David Marston cultivating with his Fordson New Performance Super Dexta complete with Catchpole Engineering cage wheels, these being of a smaller size than the Bettinson examples and designed to fit the smaller size tractors of the time. He is using his Ransomes tool-bar cultivator that he cut down in width to match the tractor.



Catchpole cage wheels used a six-point attachment system, making use of the bolts on the tractor's own wheels. Two handles were used to remove or mount the cages and, although being somewhat heavier engineered, they are just as easy to manage as the Bettinson system.



The Catchpole full-width cage wheels are fitted to the tractor in the same way as the normal wheels.

dependent on the amount of tread left on the tyres!

Dual wheels are obviously much easier to transport along the road, without the need to remove them as long as the road is wide enough. Cage wheels need to be removed as, apart from the fact that they might damage the tarmac, the vibration would also be far too much for man or machinery to bear for long!

Bettison called its dual wheels 'Molfit' and stressed their flotation capabilities in its sales leaflets and also trumpeted the extra stability they gave to a tractor when working on gradients. A wide spacing between the tractor's own tyres and those of the duals prevented soil collecting in-between in all but the most atrocious of conditions, and this was certainly not an issue in the dry and dusty conditions prevalent on the day of our cage wheel working.



Newer tractors also used cage wheels, as demonstrated by Robbie using his Ford 6610 and Bettinson cage wheels while cultivating with a Marsk Stig implement.

One thing that was certainly noticeable when Colin and Martin drove the Power Major and Super Major together along the field, was that the dual wheel-equipped Power Major left tread marks in the soil, while the cage wheel-equipped Super Major didn't! A close examination certainly proved the point, to our satisfaction at least, that the cage wheels were much kinder on the soil structure than the duals.

Cage wheels might have first started to be used back in the 1950s, but they were still being produced and used in the 1980s too. Bettinson kept producing cage wheels and, as long as the wheel size was right, newer tractors could of course use the older cages.

Robbie was using an early 1970s David Brown 880 Selectamatic, complete with Sta-Dri cab, on a Cambridge roll with Bettinson cage wheels fitted, as well as fitting a set of Bettinson wheels on his

Ford 6610 to prove the point; the early 1980s tractor looking perfect working with the cage wheels in place using a Marsk Stig cultivator, or 'drag' as they call it in Lincolnshire.

Somehow these classic era tractors look even more 'classic' when seen at work wearing these cage wheels – but perhaps that is just because it is these sorts of tractors that I remember using cage wheels when I was growing up!

CATCHPOLE

Catchpole Engineering, based at Stanton near Bury St. Edmunds in Suffolk, was another prominent producer of cage wheels and came up with a different attachment design to that used by Bettinson and others.

Farmer and engineer William Catchpole produced his first sugar beet harvester in the 1930s. He formed the Catchpole Engineering Co. in 1947 ➤

David Bryant doing a spot of drilling with Robbie Thorpe's MF 35 and MF 34 drill – and, of course, full-width Catchpole cage wheels.



CAGED UP

and went on to produce a wide range of farm machinery, with sugar beet harvesters remaining a core part of the business.

Cage wheels were soon also produced for fitting to a range of different-sized tractors – the basic cage wheels bolting on with six bolts to the wheel centres of the tractor itself, the whole design looking much more robust than other manufacturers' items. The firm also produced cage wheels that actually replaced the tractors' wheels completely.

Fellow Suffolk firm Ransomes bought Catchpole in 1968, although sugar beet harvester production continued until 1971 at Stanton before being moved to March in Cambridgeshire. For a time, the cage wheels also remained in production under the Ransomes name.

David Marston had brought along his restored Fordson New Performance Super Dexta, complete with his own Ransomes cultivator, and a set of Catchpole cage wheels. These wheels, of a smaller diameter to fit the Super Dexta, had six mounting points instead of the three used by the Bettinson cages and the metal sections fitted to the bolts in the tractor's wheel centres – two handles then being used to tighten the central metal ring that was formed between these bolts, making a very tight fit and arguably a stronger one than the Bettinson system.

Robbie also has a set of Catchpole cage wheels, although these are rather different in that they are full wheels rather than being attachments – the two cages replacing the rear wheels of the tractor completely. Robbie and David Bryant both used these Catchpole cage wheels during the course of the day on Robbie's Massey Ferguson 35, an early version of this model dating from 1958 and fitted with the Standard Motor Company's four-cylinder diesel engine.

The 35 was being used on a Massey Ferguson 34 seed drill, complete with a set of following harrows, making for a period drilling rig. It was quite surprising just how much dust these cage wheels kicked up compared with the other types, although perhaps this was not totally unexpected as the tractive effort of the MF was all being put through the cages, rather than any rubber being involved.

These full cage wheels are literally replacements for the normal rear wheels and are fitted on to the tractor in the



With the job finished there was time to have a quick discussion on the merits of cage wheels and why they are no longer used. Robbie said: "In my opinion the cage wheels were better than duals, despite being rather awkward when moving fields. On the right land they certainly broke clods up very well but, of course, time has left them behind!"

same way as the normal wheels, via the eight bolts in the hub, making them pretty easy and quick to install, and then later remove to put the normal wheels and tyres back on.

With the light 35 teamed up with these cages, this tractor set-up was ideal for drilling and must have had a very light footprint indeed.

OTHER MANUFACTURERS

A number of different manufacturers produced cage wheels at one time or another, mostly in small numbers. Colchester Tillage, based in Essex, used its Cotil brand for its Super Snap-Fit Wheel Extensions, which was a rather grand name for its cage wheels.

The company claimed that the unique design allowed for the attachment and removal of the cages from the tractor wheel in literally seconds and they enabled cultivations and drilling to proceed in very difficult conditions. A wide range of sizes was produced and Cotil also sold Molcon cage and dual wheels too – which used a 'star' system developed in the 1950s by Dutchman Pieter Krijn Mol.

Many sizeable dealerships built their own cage wheels, especially in the 1950s and early '60s when blacksmiths were also still fairly common. Cage wheels were certainly once a common sight fitted to tractors busy working the land in the days before dual wheels and flotation-type tyres took over in the 1980s.

In 1977 the Stocks company was formed, based in Cambridgeshire, and it is now probably the most well-known producer of dual wheels designed to fit both the rear and front of modern tractors. These are, perhaps, the closest we can get to a modern-day equivalent of the cage wheels of days gone by.

OUT OF THE CAGE

This fantastic working day in Lincolnshire was certainly a real trip back in time, with tractors and equipment that are now well in the past when it comes to modern farming. To many, the increase in the size and weight of modern tractors is a real cause for concern and perhaps it is something of a shame that the clear benefits of using cage wheels have disappeared forever.

Their use seemed to decline during the 1980s and it is now a rare sight to find them being used in agriculture. The reason is obvious. Larger tractors, modern farming techniques and requirements, as well as modern tyre technology, have made them completely redundant.

Many that used them in their heyday do not have a good word to say for them either, stating that they were uncomfortable and a pain to keep removing and putting on again. It seems that most were happy to leave the cage wheels in the hedge bottom and carry on without them.

At least some have survived to show what they used to be capable of. A simple solution to a serious problem – and there is no doubt that they certainly worked! ■

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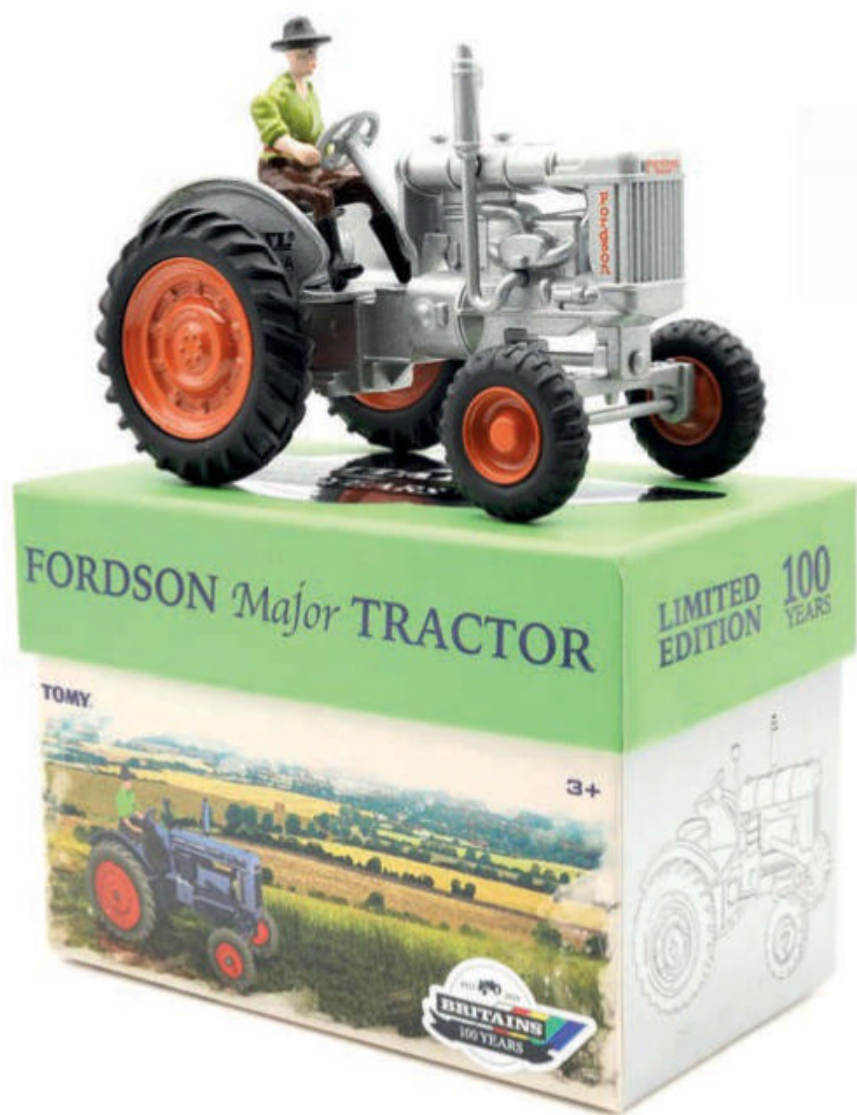
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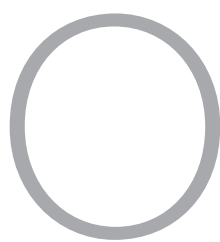
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JD 3050

PRODUCTION

John Deere's 50 Series was the culmination of many years of evolutionary production and has left us with some of the best-loved tractors ever built. The 2850 and 3650 may be the stand-out models in the range, but they all have something to offer – from the little, three-cylinder 1350 to the turbocharged, six-cylinder 3650.

First produced in 1986, the 50 Series tractors looked remarkably like the 40 Series models – with one tell-tale difference, aside from the bonnet decals. The grilles at the side of the bonnet, allowing fresh air to be drawn in by the fan, were finished in black – rather than green.

The new tractors were heavily based on their predecessors, with improvements where necessary, and were the last of a successful design to be sold prior to the introduction of the full-frame 6000 Series in 1992 – the game-changing range that saw John Deere marching towards becoming market leader.

Built in Mannheim, Germany, Deere's 3050 was the smallest of the six-cylinder models in the 50 Series, producing just 6hp more than the 'pocket rocket' 2850. We examine what the last examples of this model had to offer.

ENGINE

The John Deere 3050 used the same engine as the outgoing 3040, the naturally-aspirated 6359DL, and although power output was the same at 92hp (DIN), Deere managed to squeeze more torque out of it – 340Nm at 1,400rpm.

With a 106.5mm bore and 110mm stroke, the six-cylinder engine had a displacement of 5,883cc and had a rated speed of 2,300rpm. This was 200rpm lower than the outgoing model and, Deere claimed, saved fuel, reduced vibration and promoted quieter operation.

Replaceable, wet cylinder sleeves were used and each piston was lubricated and cooled by a jet of filtered oil on its underside. These pistons were of a low-friction design, with 'cut-away' faces to reduce drag and therefore improve their lifespan and increase fuel economy. The pistons rings were positioned higher too, for tighter compression, better combustion and easier starting in cold temperatures.

Fuel economy was also improved thanks to the use of a viscous fan (although a direct-drive fan was still used for some markets), purportedly saving up to 0.8 litre of fuel per hour. Deere claimed that this engine was near the top of its class in fuel economy – with fuel consumption as low as 209g/kW-h (0.34lb/hp-h).

CLUTCH & TRANSMISSION

The tractor was fitted with a hydraulically-actuated, 13in-diameter (330mm), dry disc clutch with cerametallic linings.

This fed the power to one of three pressure-lubricated transmission options, depending on territory. The basic eight forward and four reverse Synchron transmission was usually found on open-station models and it was the Power Synchron (16+8) that was the

This John Deere 3050 is, unusually, fitted with 16.9 R24 and 18.4 R38 tyres. Standard sizes are 12.4 R28 and 16.9 R38.



mainstay of 3050 specification. With under-load shifting permitted via a lever adjacent to the H-pattern shift lever, the speed could be changed easily to suit the conditions. The range lever permitted a simple shuttle between low range and reverse and with reverse speeds 50 per cent faster than the equivalent low range speed, cycle times were shortened.

For those requiring something different, a 40kph transmission could be

specified in place of the 30kph version and a 12+8 creeper gearbox could also be had for use in specialist applications. Anyone not needing the full creeper package could specify a 1.6kph (1mph) first gear if their tractor was a four-wheel drive model with Power Synchron.

HYDRAULICS & PTO

John Deere was proud of its 190-bar (2,756psi), closed-centre hydraulic system, making much of the fact that

Despite being available as a two-wheel drive model, ideal for foraging and mowing, the 3050 was rarely seen in this configuration.



it saved fuel as the pump was always in 'standby' until there was a demand from any of the hydraulic functions.

Such a system was, the company claimed, subtle, precise and continuous – permitting the use of a lower link-sensed 'Liquid Lightning' three-point linkage. The draft response was said to be immediate and exactly proportional to the degree of correction required for a uniform tillage depth.

Any oil returning from the spool or Selective Control

Valves (SCVs) was sent straight to the 44 litre-per-minute (9.7gpm) hydraulic pump, rather than a sump.

Draft, position and intermix controls were joined by float, which was particularly useful when mowing undulating ground, and two lift options were available – Standard and High Lift.

The former had a lifting force of 2,518kg (5,551lb) throughout the lower links' range (610mm behind the hitch points), while the latter

increased this by almost 400kg (882lb).

At the front, a factory-fitted category II linkage was optional – with a lift force of 1,580kg throughout the lift range.

REAR AXLE & BRAKES

The 3050's rear axle incorporated several features that Deere claimed made for driver-friendly operation, increased safety and less stress on the components.

Able to be engaged under load, the differential lock got the tractor through the tough spots should downshifting the Power Synchron not be sufficient, and to spread the torque load planetary final drives were employed – with three points of contact helping to relieve potential stress.

The brakes were hydraulically actuated and oil cooled, with a continuous flow carrying friction-induced heat away from the inboard discs, transmission, power take-off and front axle clutch (if fitted).

The discs themselves were made from a cling-resistant material to eliminate drag and improve fuel economy, while springs were used to ensure the discs separated properly and did not cause binding.

On 40kph tractors, an additional dry disc brake was fitted to the four-wheel drive propeller shaft.

FRONT AXLE & TYRES

Despite being available as a two-wheel drive model, ideal for foraging and mowing, the 3050 was rarely seen in this configuration.

The centre-drive front axle incorporated Deere's Castor Angle steering system – permitting 50-degree turns with larger tyres. This 12-degree pivot of the steering knuckle was claimed to enable manoeuvrability close to that of a two-wheel drive tractor.

The front axle could be engaged hydraulically, under load, via a dash-mounted rocker switch and a self-locking differential ensured that power was transmitted to all four wheels, even during turns.

For additional safety, four-wheel drive was automatically engaged when the engine was off.

On two-wheel drive models, tyre sizes were 10.00-16 and 16.9 R38, while four-wheel drive models featured 12.4 R28 fronts. Options were 11.2 R28 with 14.9 R38 and 13.6 R28 with 18.4 R38.

CAB

Some 3050s were finished in open-station configuration for overseas markets, but the bulk were fitted with the SG2 cab. The rubber-mounted SG2's curved windscreen deflected noise away and official measurements showed that at the driver's ear it was as quiet as 79.5dB(A).

Wiper, heater and fan controls, as well as the radio, were positioned above the operator's head, whilst lighting and front axle engagement switchgear, as well as vital instrumentation, was housed in the dash panel. Gear levers, hand throttle, PTO and hydraulic controls fell easily to hand in the right-hand console.

A Super De Luxe seat, with spring and hydraulic suspension, helped cushion the ride, while the steering wheel could be adjusted for rake (six positions) and reach (by 113mm). Further comfort was ensured through openable side and rear windows and a roof hatch, although air conditioning was an option.

Entry and exit was often criticised, but the SG2 was advantageous in that the door opened within the tractor's width – which was ideal in confined spaces. ■

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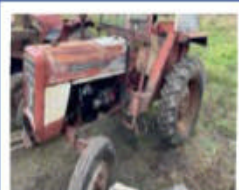
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A new dimension

It is 40 years since International Harvester's 85 Series tractors were launched. With input from those that worked for IHGB at the time, we look back at what the new range had to offer.

For the Series 10 was, as we have learned in the past few issues, instrumental in cementing the company's status as one of the best tractor manufacturers in the world. It took an already successful range, with well-liked features, and introduced improvements that would take it to new levels and see it enjoy critical acclaim.

In many ways, International Harvester's 85 Series was just the same. Cementing on the success of the World Wide Series, the 84 Series 'Hi-Performers' had big boots to fill when it was launched in 1977 – but it proved that a decent design could be improved upon and set a standard that others would try to emulate. Taking this improved range of tractors and making it better still would be an even harder task, but one that had to be undertaken if the new 85 Series was to make a significant impact.

IH knew that there was longevity in the underpinnings of the World Wide Series design, but there were elements that needed serious input to ensure that the new series of tractors, which would be part of the wider 'Fieldforce' range, would make a splash in the 1980s.

Fieldforce would link the European-built 55 Series with the new, Doncaster-built models – having a new cab as the common thread. This cab was the product of a \$50 million investment by International Harvester.

As was the case with most new product launches, the introduction of the 85 Series was a big occasion – but in this instance it wasn't particularly memorable. Philip Ponton, Area Service Manager for the north of England (1981-86) at the International Harvester Company of Great Britain Ltd., told *T&M*: "One of the things I was initially not sure of is if, and where, we had a dealer launch," Philip said. "The 84 Series was in Tunis, and I recall that the Maxxum range was at the National Motorcycle Museum, near the NEC.

"We did use Doncaster Racecourse on many occasions, and I did think it could

**The top-of-the-range International 885XL was powered by the naturally-aspirated, four-cylinder D-268 engine, rated at 82.1hp (DIN).
Photo: Tim Scrivener/agriphoto.com**



have been there, but after making enquiries with George Lovie, director of George Sellar & Son Ltd., he recalls that it was at a theatre in London and hosted by a presenter from the TV programme *Tomorrow's World*. A tractor was driven onto the stage, he remembers."

Martin Monk, who was a member of IHGB's product training team at the time, had no recollection either, but was keen to piece together the details and spoke to former colleagues Paul Wade and Ian Scruton, who both confirmed that the launch of the 85 Series took place at The Talk of the Town in London.

This magnificent building, better known as the London Hippodrome, was converted in the late '50s into a large restaurant that offered theatre-style entertainment and it was here, in the first half of 1981, that IHGB chose to hold the launch of the new tractors to dealers.

The customer launch took place at the Royal Show, Stoneleigh, on 6-9 July of that year and the new tractors were seen again at the Smithfield Show on 7-11 December. Although a small number of each model was built in 1981, production really got underway in 1982. ➤



Roger Van Praet's 52hp (DIN) IH 485 was purchased at a local farm sale in September 2001. The original roof has been replaced with an 'LP' version, as the original had rusted through. The alternator was replaced last year, but other than routine servicing it's had no mechanical intervention in the last 20 years. It has completed a modest 3,200 hours. Photo: Roger Van Praet.

ENGINES

At the heart of each tractor was an engine built in Neuss-on-Rhine, Germany, and these remained largely unchanged from their predecessors. Initially ranging from the three-cylinder, 52hp (DIN) D-179 used in the 485 to the four-cylinder, 82hp (DIN) D-268 that powered the series-topping 885, the engines featured direct injection for better starting, improved fuel economy and high performance.

When designing the engines, IH had ensured that there was a commonality of parts across the group – which would keep costs down for the company and the end user, as well as improving availability and keeping down-time to a minimum.

The performance of the engines throughout their time in both the original World Wide Series (74 Series) and the 84 Series was met with enthusiasm from operators and industry critics and so IH chose not to radically alter its offering.

Inside each water-cooled, four-stroke diesel was a set of wet, replaceable, cast-iron liners that were 'plateau honed' to provide, IH claimed, almost instant

break-in and reduce oil consumption. Travelling up and down these liners were what the company described as aluminium-silicon alloy pistons with a nickel alloy insert. These, it said, were capable of withstanding extremely high temperatures when operating constantly under heavy load.

Each piston featured two compression rings and one oil control ring, all of which were chrome faced.

Transferring the power from the engine to the rear axle, the transmission was largely unchanged too. The clutch was a hydraulically self-adjusting unit with hard-wearing cerametallic linings, said to have been developed for the intense heat experienced during space exploration.

Behind the clutch it was the familiar eight forward, four reverse synchromesh gearbox as standard, or the optional 16-by-eight Torque Amplifier system. The latter utilised a lever on the left-hand side of the dash panel to 'split' the gears – reducing speed by 17 per cent and increasing pulling power by 33 per cent.

The hip-level, left-hand gear levers remained, but gone was the notched quadrant and in came a car-like shift

mechanism. The range lever was upright, to the left, offering a convenient 'shuttle' between low and reverse, while the speed lever was cranked through 90 degrees to provide what can be described as a vertical 'H-pattern' shift.

For those looking for something different, IH produced the Hydro 85. This featured a hydrostatic transmission controlled by the Speed Ratio (SR) lever on the left of the dash panel. The benefits of such a system were full power at any speed (forward or reverse), selecting the exact ground speed for any condition, no need to declutch or shift, infinitely-variable ground speed while maintaining a constant PTO speed and full hydraulic power at any ground speed.

BEEFED UP

When it came to stopping, the familiar wet disc system was carried over from the 85 Series' predecessors. Hydraulic in operation and able to act upon each side individually, when the pendant pedals were latched together, an equalising valve ensured that the braking force was equal on both sides and the tractor stopped in a straight line.

The parking brake, a band-type system operating within the confines of the transmission, was one of the weak links in the IH design and despite a flashing warning light indicating when it was applied, it was still possible to drive off without stalling the tractor. This could result in damage to the parking brake and the hydraulic system.

IH had 'beefed up' the system for the new 85 Series tractors and claimed that it was capable of holding at least six tonnes on a 16 per cent slope. Trailer braking was also available as an option.

IHGB was very keen to extol the virtues of the 85 Series' hydraulic system. It claimed that two or three times the usual amount of oil was pumped to the trailer's tipping ram, loader or hydraulically-operated implement. A large-capacity pump circulated the hydraulic oil at a rate of 34.1 litres per minute (7.5gpm) on the 485 and 50 litres per minute (11gpm) on the 885.

Those that ordered an XL model could specify special auxiliary valves that incorporated a hydraulic 'kick out' – ensuring an automatic return to neutral at the end of the cycle. This prevented overheating of the hydraulic pump.

Four-wheel drive had been a factory-fitted option on the World Wide Series skid unit from the latter stages of the 74



An IH 484 fitted with a pre-production XL Control Centre, photographed at Doncaster on 10 November 1978. Note the front-hinged doors and lower glazed portion. Photo: Christiaan Holwerda collection.

Series and this continued into the 84 Series. The front axle used for such tractors was produced by the Komatsu-International Manufacturing Co. Ltd. (KIMCO) – a joint venture between Komatsu of Japan and IH in the USA.

This side-drive system used a propellor shaft running down the right-hand side

of the tractor and was not particularly robust. As time went on its reputation worsened and it was clear to IHGB that it would not be a long-term solution to the need for four-wheel drive tractors.

One of the most obvious difference between the 84 Series and the 85 Series tractors was a new front axle arrangement for four-wheel drive models. It retained the right-hand prop shaft, taking drive from the side of the transmission casing, but utilised a ZF axle with the ability to adjust the tread width.

Key features of this axle were planetary gear reduction in the hubs, a limited-slip differential and the ability to engage or disengage drive on the go, via a multiplate clutch controlled by an over-centre lever to the right of the driver's seat. It also permitted a reduction in turning circle by more than one metre compared to the outgoing KIMCO.

CONTROL CENTRE

By far the most dramatic difference between the outgoing range and the new models was the cab. "From a product point of view, the XL cab – project designation C-85 – and associated controls were the main product changes," Martin Monk explained. It was striking in appearance, comfortable and well laid out.

"The 84 Series had been a good range for IH and the introduction of the Sekura cab option delivered a true 'flat deck' ►



An IH 585L with a Howard Rotavator. The 58.9hp (DIN) model used the short-stroke D-206 engine and was the smallest tractor in the range to be offered with the XL Control Centre. Photo: Jonathan Whitlam.

Ian Fuller has owned this smart-looking 585XL for almost 20 years. "It's good tractor – very simple," he said. "The cab is prone to rot and the sunroof leaks – which is a really poor design, but blimey, what a place to be in 1983 for a small, 60hp tractor!" Photo: Ian Fuller.



offering, which customers were looking for," Philip Ponton told *T&M*. "However, it was not unique to International Harvester, with other manufacturers also offering it. The engineering of the gear change also left a lot to be desired.

"Without doubt, the new XL Control Centre – we were instructed not to use the word 'cab' – was the star of the show in many respects. It leapfrogged IH way ahead any of the competition. The fact that Porsche had been involved in the design concept immediately gave it kudos unique to IH."

IH had teamed up with Porsche Design to conceive the new cab and although many other manufacturers had claimed that their respective designs had the comfort of the operator at the forefront of the scheme, the XL, built at IH's facility in Croix, France, was one of the first that could be said to truly consider what a tractor driver needed from such a structure.

Although not immediately obvious, the new Control Centre for the 85 Series, and models built elsewhere, was designed around the humble egg. This, as the strongest natural shape known to man, helped the designers find the XL's form and provided a unique appearance with several benefits over rival manufacturers' cabs.

One of its most prominent traits was the position of the 'B' pillar. This was on the chunky side, as it was the Control Centre's rollover protection system – positioned just behind the driver to provide maximum safety without obstructing the field of vision, IH claimed.

The reality was somewhat different, as although the large 'B' post meant that there was no need for a 'C' pillar – therefore enabling uninterrupted vision to the rear corners, the height of the driver dictated the seat's position and it often transpired that the 'B' pillar was directly in line with the operator's head, seriously affecting visibility sideways.

"There were so many 'features and benefits' for us and the dealers to latch onto," Philip said. "Some of them being: 50-degree-opening, rear-hinged, lockable doors; bronze-tinted glass; a unique design using the 'A' pillars as heating ducts for the high-performance fan; radio ready; and it really looked the part too!"

The carpeted 'B' pillars, padded inner mudguards, upholstered seat and tinted glass provided a luxurious feel, but the layout of the controls meant that the International Harvester XL was the complete package, not simply a cab full of 'trimmings'.

CHANGES

IH and Porsche were producing prototypes for the XL around three years before the 85 Series was launched, but not everything made it into the production version. Thankfully, the front-hinged doors were dispensed with and although perhaps more secure, the thick rubber 'hinge' on the openable door glass made way for silicone. It may have worked loose in later years, but it was certainly less obtrusive.

One element that did not make it through to final design was the lower portion of glass in the doors – replaced by steel on the outside and either a fixed panel or a 'pocket' on the inside, depending on the door. Retaining this glass would have further improved visibility and given it comparable vision to Ford's Sankey-built 'Q' cab, which scored highly in this department.

With the cab ISO-mounted to the skid unit, vibrations were minimised and an insulated floor, walls and roof cut noise ingress significantly.

For the cash-conscious farmer and for those requiring a cab with a lower overall height, the 84 Series' 'L' cab remained an option on the 585, 685, 785 and 885. It was the only cab type fitted to the 485 and Hydro 85 (and latterly 385), although the hydrostatic tractor initially

had the option of the Sekura flat-deck cab that was introduced towards the end of the 84 Series.

The 'L' was also referred to as the 'Economy' cab and was basically the same as that fitted to the 84 Series tractors. It did not have a flat floor, the luxury of upholstered pillars, or rear-hinged doors for that matter, but it served a purpose and was particularly popular with stock farmers.

The final cab in the range was reserved solely for the Hydro 85. The aforementioned Sekura-built, flat-deck cab was an early option for the tractor with hydrostatic drive and although it was well appointed it did not have the luxurious feel of the XL. IH claimed that it was only three inches taller than the 'L' cab, but its main benefits included insulating the operator more effectively from heat and noise. The lifespan of the Sekura unit as an option on the Hydro 85 was short-lived and it was gone by '83.

The 85 Series, as launched in 1981, initially comprised six models, but formed part of the larger Fieldforce range – a 14-model line-up of tractors from 45hp to 200hp, built in the UK, mainland Europe and the USA. Beneath the Doncaster-built 85 Series sat the three-cylinder 533 – the successor to the Bradford-built 384 on the UK market – and above were the 856XL, 956XL, 1056XL, 1255XL, 1455XL, 5288 and 5488.

385
When the French-built 533 model was dropped from the Fieldforce line-up, in 1984, the 385 came in to take its



The luxurious interior of the IH/Porsche-designed XL Control Centre. Image taken from IH promotional literature.

place. It used the same D-155 engine, rated at 45hp (DIN), and produced 159Nm (117lb/ft) of torque. It was fitted with the 'L' cab with the 'lo-profile' roof.

485
The 485 was initially the smallest of the 85 Series, but was not available until later in 1981. It was a three-cylinder tractor, rated at 52hp (DIN), and available solely with the 'L' cab. It proved a popular tractor on small farms where four-wheel drive was not deemed necessary.

585
Although available with the XL Control Centre, few 585s were specified in this configuration. Rated at 58.9hp (DIN), the tractor used the short-stroke D-206 engine first seen in the 474 and was the smallest 85 Series model with four-wheel drive as an option.

685
Powered by the D-239 engine, rated at 69hp (DIN), the 685 was the successor to the 684. Almost 250,000 D-239s were built between 1966 and 1997 ➤

BASIC SPECIFICATION: International Harvester 85 Series							
MODEL	385	485	585	685	785	HYDRO 85	885
Engine	D-155	D-179	D-206	D-239	D-246		D-268
Cylinders	3	4					
Power*	45hp	52hp	58.9hp	69hp	77.4hp		82.1hp
Torque*	159Nm	182Nm	220Nm	237Nm	256Nm		285Nm
Transmission	8 fwd, 4 rev or 16 fwd, 8 rev (TA)					Infinitely variable	8 fwd, 4 rev or 16 fwd, 8 rev (TA)
Lift capacity**	1,680kg	2,000kg or 2,380kg (WA)					2,380kg (WA)
Cab	'L'	'L' or 'XL'				'L' or Sekura	'L' or 'XL'
Weight	2WD 'L': 2,430kg	2WD 'L': 2,502kg	2WD 'L'/'XL': 2,705kg/2,758kg 4WD 'L': 3,005kg	2WD 'L'/'XL': 2,741kg/2,794kg 4WD 'L': 3,041kg	2WD 'L'/'XL': 2,844kg/ 2,897kg 4WD 'L': 3,144kg	2WD 'L': 2,741kg	2WD 'L'/'XL': 2,867kg/ 2,920kg 4WD 'L'/'XL': 3,167kg/ 3,226kg
Price (1981)	-	2WD 'L': £8,835	2WD 'L': £9,260 2WD 'XL': £10,325	2WD: £11,255 4WD: £13,770	2WD: £12,075 4WD: £14,995	2WD 'L': £12,845	2WD: £12,615 4WD: £15,340

* DIN ** At lower link ends WA: with assister Note: prices for 'XL' models, unless stated.



This 1984 IH 785XL is owned by the Pope family, from Southland, New Zealand. Its jobs include tedding, mowing and some loader work and it is fitted with dual rear wheels to make it more stable on the hills. Note the position of the headlights, typical of tractors for overseas markets, and the ZF side-drive front axle. Photo: Blair Pope.



The Holland family has owned this IH 885XL since 2005. As a C-registered example it is one of the last in the red and off-white colour scheme before the adoption of the black, red and silver livery of the Case IH era. The tractor was restored in 2008, has done 6,000 hours and is well-liked by the Hollands. Photo: Dan Holland.

and it was used in turbocharged form (DT-239) to great effect to power the popular 856XL.

785

The 785 was rated at 77.4hp (DIN) and had enough power for most users. As IH engines go, the D-246 enjoyed a long life, but it was not produced in vast quantities like the D-179 and D-239.

HYDRO 85

Flying the flag for IH's hydrostatic technology, the Hydro 85 used the same engine as the 785 and eventually ended up being fitted solely with the 'L' cab, although the Sekura flat-deck

unit was an early option. It was great as a loader tractor and for speed-sensitive jobs.

885

As the top-of-the-range model, the 885 had a point to prove which, thankfully, it did. Rated at 82.1hp (DIN), it had plenty of power and more than enough for the majority of British farms. Perhaps unsurprisingly, it was more popular as an XL model than it was in 'L' form.

Despite the tweaks to the existing formula and the adoption of a ZF front axle on four-wheel drive models, it was

the XL Control Centre that stole the show. It would become a key part of the IH (and Case IH) designs until the second half of the 1990s and unified the UK- and European-built tractor ranges.

As well as being fitted to the 844XL, 856XL, 956XL, 1056XL, 1255XL and 1455XL, tractors that were highly regarded by British farmers, the XL formed the backbone of the 85 Series throughout the 'transition' period to new bonnet styling, the 95 Series and the 3200/4200 Series – but it will be best remembered in red and off-white guise, when it stole the hearts of many.

Philip Ponton said: "Without doubt, the UK dealer network was enthused with the new 85 Series and felt extremely positive. It gave dealers a range that was ahead of the competition in many respects. Their heads were held high and they were ready to sell!

"The 56 Series also played an important role in the salesman's arsenal. Derived from the well-proven 955/1055, the tractors with the XL Control Centre and 'Sens-O-Draulic' system gave International Harvester dealers a true 'full line' to compete in a competitive market. All of these products were instrumental in the rise of the UK market share that IH was obtaining.

"It was a great time to be working with the International Harvester Company of Great Britain Limited." ■

USEFUL CONTACTS

DMH Tractors & Machinery

Yeovil, Somerset
Tel: 07831 347400
dmhtractors.co.uk

Intatrac UK Ltd.

Brockton, Shropshire
Tel: 01588 680217
intatracuk.com

SPS Parts

Framlingham, Suffolk
Tel: 07789 793721
sps-parts.co.uk

Tractorparts.co.uk Ltd.

Earl Shilton, Leicestershire
Tel: 01455 843955
tractorparts.co.uk



Firestone tyres

**PART
TWO**

In the final part of the series, Bernard Holloway concludes the potted history of Harvey S Firestone and the introduction of the pneumatic tractor tyre.

As we learned in part one, Harvey Firestone was an innovator and he and his team worked hard to produce products that were built to withstand the rigours of their respective environments.

Internal heat build-up had always been a perennial problem in the carcass, causing the ply to separate – with disastrous results. During 1920 the company developed ‘gum dipping’, a technology that comprised dipping and impregnating every tyre cord fibre with rubber to insulate them against heat and ply separation.

From this development flowed the manufacture of the balloon tyre, which was initially produced, I believe, in 1922/23. The high ratio aspect of the tyre and slightly elliptical profile permitted the manufacture of a tyre carcass with a softer side wall and allowed a lower air pressure, providing many benefits – such as reduced wear, improved durability, and far better ride

characteristics than the hard side walls of the past.

Within a short space of time this type became the industry standard, and the company would use these characteristics to design the first viable, low-pressure pneumatic tractor tyre.

Graded natural road surfaces were the norm in country areas up until the late 19th and early 20th century, although some were ‘oiled’ to improve durability and cut down dust and flying debris – a process that required oil to be sprinkled or sprayed onto the surface before rolling.

The transition to paved asphalt did not occur on any large scale until after WW1, and this was certainly not a surface compatible with tractors that were shod with steel wheels and lugs, which cut up the asphalt and gave the operator a jolting ride. Neither did these wheels provide the tractor with good traction in wet conditions, the lugs becoming easily caked in mud, promoting slip and reducing ploughing efficiency.

As with all inventions, developments and industrial progress, it is always difficult to exactly pinpoint who did what and when, so apologies to those involved if there is inaccuracy at this point. What is known is that as far back as 1871, rubber tyres were fitted to a British-built Thompson ‘Rubber tyred Steamer’ tested in California. It was not successful.

In 1918 International Harvester fitted a set of solid rubber Firestone tyres to its 18-16 model tractor. In effect these were solid rubber blocks around the circumference of the wheel, fitted to detachable steel lugs.

Traction in the field was poor and the blocks were ripped from the rim, presumably due to inadequate fixings breaking because of the torque from a revolving wheel.

The advantages, however, of fitting rubber to steel wheels were well known to Florida orange growers – who were securing 40 x 8-inch truck tyre carcasses to their wheels as early as 1928, to reduce root damage.

As many readers will know, in 1933 Firestone and Allis-Chalmers decided to jointly promote Firestone’s tractor tyre and A-C installed high-speed gearboxes into model Us, fitted pneumatic tractor tyres and raced them at fairs and shows around the country.

This ploy advertised the product to a wider population, particularly when driven by well-known drivers of the day, such as Barney Oldfield and Ab Jenkins, who in 1934 set a world tractor speed record of over 65mph.

If scientific proof of their effectiveness was required, the 1934 Nebraska Test No. 223 – the first test to compare steels and pneumatic tyres – confirmed advantages in economy, drawbar pull and work rate as follows: 5.62hp hours per US gallon of distillate on steels, compared to 8.18hp hours per gallon on pneumatics. These findings were endorsed in 1935 by The Ohio Agricultural Experiment Station in Bulletin No. 556.



Firestone tyres remain a popular choice with restorers because they provide an authentic look and finish off a restoration nicely. Unfortunately, not all sizes are obtainable. Photo: Peter Love.

An International Harvester 523 Agriomatic-S fitted with Firestone tyres. The All Traction Field & Road rears became iconic, thanks to their 23-degree tread pattern. Photo: Scott Lambert.



ACCEPTANCE

Gradually, the US tractor market lost its scepticism and pneumatic tyres gained acceptance and by 1936 31 per cent of new tractors sold were fitted with rubber. By 1940 this had risen to 95 per cent and by 1950 virtually 100 per cent.

The use of these tyres was an innovation that changed the face of agriculture, and it was not long before other leading manufacturers were selling their own version. It did away with the limited speed restriction of a steel wheel, the vibration, cutting up of the ground and paved roads and increased tractor performance.

It must rank alongside the internal combustion engine, the reaper and binder as one of the most significant steps forward in agricultural development. The success of the company is a testament to Firestone's entrepreneurial skills, foresight, and drive.

In line with Firestone's gift of being a marketing genius and an innovator, he promoted the company brand by sponsoring *The*

Voice of Firestone, a classical music radio programme that ran from 1928-63 and was televised in its later years. This type of advertising paved the way for other companies to promote their products and was much copied. Mobil and Texaco were amongst those that saw the benefits of this form of marketing.

Not content with producing tyres, the resourceful Firestone also commissioned 'One Stop Shops' (1937) selling a diverse range of Firestone products including, shoes and boots, mats, radios, fan belts, car seats and plus offering a service where it was possible to buy tyres, oil, fuel and car parts.

Also in 1937, NBC began to broadcast *The Voice of The Farm*. This covered the agricultural issues of the day and established close relationships between dealer and farmer. It was primarily broadcast to promote Firestone's Ground Grip tyre.

Business was not the only matter on the Firestone agenda. He was also a philanthropist and built accommodation for employees, gifted monies to charity and opened The Firestone Bank. Perhaps the most philanthropic of these was in 1916 when he restricted

his labour force to an eight-hour working day and two years later offered free insurance for his employees.

Harvey S Firestone died in 1938, leaving the company in the hands of his five sons. They built upon his legacy and sought to improve upon the products that he had developed, building the brand to the extent that it truly had global reach.

This development, naturally, extended to tractor tyres. During the '50s, Firestone introduced the 23-degree tread bar pattern, which was said to offer far better grip than the conventional 45-degree tread design that was commonly used.

The shallower angle, it was claimed, ensured that the tyre treads maintained their grip for longer periods of time, which helped farmers control power output and drivability. These All Traction Field & Road tyres became a common sight on tractors across the world and were factory fitted by many OEMs.

Research and development continued unabated and today Firestone is one of the largest agricultural tyre manufacturers in the world. Having been founded on humble beginnings in Ohio, Firestone grew to be the multi-national organisation that it is today. The business empire continues to thrive, albeit under the wing of its parent company – the Bridgestone Corporation – which took control in 1988. ■



The Traction Field & Road tyres made by the company today. Photo: Bridgestone Americas.

Inbox

Letters, e-mails, tweets & posts

STAR LETTER



Small combine

Dear T&M,

Following on from your star letter in the December 2021 issue, in which Chris Marlow remembers his days with the Royle brothers, here is a picture of a Massey-Harris 722 combine with small wheels.

This was run by my father in the late '50s and early '60s before

being replaced by a 726 in the middle part of the 1960s. He then went on to run MF 780s, an MF 788 and then an MF 525. We still have the 525, which cuts 10 acres a year, but the majority of the combining is done by a contractor.

My father is pictured driving the combine with 'old George' dressed in his harvest clothes of a waistcoat and straw hat on the

bagging platform. The picture was probably taken in early '60s when I would have been five years old.

Andrew Howe, via e-mail

SL: Thank you for sending in the photo, Andrew. It's always great to see period shots and perhaps Chris will confirm whether the combine he was referring to was a Massey-Harris 722.

Stoneleigh memories

Dear T&M,

Picking up a copy of the September issue of *Tractor & Machinery*, it was interesting to read the article entitled Stoneleigh memories.

I left school the day I was 15, in 1969, to start work as an apprenticeship mechanic with a Massey Ferguson dealer, North Wales Engineers Ltd., of St. Asaph in North Wales.



Photo: AGCO.

The following year, I was sent to Stoneleigh to attend a mower and baler course. It was a wonderful experience and something I'll never forget. We stayed in a small hotel in the middle of Stoneleigh and attended the training centre each day for four days.

The training was both practical and classroom. I can only describe it as miles ahead of its time!

Howard Standring, via e-mail

SL: It's interesting to hear that your experience of Stoneleigh was a good one. It's a fascinating period in the history of Massey Ferguson and one that will live on in the memories of those that attended the training school.

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

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SEALEY



SOCIAL MEDIA

SL: This post featured on our Facebook page on 23 November:

Always nice to spend a sunny morning outside. Even better when there's this to admire! Look out for the IH 574 in a forthcoming issue – the subject of an extensive restoration by Young's Agricultural Services. Big thanks to Terry, Gavin and Nathan for their time today.

#restoration
#likenew #classic
#sightforsoreeyes

The 574 was definitely a tractor that could punch well above its weight. A fairly big, mixed hill and arable farm near me had three of them, including a Hydro.

David C Haggart

Used one at a farm I worked at for years. Got a love/hate for them, but got used to it. Loaded lots of manure and bedding – it was a pretty good chore tractor.

Kenny Mulholland

I'm looking for my dad's old 574, registration SNT 566R. If anybody knows of its whereabouts, can they get in touch with me please?

Jonny Edwards

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



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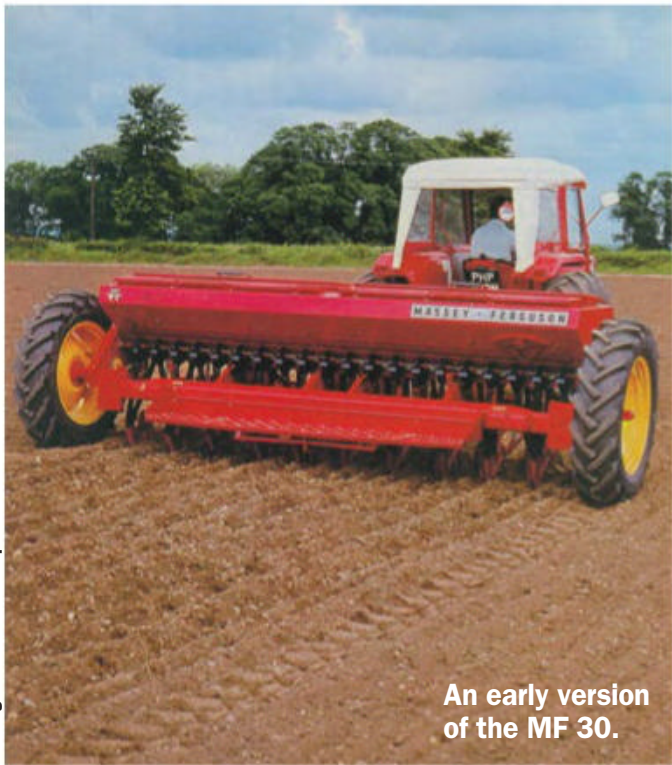


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All images: Taken from MF promotional literature.

An early version of the MF 30.

Just as some tractors define a period in time, the same is true of implements. The Ferguson plough, the Howard Rotavator and the Vicon Acrobat are all prime examples, but are there any quite as iconic as the Massey Ferguson 30 drill?

Launched in the early '70s, it proved to be extremely popular from the outset, with a range of options to suit all types of land, and budget. It was initially available in nine different configurations – with 13, 15 or 20 rows (in grain only or grain and fertiliser guise), or as a 19-, 23- or 31-row machine in grain-only form. Row spacing was 6 $\frac{1}{2}$ in and 4 $\frac{3}{4}$ in respectively.

Buyers could opt for disc or Suffolk-type coulters in all configurations, but could also choose hoe-type coulters on the three smallest models. The disc coulters were popular where farms had a wide range of soil types, including stony ground. It was also very effective at cutting through trash.

For farms with larger stones and debris of a similar nature, the hoe-type coulters were the ideal specification. The shoe had the ability to break back when it encountered an obstruction, before automatically resetting.

Those with light land looking for accurate seed placement often opted for Suffolk coulters, but for those with heavy and/or wet land, tines were the only option. These were introduced later and were effective as their vibrating action helped to keep the reversible tine clean. Accuracy of seed placement was not as good as the other coulters, but tines were the only choice in arduous conditions.

Tyre options were initially 7.50-16, 6.00-36 or the popular 11-28. Wheel colour was the same as the

other MF implements of the time, including the Weeks-built trailers, 19 manure spreader and 29 drill – a striking shade of yellow.

In its first season, the Massey Ferguson 30 picked up three silver medals at British shows and was awarded first place for speed with accuracy at Fisons' 1972 demonstrations. The key to its success was two-fold. The metering units measured the exact amount of seed required which, MF claimed, was within 0.4 per cent of the target seed rate at 7mph in competitive trials, and the use of a hydraulic ram ensured that the coulters were pushed into the ground to ensure a uniform planting depth at speed, even in the toughest of conditions.

Despite this initial success Massey Ferguson continued to alter and make improvements to the specification, including adding huge 30- and 47-row options for the drill, and by 1976 more than 20,000 Massey Ferguson 30s were at work on British farms.

The adoption of metrication in agriculture brought about the introduction of metric versions of the drill, too. With 2.4-, three-, four- and six-metre versions of the MF 30 available, it became much easier for farmers to work to the 12-metre tramline system that was becoming the accepted standard throughout Europe. Add an automatic tramline mechanism to the drill and you had yourself a very effective way of reducing costs.

The system operated automatically as the drill was lifted and lowered, although it could be overridden via a cab-mounted control box connected via the trailer lighting socket. A cam rotated each time the drill was lifted on completion of a bout, with varying cams to suit differing tramline widths. A four-metre drill with standard cam set-up, for example, would operate every third bout to provide 12-metre tramlines.

Over the years the more menial changes included the adoption of silver wheels and revised decals, but one of the most practical additions was the option of an 'end-tow' kit. Small, hydraulically-lowered wheels enabled the transport width to be reduced to 2.375m (7ft 9 $\frac{1}{2}$ in), meaning that road and gate widths no longer dictated the size of drill a farmer could purchase.

All good things come to an end and the much-loved MF 30 became the MF 500 in 1986. Although very similar in appearance, MF claimed the new model incorporated new technology, a patented 'Marksman' metering system for greater accuracy and use of anti-corrosion materials throughout. In total, there were said to be more than 70 improvements over the outgoing MF 30. ■

FACTS & FIGURES

Launch model

- 13-20 rows (6 $\frac{1}{2}$ in row spacing)
- 19-31 rows (4 $\frac{3}{4}$ in row spacing)
- Disc, Suffolk or hoe coulters



Popular accessories

- Wheel mark eradicators
- Seed agitators
- Semi-automatic markers



Significant introductions

- Metric models
- Tramlining kits
- Transport device



Variants/models

- **Original:** MF 30
- **Direct drill:** MF 130
- **Successor:** MF 500



MF 30 prices

- **1972:** 13-row from £489
- **1976:** 13-row from £1,187
- **1980:** 13-row from £2,093

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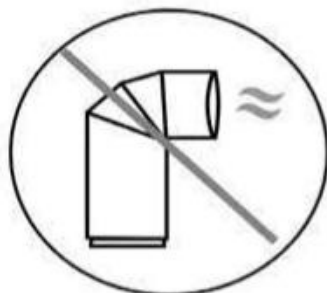


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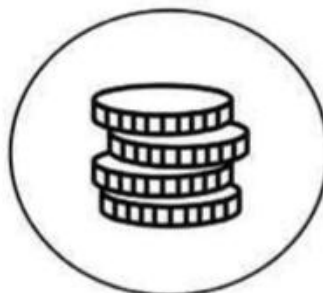
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L/H



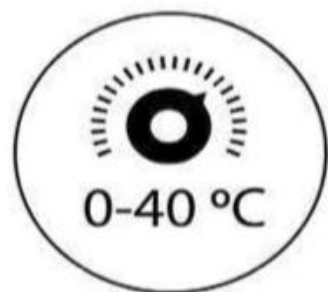
15KW/H
46KG
CONSUMPTION
1.05 –
1.24 L/H



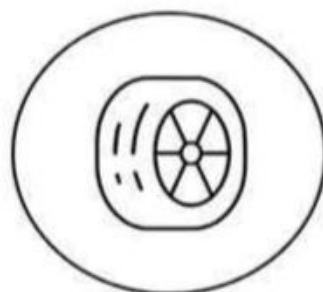
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Harry Keenan (inset) has amassed his collection of David Brown Implematic models over the last 30 years.

Imple-magic!

Willie Carson meets a man with a passion for David Brown tractors that goes back to his early years.

We all remember the first time we were let loose behind the wheel. Harry Keenan can recall his early driving experiences and how they inspired his passion for David Brown tractors of the early 1960s.

"I always had a love for David Brown tractors. When I was a child I learned to drive on an 880 four-cylinder. My legs were so short that I had to balance on the edge of the seat to reach the pedals and when I wanted to come to a stop, I had to jump onto the brakes and pull down on the steering wheel," says Harry, recalling experiences that will be familiar to many.

"I grew up on a small mixed farm with about 40 Hereford-cross suckler cows, 10 acres of barley and 30 acres of spuds.

Mechanisation was very basic in those days. We didn't have a loader, so the Salopian ground-drive muck spreader was filled by manpower.

"Spraying potatoes to protect them against blight was done using a barrel where we mixed the copper sulphate or 'blue stone' and then pumped it by hand to nozzles on a boom that covered just three drills.

"At harvest time we had a spinner digging the spuds out and four or five gatherers working from Monday to Friday. On Saturdays there could have been another 20 or 25 people who were happy to earn a few quid extra on their day off and my uncle would go into the town with the tractor and cattle trailer and bring them out to the field. That meant that we could double our output for the week.

"We started to dig around 15 August and hoped to be finished by Halloween when the clocks changed. The crop was graded during the winter by a hand-turned machine. My uncle was a big, strong man and he could have kept the sorter going from morning to night."

In 1964 the Keenans modernised their mechanical operations when they spent £540 on a brand-new, four-cylinder David Brown 880 from Reas of Finvoy. "In my teens I spent weeks on that tractor, ploughing with a David Brown CM3 plough set to 10-inch furrows and then the potato ground was cultivated with a Howard 60in rotavator; a heavy drive for the 880.

"At hay making time it drove the PZ five-foot drum mower and then did the baling; firstly with a David Brown baler then an International Harvester B-46 ➤





Rated at 35hp, the 850 Implematic was produced from 1960-65. A and B Series models could be purchased in petrol or diesel form, but C and D Series tractors were only available as diesels.

and by the early '80s, a Sperry New Holland 276."

Life moved on and Harry learned the skills needed to make a living in the joinery trade, but those earlier years spent in the driving seat of the David Brown 880 would often come to mind. "In the early 1990s I was looking for a four-cylinder 880 for preservation, but I couldn't find one anywhere. The next best thing which was available at the time was a 990."

In 1955, David Brown launched the 900 – the first model of what would become a new range, up-staging the DB 25 and 30 models with their dated styling that harked back to the days of the Cropmaster and indeed the VAK1. The potential success of this new range of tractors was dented by the 900's reputation for poor reliability, but the arrival of the 950, three years later, shook off the problems of its predecessor and added a few upgrades to ensure the company could continue with its ethos of offering the customer quality and value for money.

IMPLEMATIC

In late 1959 the revolutionary new 'Implematic' system appeared on the 950. Until then tractors were designed to accommodate farmers that preferred to use implements which were fitted with a depth wheel, or those that saw the advantages of automatic draft control. This 'either/or' situation restricted the



The 990 was the first tractor Harry bought and was the subject of an extensive rebuild.

farmers' implement choices to the capabilities of their tractors, but David Brown was about to change all that.

Operated by a single lever, the hydraulic system ensured efficient use of soil-engaging implements with or without a depth wheel, as well as the 'Traction Control Unit' which was carried over from the older 25 and 30 tractors.

This featured a top link with an integral coil spring, from which compression forces generated by the implement were transferred to the control valve by a Bowden cable.

This innovation put David Brown Tractors in a strong market position and, with a determined effort from the sales department, production reached record levels.

The Hunting Pink and Primrose Yellow range expanded in 1961 to include the 850 Implematic, which was aimed at the smaller farm's power requirements. The initial intention was to equip this tractor with a three-cylinder engine, which would keep the cost down, but until the lengthy process of developing such a power unit could be completed, it made sense to re-engineer the 950's 42.5hp engine to produce 35hp.

It was realised that there was also a demand for a 'do-everything' tractor that was both powerful and compact. This led to the introduction of the 880, a tractor not dissimilar to the 850 in size, but fitted with the well-proven engine from the 950. By the end of August 1964

the long-awaited three cylinder engine was available in the 880, creating the tractor which the design team had always intended the 880 to be.

While all these exciting mid-range models were being developed, the 990 was taking DB's tractor range to a new level. It featured a new cross-flow cylinder head, which helped to push power output up to 52hp and a bigger clutch transmitting power through the transmission to a heavier, stronger back end, adding to the marque's reputation for turning power into grip.

Harry's 990 had suffered the ravages of time and he knew that he faced a huge task to return it to its former glory. "If I'd had the experience at that time which I have now, I probably wouldn't have bought that tractor. It was a spur-of-the-moment purchase, something to start me off in tractor preservation, but it turned into a big restoration. I spent the next few years doing wee bits and pieces when I had the time. I spent a lot of time tracking down parts all across Ireland and England.

"The engine and back end were rebuilt, every nut and bolt from bottom to top. The crankshaft was reground and the conrods were fitted with new big end and small end bearings. The block was rebored and sleeved and new pistons and

rings fitted. The head, oil pump, injector pump and injectors were reconditioned; there wasn't anything that was missed out."

COMPLEXITIES

"When I started into the hydraulic system I had to find out about how it worked by asking questions from local experienced mechanics. The late Samuel Ewart was a great help to me.

"He answered all my questions and although he didn't actually see the tractor, he inspired me to tackle the job myself. I suppose I learned more that way than I would have done if someone else was doing the work. I didn't need to buy any replacement parts, but I did have to dismantle it completely, clean everything and then rebuild it and set it up properly.

"I replaced both the clutch plates and the thrust bearing, but when I came to strip the brakes I found that all the parts were serviceable and just needed a good clean. I had to put new seals into the final drive shafts, but as you'd expect from a David Brown tractor, the transmission was sound."

The steering box hadn't survived so well, as Harry explained: "I had to source a replacement steering box and column. They aren't a very serviceable component."

Sourcing all the tinwork was Harry's next problem, "I bought new wings and a crossbox, which fits below the seat. At that time it wasn't possible to buy a new bonnet, so I picked up what I needed from breakers' yards and auctions, but I didn't realise that there were two different lengths of bonnet for the 990."

In the original 990s, the electrical system was powered by two six-volt batteries, which sat inside the crossbox. In August 1963 a single 12-volt battery became standard, fitted in front of the radiator. To accommodate this change, the bonnet had to be lengthened by a couple of inches, which might sound like an minor change but it had frustrating repercussions for Harry.

"I had the bonnet painted and ready to fit before I realised my mistake," he said. "My bonnet was too long so I had to go the panel man who had sprayed it, apologise to him and ask him to shorten it. With that done, the restoration was complete."

Harry was still looking for a four-cylinder 880 when, while at work putting a new roof on a farm shed, he noticed from his high vantage point, a red David Brown. Closer inspection revealed that this was not the elusive four-cylinder 880. This time he had found an 850. ➤



This four-cylinder 880 Implematic was found close to home and is the jewel in Harry's collection. He remembers it fondly from his younger years.

"It had been on the farm since it was new and had ended its working days on a yard scraper. It had been sitting in a shed for about five years, covered in a crust of old muck. It came with an old cab, which was falling to bits, so I took that off and gave the tractor a good clean with the pressure washer. I found that the oil pressure was good, it was in good mechanical condition and only it needed the clutch replaced.

"Over the 40 years that it had spent on the dairy farm it had only done about 3,500 hours. I stripped the tinwork and prepared it for paint with hand tools and I had the wheels sand blasted. When it was painted I refitted the original rear tyres, bought replacements for the worn fronts and put on a set of decals."

Another David Brown soon appeared on Harry's radar. Was it the evasive four-cylinder 880? Harry tells us about his third Meltham Mills tractor; "I saw an 880 advertised in *Autotrader*. I suppose I was going in the right direction, but this 880 was a three-cylinder model. There had been some repair work done on it in the past, but it hadn't been restored.

"The bonnet wasn't a great fit, so I tidied that up and I replaced the clock but I didn't need to do any mechanical work to it, other than change the oils and filters. One thing to note is that it has the slower final drive ratio fitted."

OPPORTUNITY

Harry always knew that one day he would own a four-cylinder 880 and when his chance came along about three

years ago, he was ready... and the tractor was only three miles away! It was advertised for sale by a man who had wanted to use it to power a log splitter, but there was a problem with the hydraulics and despite several mechanics' attempts to fix the problem, it wouldn't drive the splitter.

By this stage Harry had a good understanding of the complexities of the David Brown hydraulic system and he reckoned that he could find the problem. "I brought it home and the following Saturday I stripped the complete system. As I expected, the mesh suction filter was completely clogged with muck, so I cleaned that and while I was working in the back end, I cleaned the old oil out of all the wee crevices with rags and blew it all clean with the air line.

"I dismantled the pump, replaced all the seals, rebuilt it and reassembled the complete system in a couple of days. Just to give it all a final rinse out, I poured five or six gallons of diesel into the system and took it for a wee run, drained it and then refilled it with 15W-30 Super Universal tractor oil. By the time I had all the settings adjusted, the hydraulics were working perfectly."

What makes Harry's purchase so interesting is that he used to see it at the local livestock mart when he was younger. "I noticed it especially because it was the same model as our own. The tractor was bought new in 1964 by two brothers, the Hutchinsons of Desertmartin; it was their main tractor and it was well looked after during its working life.

"A few years later, the Hutchinsons decided they wanted to put lights on it, so it went back to the dealers who fitted a Butler aftermarket kit, which explains the black headlamp bowls.

"The lights were controlled by a dash-mounted, four-stage switch with positions for sidelights, dipped beam, headlights and the fourth click switched on the ploughing lamp and, at the same time, turning off the tail lights to cut out glare and annoying distractions when the driver would be looking back at the plough.

"It came with the original top link and stabiliser bar and even the correct wing nuts on the battery box lid, which often go missing. It was fitted with 13.5-28 rear wheel rims when it was new and it still has the Goodyear tyres that were on it when I bought it. It is in really good shape for an unrestored tractor – there isn't even a dent in any of the tinwork. The only thing that I had to change was the exhaust.

"I love the original patina and the way that the primer shows through the worn paint in places, so I have preserved its original paint with a coat of Owatrol, applied with a dish-washing sponge."

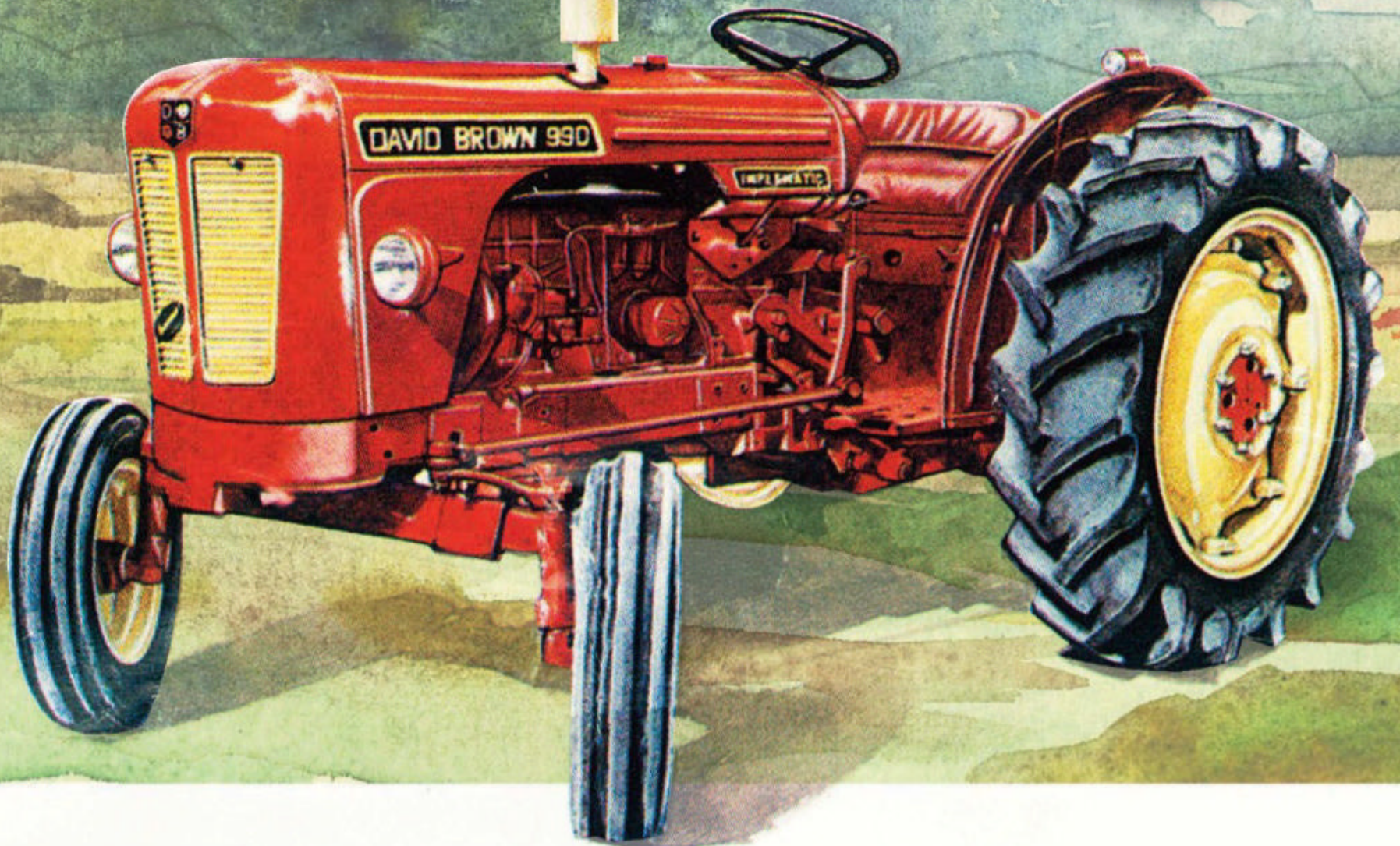
Harry puts his fleet of DBs to work making hay each summer, not so much for financial gain – more an opportunity to put the tractors through their paces, rolling the grassland, fertilising, mowing, tedding, baling and carting. There's work for them all and over the last few years hay time has been much more enjoyable from the seat of his four-cylinder David Brown 880. ■

Harry responded to a classified advertisement for a David Brown 880 and found it to be this three-cylinder Implematic model.



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The DB Specialist

100 years of Russells

We celebrate the centenary of one of Yorkshire's best-known agricultural machinery dealers.



George Russell developed a successful horse-drawn drill and the design was refined over the years to make it suitable for modern farming practices. All photos: Russells.

The year 2021 was one of celebration for Russell's (Kirbymoorside) Ltd., known today simply as Russells. It marked 100 years since the organisation became a limited company, during which time it has grown to become the largest New Holland dealer in the north of England, with 11 depots across several counties, following a successful spell as an agricultural machinery manufacturer.

The Russells success story began in 1849 when three brothers, that grew up on farms surrounding Kirbymoorside in North Yorkshire, set up a blacksmith's forge in the village of Great Edstone to manufacture horse-drawn ploughs, cultivators and seed drills.

One of the major talents and driving forces behind this enterprise was blacksmith and farmer George Russell. His refined 11-coulter corn drill went on to scoop a major award at the first Ryedale Show in 1855 and this inspired him to develop the design.

In 1867, at the Yorkshire Show, he was awarded a silver medal for his improved coulter fastener. As more interest was shown in George's drills, the business moved from Great Edstone to premises in Kirbymoorside, directly alongside the town's railway station, in 1890. The company was called the Yorkshire Patent Drill Co.

In 1912 the business was renamed T B Russell & Co. and it was during this year that the grandfather of Paul Russell, the company's current CEO, also called George, joined the company on a permit from the local education authority, aged 13.

Following the end of WW1, the Russell family sold two of its mixed farms to concentrate on developing agricultural machinery and became a limited company in 1921.

The 1930s saw the development of various elevators and crop loaders that were compatible with tractors like the Fordson Standard and Ferguson Model A (known as the Ferguson-Brown) and it

was the launch of this tractor that led Russells to develop a range of tractor-mounted accessories, including adjustable-height drawbars.

The company would go on to expand this range, during the 1940s, to fit tractors like the Fordson E27N, Ferguson TE-20, David Brown Cropmaster and Nuffield Universal. These were all tractors that Russells would sell successfully alongside each other.

RENAMED

At this time the company was trading as Slingsby, Russell & Brown Ltd., but following the culmination of WW2, the company was renamed Russell's (Kirbymoorside) Ltd. and received additional investment from members of the Shaw family, which had taken on the Welburn Manor Estate – based in one of the villages surrounding Kirbymoorside.

During the 1950s, Russells began to manufacture a greater range of products for export markets, including cotton planters, disc ploughs and harrows.

These were sold successfully in South America and Sudan.

A major transition of personnel occurred during the 1960s, when George Russell's son, John, took on a prominent director's role – having previously spent time working for David Brown Tractors. John Russell became Managing Director of Russells on 1 April 1970, following the retirement of his father.

At this time the company was most well-known for selling David Brown tractors, but other machinery franchises held by Russells during the '60s included Catchpole sugar beet equipment.

Despite selling others' machinery very successfully, Russells continued to produce its own range of agricultural equipment throughout the 1970s and its next major product launch came in December '75 when it introduced a range of bale-handling equipment designed to suit the 'flat eight' system.

These new machines comprised a flat eight bale sledge, bale grab and a hydraulic, rear-mounted bale carrier designed to lift and transport stacks of 40 conventional bales. This was later replaced by a trailed version that was capable of transporting up to 56 bales.

Development of innovative machinery continued unabated and in 1978 Russells introduced its own tractor, dubbed the 3-D. This was a tool carrier loosely based upon the David Brown 2D design, with features that provided significant advantages over the Meltham-built machine – including a rear-mounted, 20hp, two-cylinder, air-cooled Lombardini diesel engine and two hydrostatic motors – one to drive each of the rear wheels.

The 3-D was launched by Russells primarily for specialist inter-row cultivation, hoeing and spraying work on farms that grew root crops.

The following decade marked a significant turning point for the



The Russell 3-D tool carrier used a two-cylinder diesel engine and hydrostatic wheel drive.

company. By 1983 Russells had become a Ford tractor dealer and was also successfully selling New Holland balers and combine harvesters, as well as ploughs manufactured by Kverneland, and at the end of 1986 the company ceased manufacturing its own equipment to focus on sales of other brands.

ACQUISITIONS

It was also during this period that Russells began to acquire other machinery dealers, to expand its trading area. Croft and Blackburn, and Neasham Tractors were acquired in 1983 and by 1986 Russells had opened another depot at Burneston, near Bedale.

Further expansion took place during the 1990s and before the turn of the Millennium, Russells acquired Platts Harris Ltd.'s Northallerton depot, before purchasing its Selby and Epworth branches in 2004.

In 2021, Russells acquired Platts Harris' remaining depots at Tuxford, Nottinghamshire, and Darley Dale, Derbyshire. In between this, in 2003, it took over R Yates & Sons Ltd.

Paul Russell joined the business in 2001 and when his father, John, retired, he took over as Managing Director, in March 2003. In August 2006 Russells established a groundcare division when

it took over Hull-based K & M Mowers. Russells currently operates two groundcare depots, at Gilberdyke and Rotherham.

History is an important part of Russells, but the company is not afraid to make sacrifices in order to take the business forward. In 2008 Russells closed its Kirbymoorside depot to make way for a new housing estate and moved to a new, purpose-built headquarters situated close to the A64, near Malton, that year.

In January 2016 Russells began trading in Derbyshire, following its acquisition of New Holland dealer Hallmark Tractors and this was followed by the establishment of a new depot at Rothwell, in Northamptonshire, in July 2017.

The company's Leyburn depot opened in October 2018 to support customers in the Yorkshire Dales and Russells also opened a brand-new facility at Cubley, Derbyshire, in October 2019.

At present, Russells trades from nine agricultural depots based at Boroughbridge, Cubley, Darley Dale, Eggborough, Leyburn, Malton, Northallerton, Rothwell and Tuxford.

"I've been amazed, and overwhelmed by the enthusiasm shown by customers and staff during this landmark year," Paul Russell said. "It has been great to remind customers and educate younger generations about the machinery we used to manufacture and the brands we have supplied over the years.

"I can't thank my team of staff enough for their support and dedication to furthering the success and progress of the company."

A book charting the in-depth history of Russells, from its early beginnings to the present day, is due to be published early next year.

* Thanks to Charlotte Robinson of Russells for her help in producing this feature. ■



Russells developed a range of 'flat eight' bale-handling equipment, including this sledge.



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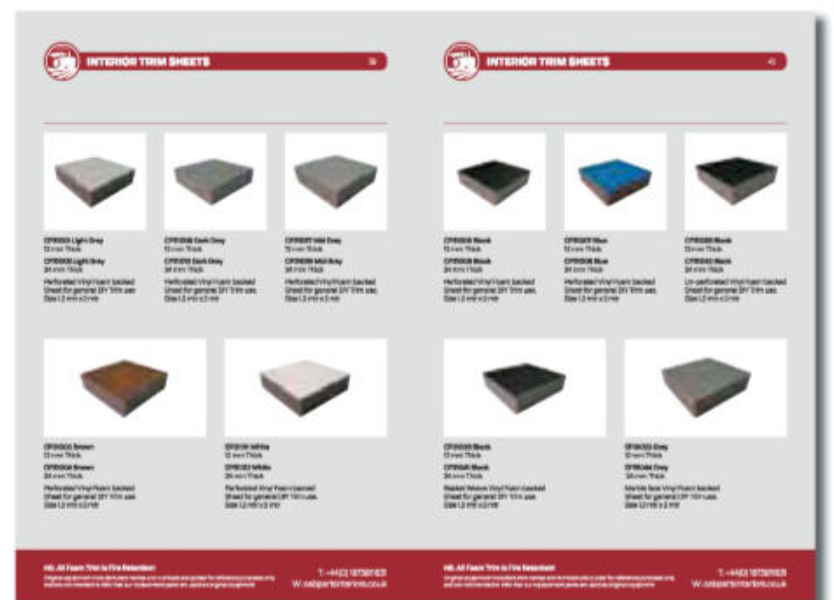
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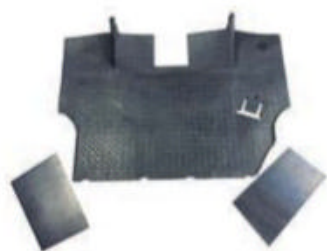


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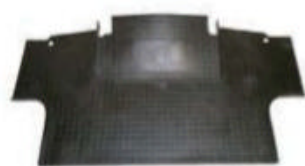
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The Massey Ferguson 698 used the Perkins A4.3182 naturally-aspirated engine, but when this was phased out the turbocharged AT4.236 was used – effectively creating the MF 698T. This 698 was fitted with an Opico turbo kit which, its owner told *T&M*, completely transformed the tractor. Photo: Scott Lambert.



More power!

In the early years of tractor production, increasing power output invariably meant a larger engine, but turbocharging helped to change that. We take a look at some of the options available to tractor owners from the 1960s onwards.

How an engine works is a subject that has been written about many times before and so it is not something that we will cover here, but for the purpose of this feature it is worth mentioning that the power output of an engine is governed by several factors – one of which is the amount of air entering the cylinders.

Much can be said about the science involved in this process, but for the sake of this piece we will assume that there are three main methods of admitting air to an engine to facilitate the burning of fuel.

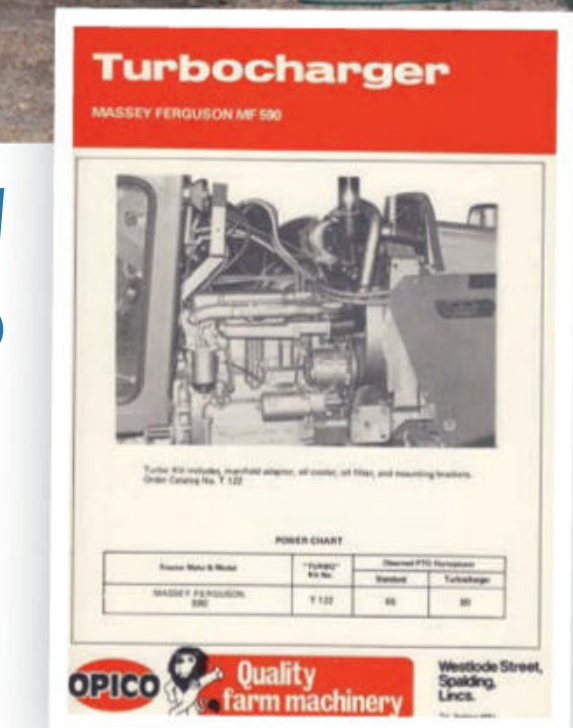
The first of these is natural aspiration, where the amount of air that enters the engine is dependent on the design and cannot be altered without revisions to that design. The volume of that air dictates how much fuel is burned and therefore how much power is produced.

If more fuel is injected it will be wasted, unless it has a sufficient amount of air to burn it efficiently.

By compressing the fresh air before it enters the cylinders, a greater volume of air can be introduced and therefore more fuel can be added to – meaning more power can be produced. One of the methods of doing this is supercharging.

This sees a mechanically-driven ‘blower’, taking its power from the crankshaft, via a belt, chain or gears, compressing the intake air before it enters the engine. This greater weight of air enables more fuel to be added and more power to be produced.

The other main method of increasing the amount of air that enters an engine is turbocharging. A turbocharger uses an engine’s waste product, exhaust gases, as its method of drive – compressing the intake air and therefore enabling more to be admitted to the cylinders. Rather than using some of the engine’s power,



A brochure for the Opico turbocharger kit for the Massey Ferguson 590.

as a supercharger would, a turbocharger essentially gives you something for nothing.

In crude terms a turbocharger comprises two halves – the inlet side and the exhaust side. Exhaust gases, that would usually exit solely through the silencer, are first channelled through the turbocharger’s turbine wheel. This spins at very high revolutions and turns an impellor, via a shaft, inside the compressor on the inlet side of the turbocharger.

The compressor’s job, as its name suggests, is to compress the intake air that is sucked in from the air cleaner before it enters the cylinders via the inlet manifold. After spinning the turbine wheel, the exhaust gases exit via the silencer in the usual way. ➤



Andrew and Mark Simmonds' Case IH 956XL has a TB turbo, pushing power over the 115hp mark. Photo: Mark Simmonds.

By enabling more air to enter the cylinders, there are three main benefits. Firstly, as the intake air is at a higher pressure, it pushes the exhaust gases out of the cylinders. This process is known as scavenging and sees the burned gases 'swept' out of the cylinders with fresh air – improving the combustion in the next firing stroke. This ultimately means cleaner and more efficient combustion of fuel, lowering fuel costs.

Secondly, more air entering the engine means better cooling and therefore increased longevity of components.

Finally, and perhaps most importantly, is the increase in power that a turbocharger permits. With more air comes the ability to burn more fuel on each cycle – resulting in additional

horsepower. Literature from the period suggested that the fuel pump be recalibrated with the addition of a turbocharger to permit approximately 16 per cent more fuel to be injected into the cylinders.

Although altering the fuel injection pump was known on occasion to be done 'unscientifically', it was best left to the professionals. A fuel injection specialist with a test bench could ensure that the pump was permitting the same amount of diesel to be added to each cylinder, preventing rough running and excessive smoke.

Another less obvious benefit of turbocharging includes quieter operation, as the turbine blades break up the exhaust noise – making it more

comfortable for the operator. This meant that a straight pipe could be fitted in place of the standard silencer, improving visibility and, arguably, looks. A straight pipe's main function was to reduce back pressure on the engine and further increase performance – namely more power and more torque.

A turbocharger is also useful for engines operating at high altitudes, where the air is less dense. Turbocharging forces more air into the cylinders and so performance will not suffer as much as a naturally-aspirated engine.

TURBO KITS

Tractor manufacturers realised the benefits of turbocharging quite early, but it did not become the norm for some



Richard Lyons' John Deere 3050 is fitted with a TB turbocharger kit. Photo: Richard Lyons.



A period photograph of a Massey Ferguson 595 MkII fitted with an Opico kit. Photo: Chris Paull.

time. IH produced the 1206 in America midway through the 1960s, but it would be the early '70s before the Ford 7000 showed what the future had in store for turbocharged tractors.

It was clear that turbocharging was the best way of increasing an engine's power with minimal effort and although many engines that were set to be turbocharged were 'beefed up', diesel engines were developed with high-specification components that were often interchangeable between engine models – thus meaning that turbochargers could be added without concerns about an engine's reliability.

Tractor manufacturers used turbocharging to increase power and add more options to their ranges, but aftermarket options were also available should an owner decide to upgrade their tractor at a later date.

In Britain, OPICO Ltd. of Lincolnshire and TB Turbo Ltd. of Lancashire were two of the main advocates of aftermarket turbocharging – offering kits for numerous makes and models throughout the 1970s and '80s, and into the '90s.

Depending on the tractor, such kits could be fitted relatively easily and have an indiscreet result, but others were more obtrusive – such as the OPICO kit fitted to some of the larger Massey Ferguson 100 Series models. With the fuel tank mounted above the rocker cover, there was no space for the turbo and its associated pipework, so much of it was external and, it has to be said, rather ugly.

The OPICO kit for the MF 590, kit number T 122, was much neater – thanks to the tractor's rear-mounted fuel tank – and claimed to boost the power available at the PTO shaft from 65hp to 80hp – a useful 23 per cent increase. In the kit was a manifold adaptor, oil cooler, oil filter and mounting brackets, as well as the turbocharger itself – in this case a unit made by the M&W Gear Company of Anchor, Illinois.

OPICO enjoyed tremendous success with its turbo kits – turbocharging all types of engine to great effect. Some naturally-aspirated tractors were noted for their ability to be fitted with an aftermarket turbo and achieve notable results, with no problems. The Case IH 956XL is a great example of this. Its D-358 engine was rated at 95hp, but the addition of an aftermarket turbocharger would see it producing around 117hp – not far off the output of a 1255XL.

This MF 298 is, rather obviously, fitted with a TB turbo. Photo: David Dixon.



Some owners were, naturally, concerned about the effects of adding to a turbocharger to their tractor's engine, but TB Turbo Ltd. was quick to reassure prospective customers. Subject to its kit being fitted by a recognised TB Turbo dealer, and correctly dynamometer tested before and after the conversion was fitted to a new tractor, a 1,200-hour guarantee was issued. A six-month or 600-hour guarantee was offered when a kit was fitted to a used tractor.

The support was honoured "to the vehicle's engine subject to the operating procedures and duties employed" and the company expected those procedures to be adhered to during its working period.

The company also stressed that its conversions were designed to significantly reduce exhaust emissions and unburned hydrocarbons compared with naturally-aspirated diesels, with a view to satisfying the then current and future European emission regulations.

For those unsure what they would gain by fitting a turbo, TB Turbo Ltd. provided a useful guide in its literature, detailing before and after readings of a typical agricultural conversion – based on the data provided by a Froment dynamometer. 'Before' readings claimed that the tractor produced 68hp at 956rpm and 421lb/ft of torque at the 1,000rpm PTO shaft, while 'After' measurements were 86hp (at 979rpm) and 516lb/ft – increases of 26.5 per cent and 22.6 per cent respectively.

TB Turbo Ltd. offered conversions for all types of naturally-aspirated diesels fitted to agricultural machines, as well as four-wheel drive vehicles, motorhomes, vans, cars and static engines, but it

unfortunately no longer survives. The reasons for its demise are unclear, but the fact that turbocharging became commonplace among engine manufacturers would not have helped its cause.

With emissions regulations getting tighter and adding a turbocharger being a simple way to offer various power outputs on the same basic engine, turbocharging was being handled in house more often than not – meaning such kits were considered obsolete. TB Turbo Ltd. produced kits for the likes of Ford Series 40 and John Deere's 6000 Series tractors, but these were some of the last and not particularly popular.

OPICO is still trading – buoyed by the fact that turbocharger conversions were only part of its business. Today it markets agricultural equipment under its own brand, as well as being the distributor for equipment produced by HE-VA, Sky Agriculture, Strautmann and Maschio Gasparado. ■

USEFUL CONTACTS

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aet-turbos.co.uk
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OPICO Ltd.
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opico.co.uk
Tel: 01778 421111

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The last generation

In the final part of this series, celebrating Ford Series 10, Jonathan Whitlam looks at Generation III.

PART THREE

NEXT GENERATION

To keep the tractor range evolving to meet customer expectations, Ford was already working on three new ranges, two of which would be launched in 1989. The biggest of these, both literally and figuratively, was the new Series 30 that replaced the TW-15, TW-25 and TW-35 with the 8630, 8730 and 8830. These were identical to the older range except for a new colour scheme, bonnet decals and, perhaps most importantly, the option of a full powershift transmission, operated by one small lever.

The second introduction by Ford in 1989 was to upgrade the whole of the Series 10 models into what it called, logically enough, the Generation III range. This was launched officially in the March of 1989 and looked very similar to the earlier Force II line-up, with the same cab options, as well as including the use of Carraro front axles for the four-wheel drive tractors across the entire range.

Taking the Series 10 Force II line-up, Ford New Holland tweaked the engines to be more efficient and also increased

The introduction of the Ford Series 10 tractors in 1981 was a sign of just how mechanically complicated farm tractors were now becoming. Equipped, as they were, with synchromesh transmissions, ever more comfortable cabs, factory fitted four-wheel drive and higher-capacity back ends.

The original Series 10 tractors had some teething issues but, in general, they were very well built and received favourably by the farming public. Gradual evolution saw the Force II versions arrive in 1985, which brought the flat-floor Super-Q cab to the higher-specification tractors, along with many other performance tweaks, together with a fantastic new look.

Even at the introduction of Force II, the future was being written as other

manufacturers started to embrace new electronic technology in their tractor ranges, most notably Massey Ferguson – which launched the revolutionary, French-built 3000 Series ‘thinking tractors’ in 1986. If it wasn’t for the fact that the Super-Q cab looked so terrific, the Ford range would have begun to look very dated!

In reality, the Force II range did see some electronics creep in. The six-cylinder, Series TW high-horsepower range was now offered with an electronic performance monitor positioned in the dashboard itself and providing information on the tractor’s running functions.

Electronics eventually started to seep into smaller Force II tractors by 1988, most notably in the popular 7810 model that was introduced the previous December.



The 7810, launched towards the end of the Force II era, remained the best-selling of the lot following its rebirth as a Generation III model in 1989. Front mudguards became an optional extra on the range towards the end of production.



The 6410 was a new tractor introduced in 1989 with the Generation III line and replaced the 6610 in many markets, including the UK. It was powered by an 84hp four-cylinder engine.

power output slightly at the same time. The three-cylinder models remained unchanged, but the larger models all changed, at least to some degree, most notably the erstwhile 6610. This 86hp tractor was phased out in 1989 in favour of two new machines: the 84hp 6410 and the turbocharged, 94hp 6810 – both four-pot tractors.

The 6410 was therefore the closest to the outgoing 6610, while the 6810 was very much a new entry, with its turbocharger making it a newer take on the old 7000, with exactly the same power rating of 94 horsepower. Physically of the same dimensions, more or less, the 6810 didn't really have the same kudos as the 7000 though, but was a very good tractor nevertheless.

The 7610 was still the true successor to the 7000 of course and, in Generation III guise, was a 105hp machine. With the option of digital performance monitor

complete with ground radar for true ground speed measurement, this, like the other four- and six-cylinder models, was a high-specification machine for its day.

The ever-popular 7810, now the undisputed best seller of the entire Ford New Holland line-up, was also uprated to 105 horsepower and was the natural choice to be the subject of a special, silver-painted, limited edition model produced in 1989 to mark the 25th anniversary of the beginning of the Basildon tractor factory, as well as the fact that it was also 25 years since the 1000 Series tractor models also appeared, these being the machines to which the Generation III tractors shared a direct lineage.

There were deletions from the range with the advent of the Generation III, in addition to the 6610. The 7710 was finally retired, its place being now amply



The 8210's Electronic Draft Control system replaced Load Monitor and worked well, being relatively simple to operate.

filled by the 7610 and 7810, although neither of these models offered the ease of engine access of the faithful 7710 design.

The 7910 was also deleted from the UK price lists, where it had never really been that popular anyway. It did receive the 105hp Generation III upgrade for sale in several countries, especially France and Australia, where the 7910 remained in favour over the young upstart 7810. Here in the UK though, the 7910 was completely replaced by the lighter 7810.

ELECTRONICS

In the UK, at least, the 8210 was left to continue flying the flag of the once extensive range of higher-built 'luxury' models first seen in 1976. This 115hp tractor was quite heavy for its power output, but remained popular for medium to heavy cultivation work. This was helped by the fact that the Generation III version benefitted from not only a more efficient engine and the digital performance monitor as standard, but also a first for a Ford tractor – Electronic Draft Control. This electronically-controlled rear linkage had lower link-sensed draft control.

Electronic Draft Control utilised a small console with a digital readout and was simplicity itself for the operator. ➤



Inside the cab of a 7810 we find the neat layout of all the main controls with spool valves, rear linkage and power take-off controlled by the main console to the right-hand side of the driver's seat. The two floor-mounted gear levers control the 16-speed synchromesh Dual Power transmission.



The digital dashboard, with built-in performance monitor, became a common feature on Generation III tractors after its introduction on Series TW Force II machines.

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The 94hp 6810 was another new introduction as part of Generation III, designed to fill the gap between the 84hp 6410 and the 105hp 7610.

Although in many ways not as sophisticated as the system employed by pioneer Massey Ferguson, the Ford system was a step in the right direction and the Generation III 8210 was a real taste of the future in a familiar 'Ford tractor' package.

This new system was only fitted to the 8210 and was, in many ways, a trial of the technology in readiness for an all-new range planned for release in 1991. It offered easy, fingertip control of the rear linkage and also simple setting of draft and position control – making it a huge advance on the old Load Monitor system.

The 8210 was a fitting flagship for Series 10 Generation III. The range was certainly a major upgrade, but in many respects the changes were only small to keep sales ticking over, ready for the all-new range to come.

END OF SERIES 10

In 1990 the three-cylinder models were deleted from Generation III. This left the 5610, 6410, 6810, 7610, 7810 and 8210 to

see out the last years of Series 10 production – a time that saw good sales, especially of the 7810.

However, the writing was most definitely on the wall and in fact the Ford Motor Company sold out its Ford New Holland division to Fiat in 1991. Later that same year the new Series 40 tractors replaced all the remaining Series 10 models.

The 5640, 6640, 7740, 7840, 8240 and 8340 may have had familiar-sounding model designations, but these were new tractors and owed very little to their Series 10 forbears.

Series 40 saw the demise of Series 10 in Britain, but Basildon continued to produce export versions of the erstwhile range right up to the end of 1993, with the tooling then being moved to Mexico for further production for South American territories, that required simple machines without all the electronic sophistication that was now expected on farm tractors in the UK.

Times were changing and Ford was ready. Despite the change of ownership

FORD SERIES 10 GENERATION III: 1989-1991 (UK)

Introduced	Model	Power	Cylinders	Cab options
1989	4110	57hp	3	LP
1989	4610	64hp	3	LP/AP
1989	5610	76hp	4	AP/Super-Q
1989	6410	84hp	4	AP/Super-Q
1989	6810	94hp	4T	AP/Super-Q
1989	7610	105hp	4T	AP/Super-Q
1989	7810	105hp	6	Super-Q
1989	8210	115hp	6	Super-Q

* Power figures are quoted in BSAu 141a (not DIN).

to Fiat, the Ford name and, more importantly, the tractor models themselves, would remain for a few years to come. ■

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The Silver Jubilee 7810 has become something of a legend and is now extremely desirable amongst collectors, despite it not selling well when on dealers' forecourts in 1989.



The Ford 8210 remained the largest Series 10 model, but gained a radical new feature in Generation III form in the shape of an electronically-controlled rear linkage.

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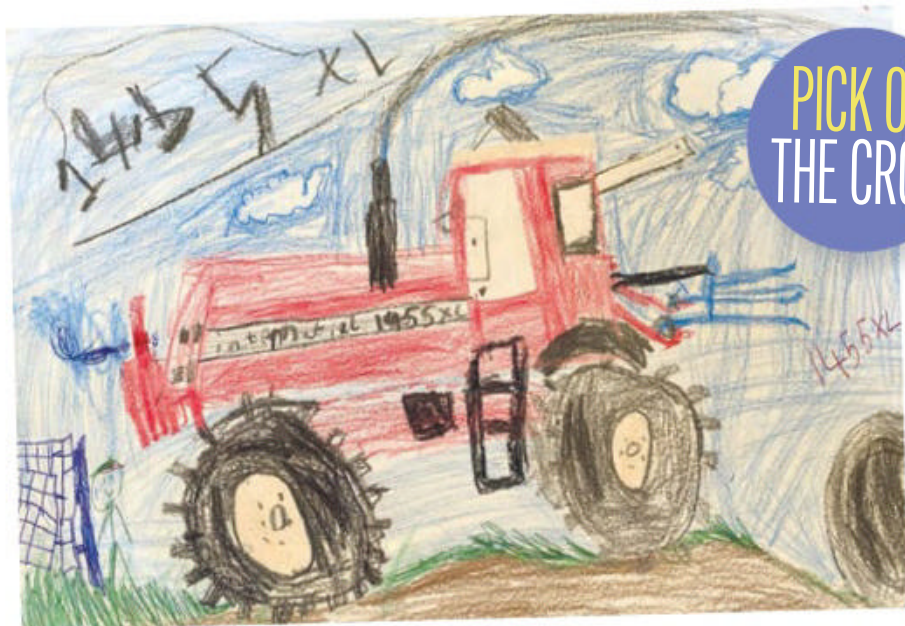
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FABULOUS 1455

Wow! Look at those tyres!

Dear Junior,

This is a picture of my dad's International 1455XL. I love working on it with my dad.

Andrew McCullagh (aged 9), Co. Cavan



DRIVING A DEXTA

Looks like you're enjoying yourself!

Dear Junior,

Here is a picture of me pretending to drive my granddad's Fordson Dexta. My favourite colour is blue. I love tractors and your magazine.

Joshua Neve (aged 7)



HAULING GRASS

That's a serious load of grass!

Dear Junior,

This is my drawing for your competition.

**Charlie Tucker
(aged 10), Bedfordshire**



NEAREST & DEERE-EST

Great to see happy faces in the cab!

Dear Junior,

I hope you like my drawing, it's of a John Deere tractor belonging to my dad. He also owns a John Deere business in Coleraine – Stephen Moore Farm Machinery. It would be really great if you could put it in the magazine!

Sarah Moore, Co. Antrim

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).



Golden oldie?

As the initial range-topping model, the turbocharged 802 is seen as a prized addition to any collection if you're a Leyland or Marshall fan, but the 702 is a worthy substitute. We take a look at what it offers.

Along with the 502, 602 and 802, the Leyland 702 made its debut at the Smithfield Show in 1980, along with the four-wheel drive versions of the three largest models – the 604, 704 and 804. They marked a new chapter in the company's history – a new livery and numbering system for tractors that had built up a loyal following. In this article we focus on the two-wheel drive 702.

British agriculture was changing – with the era of small farms as the norm steadily being confined to the history books, and tractors and implements were becoming larger. With this said, the 71-80hp bracket was still an important sector when the 702 was in production. Leyland had to ensure that its new livery added to the appeal of what was a competent tractor – the well-liked 272 Synchro's replacement.

Leyland knew that although the 802 was the tractor for the progressive farmer and that four-wheel drive was steadily becoming the specification that many wanted, the 702 would be the stand-out model for smaller farms, as well as one that could be assigned to more menial work on larger arable enterprises.

Despite the fanfare and hopes that the Golden Harvest range would see Leyland's tractors enjoying the good times, a little more than a year later, at the end of January 1982, Leyland was in trouble and sold the tractor business to Marshall Tractors at Gainsborough – a company under the leadership of farmer and businessman Charles Nickerson.

Having bought 600 tractors and countless spare parts for what seemed like an amazing deal – just six million pounds – Nickerson strove to revive the fortunes of the Leyland models under the Marshall banner, reminding farmers that Marshall had been in the business since 1848 and had built its first oil-powered tractor as long ago as 1908.

As a farmer, Nickerson had the perfect environment to test new machines and trial upgrades to existing models and his

An April 1985-registered Marshall 702, fitted with the optional Sekura-built Explorer cab, owned by Andrew Dunham of Cambridgeshire. Photo: Scott Lambert.



approach to producing tractors appeared to be the right one, but it was, unfortunately, all in vain.

SOLID

The designs of the former Leyland models were not cutting edge, but they were solid and rather than upset the apple cart, Marshall stressed that its policy would be one of progressive improvement – rather than changing specifications overnight. The aim was to involve everyone throughout the tractor-building process – using a team to build each tractor and giving everyone responsibility for quality control. Any improvements, once identified, could be discussed by all levels of the hierarchy and implemented at the earliest possible time, if deemed necessary.

The company claimed that it was always willing to listen to anyone in a bid to hone its products and give purchasers what they wanted.

Unfortunately, Nickerson's vision for tractor production did not pan out as intended and having only built a fraction of the tractors that were initially envisaged, the company went into administration in September 1985.

Whether it be Leyland or Marshall on the bonnet, the specification was largely the same – but for the purposes of this article any figures quoted refer to the Marshall 702, unless stated.

At the heart of the 702 was the Leyland 4/98NT engine – a unit that has many fans both inside and outside of Leyland and Marshall circles. The '4' denoted that it was a four-cylinder ➤



Hugh Fulton's restored Leyland 702 was sold by Collings Brothers of Abbotsley Ltd. and first registered on 1 September 1981. Photo: Bob Weir.

motor and the '98' indicated the bore size in millimetres. 'NT' was one of three suffixes used for this series of engines – in this case denoting a 'Normal' rating for a 'Tractor' engine. 'Derated' (DT) and 'Turbocharged' (TT) were also used.

This series of engines had been around since the early '70s and, as such, was proven and well liked. The 702's 3.77-litre engine produced 72hp and a maximum torque figure of 258Nm (190lb/ft) at just 1,200rpm. This low-down grunt proved popular for heavy-

draft work and had the ability to 'hang on' when pulling loads up gradients.

It was claimed during the Marshall era that the 4/98NT engine developed its maximum torque at a lower engine speed than any other tractor in its class, which meant great fuel efficiency, an impressive work rate and reduced stress on the components and sub-assemblies.

Transferring the power to the rear axle was a heavy-duty, 12-inch (305mm) clutch and the nine forward, three reverse synchro gearbox. This was

controlled by two levers – the left-hand one selecting one of three ranges (low, medium or high) and the right-hand one selecting one of three forward gears or reverse. The layout of gears permitted a simple 'shuttle' between first and reverse.

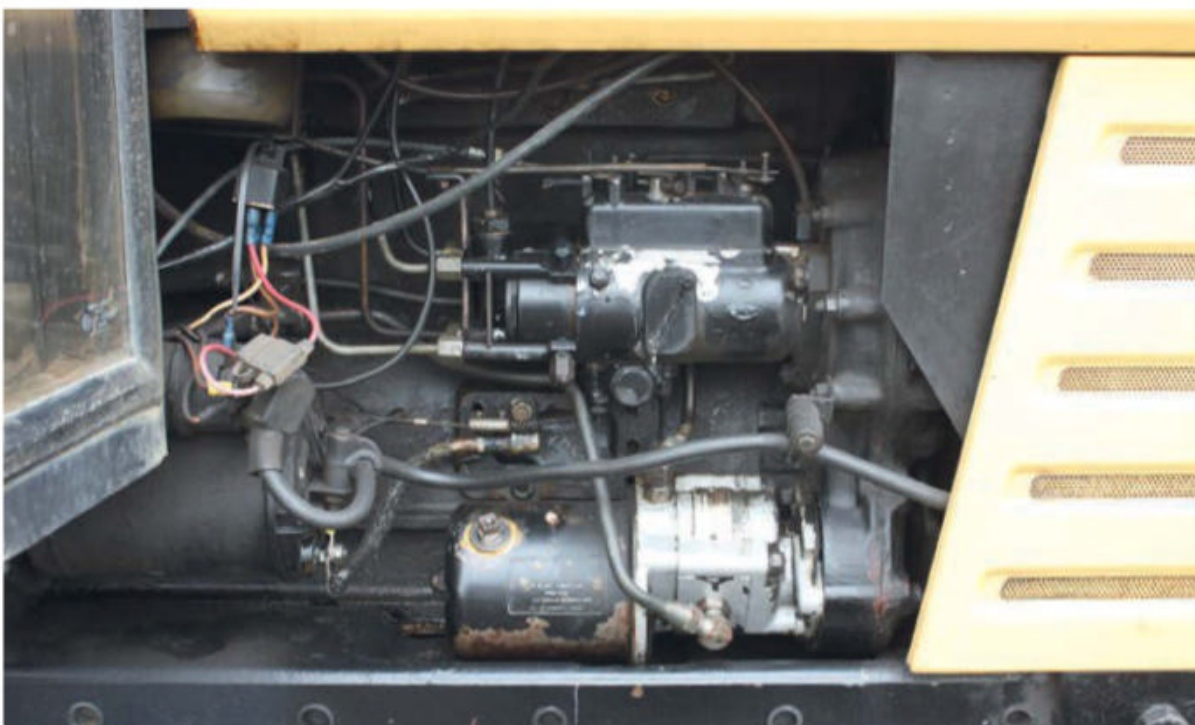
Later on in the Marshall era, an XL option was offered and this provided an additional six forward and two reverse 'creep' gears, and a 5:1 reduction on all gears in low and medium ranges, for specialist applications.

The hydraulic system utilised a live, twin-chamber pump, mounted on the engine, with a flow capacity of 55 litres per minute (12.1gpm) and a maximum pressure of 183 bar (2,600psi). The Category II linkage had a lift capacity at the ball ends of 1,815kg (4,000lb), or 2,360kg (5,203lb) with an assistor, and one single-acting and one double-acting spool were fitted as standard.

OPTION

The standard cab on the 702 was the QM – a design from Leyland's two-tone blue era. It suited cash-conscious buyers and those with low buildings on their farm, and it's fair to say that it looked smart in black, rather than blue. It featured tinted glass, two-speed wipers, washers, a heater/demister, twin exterior mirrors, an interior light and a suspension seat.

Available as an option on the 702, the Sekura-built Explorer cab offered all of the above, as well as a roof hatch, deluxe seat with adjustable arm and back rests, interior mirror, three-speed heater, blower, toolbox, cigar lighter and ashtray. It was comfortable, looked good and afforded good visibility. ➤



The Leyland 4/98NT engine first saw use in the Leyland 270 of 1972, but it was used for many years after. Photo: Scott Lambert.



Inside the Explorer cab there's a comfortable interior and simple controls that fall easily to hand. Photo: Bob Weir.



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MARSHALL





This tractor has the standard-spec rear end, with one double-acting and one-single-acting spool, 540/1,000 rpm PTO via interchangeable stub shafts, pick-up hitch and lower links with ball ends, rather than the hook type. Note the Nuffield/Leyland parentage. Photo: Scott Lambert.



Graeme Morrow's Leyland 702 is a fine example of what was a very capable tractor in its day and one that is still sought after today, thanks to its reliability and performance. Photo: James Connolly.

Standard features on the 702 included oil-immersed disc brakes, a pick-up hitch and universal drawbar, a weight frame and 7.50x16 and 12x38 tyres. Options included an assistor ram, quick-coupling three-point linkage, second double-acting spool, front weights, rear wheel weights, seat belt and alternative tyre options – both cross-ply and radial.

Today, the 702 remains a popular model with Leyland and Marshall enthusiasts, but those looking for any tractor to suit their needs will realise that it has a lot to offer. It may not have cutting-edge looks or specification, but it

has the right blend of proven features and it is this, as well as its performance, reliability and ease of maintenance, that appeals.

You can pick up a QM-cabbed Leyland 702, in off-farm condition, for around £4,000, while one with an Explorer cab will command around £6,000. Marshall-badged 702s command similar prices, but are often cheaper than the Leyland equivalent. Good, original examples command a premium and you can expect to pay around £10,000 for such tractors, with Explorer models priced highest.

SPECIFICATION: Marshall 702

Engine	Leyland 4/98NT
Power	52.9kW (72hp)
Bore	98mm (3.86in)
Stroke	125mm (4.92in)
Displacement	3,769cc (230cu in)
Rated speed	2,200rpm
Torque	258Nm (190lb/ft)
Fuel capacity	68.2 litres (15 gallons)
Transmission	9 fwd, 3 rev 15 fwd, 5 rev (XL models)
Lift capacity	Standard: 1,815kg (4,000lb) With assistor: 2,360kg (5,200lb)
Width	1,750mm (69in)
Wheelbase	2,032mm (80.25in)
Height	2,527mm (99.5in)*
Turning radius	3,660mm (144in)
Weight	3,070kg (6,750lb)
Front tyres	7.50x16
Rear tyres	12x38

* To top of QM cab

Unless there is an enthusiast waiting to get their hands on a particular tractor, Leyland and Marshall models can go 'under the radar' and so there is every chance that you can pick up a 702 for far less than the equivalent Ford, Massey Ferguson or John Deere model. The 702 offers 72 reliable horsepower attached to a nice transmission and adequate rear end, but don't be disappointed if the tractor you purchase has a problem or two.

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A competent tractor and, quite possibly, an appreciating classic. ■

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Good to be back!

It was good to be back at the Newark Vintage Tractor & Heritage Show, on 13-14 November at Newark Showground, writes *Peter Love*. There was a bright, fresh look to this show, and although we all knew it would not be quite as big as in previous years, owing to Covid-19, the final product was excellent.

Gone was the line of feature marquees, which in my opinion were not very welcoming, uninspiring, damp and normally very cold. In their place was the sale area on the Saturday and on Sunday the tractor autojumble. It worked so much better, with just one feature marquee present – where some of the clubs connected with the Ford and Fordson, David Brown and Ferguson marques were placed, with a fine Fordson-related display outside making it a very attractive area to visit.

The George Stephenson Exhibition Hall featured the 25th anniversary of the Fordson 500 – a great event where 1,002 Fords and Fordsons gathered. I remembered the weather was not great that weekend at Newark and it was supposed to be high summer! The NVTEC Notts Group did the tractors proud, with Nick Kitchen as their spokesman at the time, and he was back again with his 1940 Fordson Standard N.

Also enjoying the event was the Dicksbury family. The late Eric Dicksbury came up with the idea for the Fordson 500, although others helped it to gather momentum. Others that contributed heavily to the original event were the Bartles and James Hardstaff,

This stunning Nuffield 460, belonging to the Reid family from Angus, drew many admiring glances.



who puts his heart and soul into these events at Newark. Both had a good number of tractors on display.

Sadly, the late John Simpson, who died in September 2021, was not able to see his cabbed, ex-RAF Fordson N industrial, which was pictured in so many publications after the event. Another that was well photographed 25 years ago was the Bedfordshire-based Dungleddozer, but it has disappeared following its sale by Cheffins some years back.

The winners in the 2021 Fordson 500 section of the show were Dan Bartle's 1938 steel-wheeled Fordson N and Michael Hart's 1956 Fordson Diesel E1A Major, registered VRR 19, both in working style.

The outstanding tractor in the hall as far as I was concerned, although I don't think that it attended the original Fordson 500 event, was seen in the corner of the NVTEC Notts Group's stand, looking magnificent.



As always, the Peterborough Farm Machinery Preservation Society's stand was very interesting, with some lovely implements.



Restored MF 600 Series tractors are not a common sight.

Paul Marsden, from Derbyshire, was exhibiting his 1938 Fordson Standard N and period trailer. The tractor came from Scotland and of the many people I asked about their favourite tractor at the show, this one came out on top by far. It looked great, but didn't go home with anything. Incidentally, the Marsdens were winners at the original Fordson 500 event with their 1930 Irish Fordson N, and it was here again – looking just as good as it did 25 years ago.

There were also plenty of other stands in the George Stephenson Pavilion to excite, including the Vale of Belvoir Machinery Group, NVTEC Notts Group, Marshall Club, Carrington Rally, Robert H Crawford & Son, North Bucks Vintage Tractor Club, Peterborough Farm Machinery Preservation Society and others.

QUALITY

As you entered the building there were some fine, restored tractors to greet you, particularly the Reids' Nuffield 460 that had been finished so well, but didn't walk away with an award. Members of this family from Angus, Scotland, have been winners with their fleet of tractors in Scotland and northern events for decades now and are very unassuming.

Their restorations are great quality and deserve a second glance. They didn't go away completely empty handed, as Fraser Reid won the under 25-year old prize with a 1969 Ford Force 5000 Selene-axled conversion, which looked very good.

I also loved the finely detailed and restored John Deeres on the Vale of Belvoir Machinery Group stand, particularly Graham Cluley's 1959, GM-engined John Deere 435. This model was not the greatest of successes for ➤



The McDonald family's Massey Ferguson 65 Multi-Power was admired by many and was a sharp restoration.



Ben Craig put his magic touch to Larry Parker's John Deere 40S. The tractor was judged 'Best John Deere'.



Raymond Brown's Ferguson TE-20 is number six off the production line.



Many people's favourite tractor at the show was Paul Marsden's original 1938 Fordson N, which he has recently purchased from Scotland.



Mike Hart took a prize for his original 1956 Fordson Diesel Major.

JD, which only made it for two years as an interim model as a prelude to the 'New Generation' 1020. In fact, the 1020 wasn't much better, with the Dubuque diesel version blowing head gaskets regularly in those early days. Graham and the team have worked to produce a wonderful winner and it looked a picture of delight.

Moving outside to the Browns sale, the most interesting lot was the ex-J T Friskney of Horncastle Fordson E1A Major crane conversion. The workshop staff wanted a mobile crane but the boss said no! After a while, a worn-out E1A was taken in and after some persuasion the fitters were allowed to convert it to a crane! It clocked up 404 hours by the looks of it and was still in good condition. It sold for a very good £3,000 and had great sentimentality to many here, hence the great price one feels.

Moving into the feature marquee, which was rather dark, I saw some great

machines and the winners here included David Yates' 1948 Fordson E27N for '75 Years of Fordson E27N', Ciaran Dreelan, from Scotland, with his 1975 Ford 7000 for '50 Years of Ford 7000' and Peter Bainbridge's 1968 County 754, that took the Yarwood-Hardstaff 'Best Fordson Derivative' cup.

The Ford & Fordson Association's stand was doing very good business and took a raft of new members, as well as selling bookazines, calendars and other merchandise.

Also in the feature marquee was the David Brown Tractor Club and the Ferguson Club, which was celebrating '75 Years of Grey Ferguson', and a number of Massey Fergusons featured too, including John Sharpe's award-winning MF 135.

There were other great Ford and Fordson models dotted around the sight, but not many later classics, as one had hoped for. Considering the times we live in, this was a great show to be at and

very much brought the curtain down on the season. It was a great pleasure to be invited to take part in the Remembrance Day Service on the Sunday and to pay my respects to those that have done so much to give us the freedom we enjoy today.

ORIGINAL

Walking around to the other side of the showground, I came to the Stanley Sheldon and Crocker Halls where, as always, there were some lovely tractors to enjoy. The International Harvester Heritage Association's stand stood out, with Andrew McLaren's 1939 IH D15 farm truck very much to the fore in its corner spot. It was built at the IH Hamilton, Ontario, plant. It's in such original condition and to find one this good is rare. It was imported to the UK over the 2015 Christmas period and is a gem!

Not far away was the Tom Young's 1962 International B-450 looking lovely and original. It took an award.

I then walked down to the Sir John Eastwood Buildings, which housed the radio-controlled model truck and plant display. Nearby was the Blue Force selection and in the adjoining building was the fabulous Friends of Ferguson Heritage stand, with a superb MF and Ferguson display. In fact, the outstanding exhibits were the Continental-engined TE-20s – many of which were restored to a very high standard.

Raymond Browne's 1941 Ford-Ferguson 9NAN was lovely, as was his 1946 Ferguson TE-20 (no. 6) – that was unfortunately overlooked for a prize. Across the way was Colin Taylor's TE-20 (no. 33), which is a well-publicised example and took the major award.



Henry Dixon took an award for the Marshall M that Robert H Crawford had restored for him.



Scotland's Frasier Reid took an award home for his Ford 5000 with Selene axle conversion.

Other stunners including Rex Few's well-presented 1947 TE-20 with enclosed-pattern rear tyres and Ferguson-Sherman plough. Still looking good, having been restored some years ago, was Stephen Longstaff's 1947 Ferguson TE-20, which has won a good number of awards at this show in the past. There were many other fine grey machines present.

Jon Plowright had some lovely Massey Fergusons at Newark, including an original 1960 MF 821 that had come from the south of France. The Becketts had their 1971 Atkinson outfit in this section, with its Australian cab and rake of lovely MFs on the back. Richard Sherratt, who has been an award winner at many shows, presented a fine MF 135 at the event that would have won the award for presentation, if there was one, thanks to a green 'carpet' and flowers in front. It was admired by many.

It was interesting to see an MF 35 with a Perkins 6.354 engine looking very glamorous and well done, with no leaks at all. This section, although out on a



The International Harvester Heritage Association stand.

limb, was a wonderful place to be and the standard of what was displayed was exceptional, particularly those Ferguson TE-20s. Congratulations to everyone involved.

Looking to the future, the 2021 rally season has generally shown that there is a problem with trade stands – as costs

rise and more goes online, such stands are not appearing in the numbers that we saw pre-Covid.

All in all, the organisers can be very pleased with the show. It was certainly appreciated by all that attended, both exhibitors and the viewing public, and I'm looking forward to 2022 already! ■

AWARD WINNERS (ABRIDGED):

Best Theme Tractors:

25th Anniversary of Fordson 500

Dan Bartle, 1938 Fordson N
Michael Hart, 1956 Fordson Diesel

60 Years of David Brown 990

Graham Mellor, 1963 DB 990A

50 Years of Ford 7000

Ciaran Dreehan, 1975 Ford 7000

75 Years of Fordson E27N

David Yates, 1948 Fordson E27N

75 Years of Grey Fergie (TE-20)

Ciaran Dreehan, 1955 Ferguson TE-F 20

Best Massey Ferguson

John Sharpe 1965, MF 135

The Ferguson Club Best Grey Ferguson in Show

Ann Mitchell, 1949 Ferguson TE-A 20

The Ferguson Club Best Grey Ferguson Implement in Show

John Jones, 1947 Ferguson TE-20 Continental

The Ferguson Club Trophy Best Massey-Ferguson 135

McDonald Family, 1965 MF 135 M-P

The Swindells Trophy Best Ferguson: TE-20 Continental

Colin Taylor, 1946 Ferguson TE-20

The Mick Evans Trophy: Best Original International

Tom Young, 1962 IH B-450

The Ian Burgin Trophy: Best International

Adrian Baxter, 1983 IH 585

Best Ford & Fordson

Matthew Alcock 1941 Fordson N

The Yarwood Hardstaff Cup: Best Fordson Derivative

Peter Bainbridge, 1968 County 754

Best David Brown

J & O Gilbert: 1949, DB Cropmaster

Best John Deere

Larry Parker, 1953 JD 40S

Best Case

Fran Clarke, 1944 Case DC

Best European:

Paul Gighall, 1984 MB-trac 900 Turbo

Best Marshall:

John Bateman, 1957 Field-Marshall Series 3A

The Fox Plant Trophy: Best Steel Wheel

Edward Price 1919, IHC Titan 10-20

Best Steel Tracked

French family, 1970 Caterpillar D5

Best NVTEC National Member's Vintage Tractor

W Henry Dixon, 1939 Marshall M

The Notts NVTEC Group Cup: Best Notts NVTEC Member's Tractor

Jon Plowright, 1959 MF 35

NVTEC Tankard (Presented by NVTEC): Best Club Stand

Notts NVTEC

The Nuffield & Leyland Tractor Club Trophy: Best Leyland

E Foster-Johnson, 1981 Leyland 804

Best Nuffield Tractor

Hannah Falder, 1963 Nuffield 460

Jim Wakefield Shield:

Best Featured Horticultural Exhibit
Peter Lyons, 1950 Colwood Rotary Hoe

The Newark & Nottinghamshire Agricultural Award: Best Tractor Pre-1930

Malcolm Robinson, 1927 Wallis 20-30

Best Tractor (Entered by Under 25)

Fraser Reid, 1969 Ford 5000

Best Tractor Entered By A Lady

Sarah Clark, 1947 Ferguson TE-20

Furthest Distance Travelled To Show

Gordon Riddell

The Tractor & Farming Heritage Magazine Trophy: Best Un-restored Vintage Tractor

Dan Bartle, 1938 Fordson N

The Ivan Clark Shield: Best Tractor & Implementation Combination

McDonald Family, 1965 MF 135 M-P

The Newark & Nottinghamshire Agricultural Award: Best Collection of Tractors

John Plowright collection

JHM Automotive Concours D' Elegance

Dan Stephenson, 1973 County 1164



Bigger than ever

It's been going for many decades now, through thick and thin, but this particular event at Balls Cross, West Sussex, continues to grow, says *Peter Love*. It has raised thousands of pounds for charity over the years and the event on 4-5 September 2021 saw the proceeds donated to Macmillan Cancer Support.

With so many events off in 2021, this rally meant a great deal to local Surrey and Sussex collectors and they supported it in force. Besides the 70 tractors and crawlers, there were masses of stationary engines, possibly the largest seen at an event in 2021. A smaller display of cars and commercial vehicles also made this 'homely' event very special, besides some autojumble and trade stands.

In the veteran section was the talented Nigel Covey's 1934 Massey-Harris GP 15-22 wide-track. There was also a fine line-up of some of John Baker and Rod Tyler's collection, which they had restored themselves. Former Williams/Scats apprentice Terry Tremlett was present with his International B-275, which he had to restore twice – as when on the dynamometer the rear main housing cracked and oil came pouring out of the back! After a new casting was found, Terry had it crack tested to make sure it had no faults before building it up once more!

Steve Court and family were also at the event with a County 774 with Jones timber kit, which was taken to the show on a trailer pulled by an MB-trac 1500.

Steve Mulliss' outstanding Field-Marshall Series 2 Contractor Mk2 looked great in the dull weather early on. He bought the tractor from the late Peter Anderson and totally rebuilt it in his back garden before painting it to concours standard. It goes well and still looks outstanding, having been restored for nearly two decades now.

Running so well was a grey, 1925 International 10/20, which restorer Fred Gillies sold since restoring it and putting it up for sale at the 2021 June Tinkers Park Rally.

It was a great show, full of enthusiasts that love old machinery just as we do. ■

RIGHT: The Muggeridge family's original David Brown Super Cropmaster.



**Steve Mulliss' 1949
Field-Marshall Series 2
Contractor Mk2.**



**Nigel Covey has done a
good job with the
Massey-Harris 15-22 GP.**



**Terry Tremlett with his 1961 International
B-275.**

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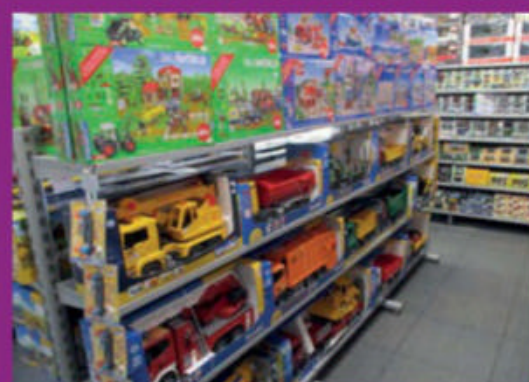
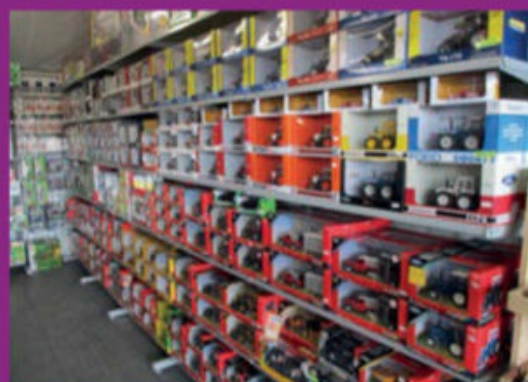
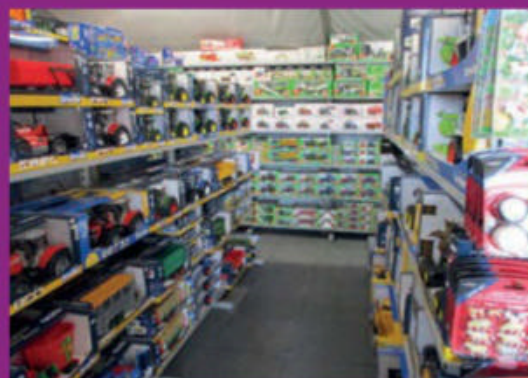
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PHOTO: **AGCO.**



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70 ENGINE REBUILD

Part one of a short series that sees a Massey Ferguson 135 come in with a violent knocking noise emanating from the engine. As a scraper tractor, it's an invaluable machine, so time is of the essence!

75 TOPPER REPAIR

Wear and tear is unavoidable, but it can have frustrating consequences at inconvenient times. This is a classic case.

78 EXPERTS' ADVICE

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

81 SAVING A SEAT

The component that you rest your posterior on is one of the simplest parts of a tractor – but it's bad news if it's broken. Andrew Hall repairs an E27N seat.



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Engine rebuild part 1

When a neighbouring farmer's Massey Ferguson 135 began knocking violently, Andrew Hall was called upon to investigate.



DIFFICULTY
RATING

The neighbour's ailing Massey Ferguson 135 awaits the removal and strip down of its engine to diagnose the problem.

One of the least dignified tasks for a tractor on any dairy farm is the that of scraping the parlour area each day, after the milking duties have been performed. Despite this indignity, it's surprising how many hours a tractor can accrue doing this alone!

My neighbour's tractor, a 1969 MF 135, has been on this task for many years now, and has seen more than its share of attention to its engine over the years, as it became prone to blowing cylinder head gaskets.

After changing a few head gaskets and then changing the cylinder head, it was decided to replace the engine block with a fresh one, as it

was thought the top of the original block was warped, hence the repeated gasket failures.

FOUR YEARS ON

Since the new block the tractor has remained reliable, until very recently when it developed a violent knocking, which was thought to be failed big end bearings. It was at this point that I was approached to investigate.

An attempt to start the engine when I first looked at the tractor ended in immediately pulling out the engine stop control, as the knocking was too violent to continue running the engine, so the ailing tractor was towed home and the strip down of the engine began!

DISMANTLING

My friend Barrie Everson was assisting me with the job, which was a great help. During the dismantling of the tractor it was quite apparent that much money had been spent in the past to keep it running, with evidence of many new parts having been fitted.

The bonnet assembly had been removed before we collected the tractor to facilitate cleaning it up, so the fuel supply was turned off and the fuel tank one of the first items to be removed, and as is usual it had a nearly full tank of fuel to deal with, which was drained down to enable the tank to be lifted.

Next was the radiator, which is another recently

replaced part. The anti-freeze was drained and discarded, as it looked very weak.

Work continued with the disconnection of fuel lines, throttle linkages and the engine stop control, together with the oil pipe to the pressure gauge and the coolant temperature gauge capillary tube, which was coiled up out of the way. Both the starter motor and dynamo were removed and the wiring harness rolled back and stowed on the tractor bulkhead, leaving the engine disconnected and ready for the front axle to be removed.

JACKED & SUPPORTED

The tractor was then safely jacked and supported under the gearbox to allow the front



Short block

1 The tractor received a replacement short engine block about four years ago, seen here before we began the strip down.



Full tank

2 Inevitably, the tractor had a full tank of fuel before the work began, so this was drained down to ease the weight of the tank.



Partially stripped

3 Many of the engine ancillaries needed to be removed to gain access to the engine for a complete removal, which included the exhaust manifold, fuel lines, control rods...



Electrics & radiator

4 ... plus the starter motor, dynamo and radiator, all of which were stored away safely.

axle to be removed, complete with the front casting. The steering drag links were disconnected at the front ball joints, as the rear ones proved difficult to split, and after the radius arm sockets were removed and the front casting-to-engine bolts, the axle assembly was able to be rolled forward and clear of the tractor.

ENGINE CRANE

At this stage the engine crane was positioned over the engine, which was supported by the crane using the lifting eyes, whilst the clutch housing bolts were removed, then the engine could be

pulled forward and clear of the rear end.

NEW CLUTCH

With the engine now resting on the ground it was clear to see that the clutch had been replaced along with the engine block, and after four years of use it still looked new! Our target was to remove the engine sump and inspect the big end bearings, so the clutch and flywheel needed to come off to lighten the load.

I reached for my 1/4-inch UNC jack bolts to screw into the clutch assembly, only to find the current clutch unit has M6 threads in the

pressure plate, which wouldn't allow the jack bolts to screw in. As a result we decided to merely remove the clutch unit as it was and worry about the jack bolts during reassembly, followed by the flywheel and engine mounting plate.

SUMP REMOVAL

The engine oil had been drained early on during the job and to remove the sump the engine was rotated onto its right-hand side. The oil filter element was removed and discarded and the sump bolts removed, allowing the sump to follow. Everything inside the engine looked

clean, which meant it was comfortable to work on.

BIG END CAPS

Now it was the turn of the big end caps to be removed and the state of the bearings inspected. To our surprise there was no evidence of any big end damage, despite the knocking, and the crankshaft rotated smoothly, along with the pistons rising and falling, so where was the source of the knocking?

BROKEN PISTON?

Our thoughts then turned to a broken piston, although there was no evidence of this from the underside of them. ➤



Axle removed

5 With the front axle removed and completely clear of the tractor, the engine crane was employed to support the engine whilst it was separated from the gearbox.



Clean clutch unit

6 The clutch has remained very clean during the four-year period since the short engine block was fitted.



Flywheel

7 To lighten the load, the flywheel was the next component to be removed, along with the engine mounting plate.



Sump removed

8 Removal of the sump enabled access to the big end bearings, all of which looked like new, with no scoring to the crankshaft.



Like new

9 The big end caps were kept in the correct order, and showed no evidence of any damage – in fact, they were almost perfect.

There was, however, some flaky white metal in the sump pan, but where this was from was to remain a mystery for a while.

CYLINDER HEAD REMOVED

To inspect the top of the pistons the cylinder head was removed and yet again revealed no problems with the pistons, so we felt it had to be something else. After some more pondering, I placed my hands on each end of the crankshaft and attempted to rotate the shaft in opposite directions, and this was our eureka moment!

BROKEN CRANKSHAFT!

Whilst effectively twisting (or attempting to) the crankshaft

there was some perceptible movement between the front and rear ends of the shaft, which indicated that the crankshaft may be broken, although this hadn't been apparent when we first rotated the engine. A closer scrutiny of the shaft showed a crack through the rear web of the crank, which opened up when the shaft was twisted in differing directions.

FURTHER STRIPPING

The crankshaft had to be liberated from the engine, which involved removing the engine oil pump and main bearing caps. The condition of all the bearing shells was good, with no scoring to

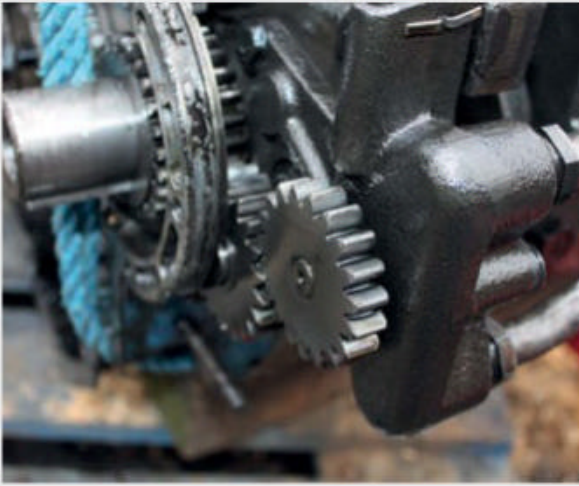
them, but the crack had run diagonally into the rear main bearing and had gouged the thrust washers, hence the white-coloured flakes of metal in the sump pan, noted earlier.

UNANSWERED QUESTION

Now we were aware of the reason and could appreciate why the knocking was so violent, we can now set about remedying the problem, but the main question is why should it have broken? The engine was clean and had been regularly serviced, so we can only assume there may have been a fault in the crankshaft, and the owners were unlucky. We now need to obtain a new crankshaft

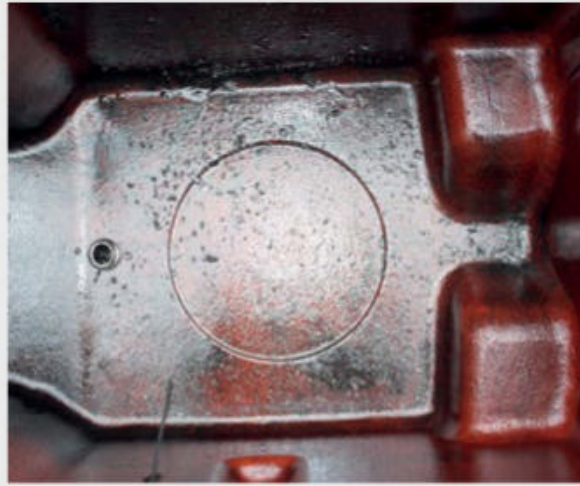
and bearings, and thoroughly clean the engine before reassembling, but before doing so the timing gear and balance weights needed to be removed from the broken crankshaft, so they can be fitted to the replacement shaft. To pull the gear from the shaft, a hydraulic puller was employed and made light work of the task, which would otherwise be difficult.

At this point we have many avenues open to us, including going direct to Perkins for parts, but ultimately it is the owner's decision. I'll bring an update on the progress in the second part of this feature, which will hopefully be in the February issue of *T&M*. ■



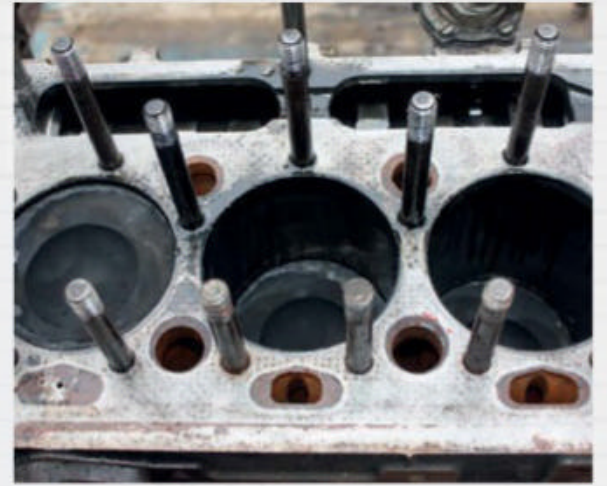
Oil pump

10 To remove the crankshaft, the oil pump has to come off first, as it attaches to the front main bearing cap.



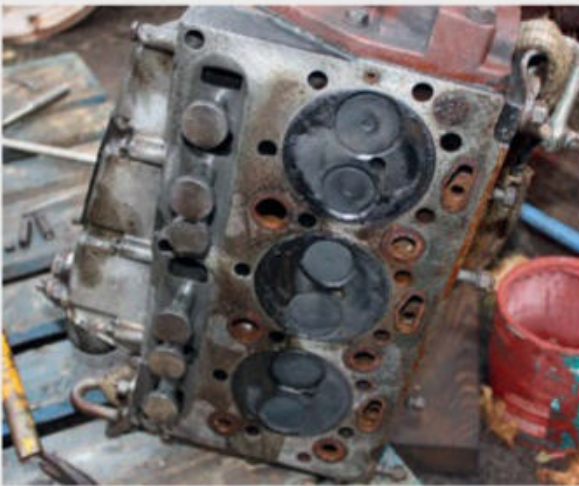
Metal flakes

11 There was evidence of grey metal flakes in the sump pan, but where had these come from?



Cylinder head removed

12 To inspect the tops of the pistons, the cylinder head was removed – but again, no apparent damage here.



No damage

13 There was no damage to the gasket face or any of the valves, so the mystery remained. So, the...



Crankshaft removed

14 ... crankshaft was removed, revealing the reason for the violent knocking, which was...



Broken crank web

15 ... due to the crankshaft being broken through the rear web, which had damaged the thrust washers, hence the metal flakes.



Why?

16 One question, which remains unanswered, is why would the crankshaft break? The engine was clean and no apparent oil starvation was evident!



Close-up

17 A closer view shows why it was difficult to diagnose, as although it was cracked the web remained together – not showing obvious signs of damage!



Timing gear & balance weights

18 These have to come off the broken crankshaft to be fitted to the replacement. A hydraulic puller was used to extract the timing gear.

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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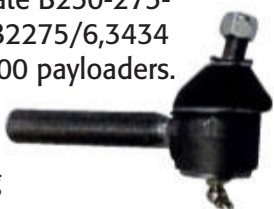


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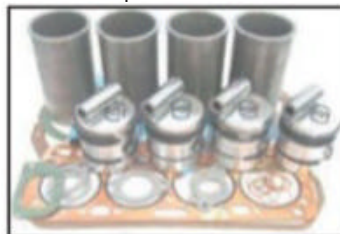
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Topper repair

After a season of heavy use, Andrew Hall's topping mower protested, resulting in a broken 'A' frame on the three-point linkage.



The tractor is in need of a general service after working hard with the topping mower in very damp conditions.

It must be a good five years since I undertook the major reconstruction of my six-foot rotary topping mower, and since then it has given me sterling service – with very few problems. This year, however, due to the prolonged moist period during the early summer, the machine has seen more service than usual. It's been attached to my Ferguson 35 for most of this period, as the other 35 has been resprayed and has since led a more sedate life.

LOOSE LINKAGE PIN

Problems began with a loose left-hand linkage pin. I was negotiating a tree stump and

had lifted the mower to clear it when I noticed the mower lifting awkwardly. I immediately stopped and realised the nut had unscrewed from the pin and it had come out of the bracket.

The resulting twist in the 'A' frame had snapped one of the tie-bars that fix to the mower deck. Fortunately, the nut and washer had fallen onto the mower deck and hadn't been lost. I screwed the pin back on and carried on with the mowing without any further lifting and was able to finish the job.

The journey back home was rather steady, as I couldn't raise the mower and it had to be trailed on its wheels.

CLEAN UP

One of the first jobs to do was to give both the mower and the tractor a thorough clean up, as the conditions when doing the last piece of mowing were rather wet and both tractor and mower were covered in grass clippings and leaves.

A close inspection of the top of the mower 'A' frame showed the left-hand tie bar to have snapped, and the resulting distortion when the mower had been lifted had bent the through-bolt that goes through the top of the 'A' frame.

This has been welded once before, but this time it had broken further up from the

repair weld, the hole having pulled through.

I decided that the best course of action would be to strip the whole 'A' frame apart before attempting any welding repair.

LIFT PIN

When the detached lift pin was first discovered, I attempted to refit it but couldn't get it through the 'A' frame, so the nut had been screwed on as far as I could to limp the mower home.

With the lift pin removed I set about removing both the tie bars that secure further back on the mower deck and placed the broken left-hand bar in the vice. ➤



Broken frame

1 A hard season's use has resulted in a broken 'A' frame on the mower deck, which requires immediate attention!



Lift pin

2 The cause of the breakdown was due to the left-hand lift pin having unscrewed itself and allowing the mower to twist when lifted.



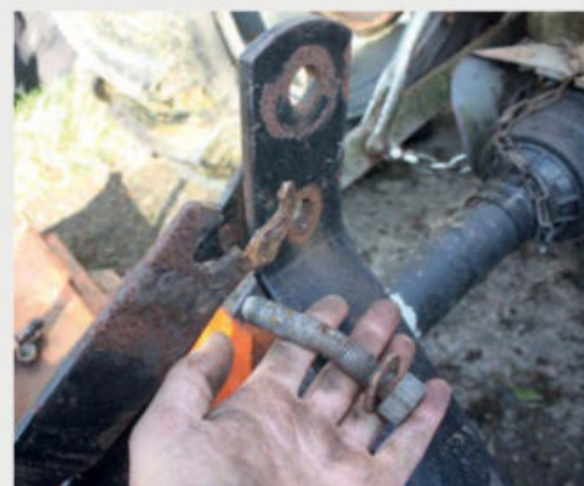
Limped home

3 It was temporarily refitted to finish the job and to limp the mower home, but I couldn't get it through the 'A' frame strut, due to distortion.



Snapped tie bar

4 The left-hand tie bar had snapped and allowed the 'A' frame to distort and bend the through bolt of the top link bracket.



Bent bolt

5 This is the bent bolt, which will be replaced with a fresh bolt, as it's too far gone to re-use. Note the previously repaired tie bar!

Where the hole had pulled through, I then heated the bar and tapped the bent section back into place as best I could, followed by thoroughly cleaning the surface of the bar in preparation for welding.

As the bar had broken once before, I decided to reinforce both the bars using some scrap metal of suitable section, cut to the required length.

Each piece of steel was then clamped to its tie bar and welded along its whole length and around the ends to provide as much strength to the repairs as possible.

HOLES DRILLED

With the welding complete I then set up the bench drill with a suitably-sized bit to drill out the fresh holes in the tie bars, to allow the through bolt to pass on reassembly. This was done using the original hole as a guide, after which both bars were tidied up, primed and painted in black enamel to match the original colour.

NEW BOLT

The bent through bolt was too far gone to successfully rectify, so a fresh bolt was sought from 'stock'. The tie bars were then offered back

up onto the mower deck and lined up with the 'A' frame and top link bracket.

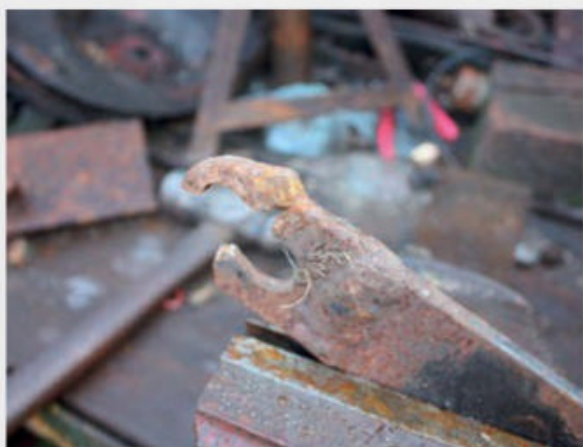
There were two tubular spacers either side of the tie bars, and due to the extra thickness of the reinforced bars these needed to be shortened to allow for reassembly. The new bolt was inserted and tightened provisionally.

MISALIGNMENT

There appeared to be some misalignment as the bolts were tightened, as the tie bars tended to bend as the bolts tightened. Not wanting to set up any unwanted stresses in

the assembly I slackened the already tight bolts at the rear ends of the tie bars and noted the positions of the tie bars once the top bolt had been tightened. I then cut two lengths of tube to insert, which then allowed both tie bars to tighten without any apparent stresses.

The free-swinging top link bracket was then free to move to and fro, and do its job of allowing the mower to 'float' when in work. Attention will now focus on the tractor, which is in need of a general service, a replacement tractormeter cable and a new voltage regulator! ■



Pulled through

6 The hole in the left-hand tie bar had pulled through, due to metal fatigue, so it was heated and straightened before reinforcing the bar.



Fresh steel

7 Some fresh steel of suitable dimensions was cut to attach to and reinforce both the tie bars.



Cleaned up

8 Both tie bars were cleaned up before offering up the reinforcement plates and welding them on.



Welded

9 Both bars were continuously welded along and around the new steel, and the break in the snapped bar was welded back in place too!



Holes drilled

10 The bench drill was then used to drill out fresh holes in the repaired tie bars, which are secured by the through bolt.



Primed & painted

11 Both repaired bars were then primed and painted in black enamel, to match the original colour, before refitting them.



Back together

12 A fresh through bolt, and the tubular spacers reduced to allow for the thicker tie bars, and the top link bracket is back in place.



Top link

13 The top link bracket is free swinging to enable the mower to float when in work, which is useful on undulating ground!



Spacer tubes

14 Spacer tubes were cut and fitted to allow the tie bars to tighten without any stresses.

NEXT MONTH: Intermittent issues with a Massey Ferguson 550 starter motor provoke investigation.

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 130

Q I recently saw a Massey Ferguson 130 tractor in a local sale and successfully bid on it. Overall I'm quite happy with my purchase, having seen and heard the tractor run before the sale and not paying too much for it. It caught my eye because it looks like a Massey Ferguson 135, but since getting it home and doing a little research it is certainly very different.

One point of concern to me, however, is the colour of the engine oil, which looks greyish and a little sludgy in consistency. The engine starts reasonably well and has good oil pressure, but I think there may be water getting into the engine oil. As a result I'm a little reluctant to run the tractor until I've sorted it out.

What do you think I should do to check it through? It's a nice compact type of tractor and ideal for some of the lighter tasks I have to do.

A Donaldson, via e-mail

A The Massey Ferguson 130 is quite different from the popular Massey Ferguson 135 and even the earlier 35 too! It was a French-built model based on the earlier Massey Ferguson 25 tractor, also built in France, but was styled to match the new 100 Series tractors introduced by Massey Ferguson in late 1964.

Matched styling is where it ends though, as the tractor is powered by a four-cylinder Perkins A4.107 engine, driving via a dual clutch to an eight-speed transmission, and features dry disc brakes.

Your description of the engine oil being greyish and sludgy indicates that the engine may have cylinder head gasket issues, with

coolant getting into the engine oil. It may be worth checking the coolant for any cross-contamination, and doing a coolant pressure test to see if there is any loss of coolant pressure.

I would certainly change the engine oil and the filter element at first opportunity and closely observe matters, and if the contamination repeats itself it is worth lifting the cylinder head and changing the gasket. This isn't a difficult task and well within the ability of anybody with some mechanical knowledge.

One thing that may be worthwhile is to check both the cylinder head and top face of the cylinder block for any distortion, which can be done using an accurate straight-edge and feeler gauges on the surfaces. If there is any apparent distortion of the head, it can be skimmed in a milling machine to improve the surface before reassembling.

Allis-Chalmers Model B

I have a petrol/TVO-powered A-C Model B tractor, which has always been very reliable in the past, but following the summer months it is now difficult to start and once running is very erratic.

I checked the fuel system right through from the tank to the carburettor, and there seems to be nothing amiss there. I have noted that when the engine begins to run erratically, the ignition points in the magneto appear very burned.

Repeated cleaning only lasts for a short while and the burned appearance returns. What do you think the cause of this may be?

John Denton, via e-mail

Regular burning of the contact breaker points would indicate a faulty condenser in the magneto.



Current generated in the low-tension coil of the magneto passes through the contact breaker points and to earth. When the points open, the current breaks suddenly and induces a high-voltage current in the secondary coil, which is wound around the low-tension (primary) coil.

The low-tension current tries to jump the opening points and the arcing that takes place will rapidly burn the point contacts and reduce the ignition efficiency. To prevent the arcing taking place, the condenser is placed in the circuit parallel with the points and is designed to absorb the extra current and reduce the arcing across the point gap. A replacement condenser and new set of points should overcome your problem.

When you turn your magneto and earth out the secondary lead, there should be a bright blue spark capable of jumping a good ¼-inch gap if the magneto is in good order.

The strength of the spark at the plug gaps is only as good as the low-tension current, so it is important to maintain clean contact breaker points for good performance!



David Brown 950

My diesel-powered David Brown 950 is due for a full service and I'd like to use the correct quantities and grades of oils for it. I have heard of people using universal oil in the rear end of their David Browns and suffering from weak hydraulics as a result.

As I use my tractor with the hydraulic lift on a regular basis I don't want to cause any malfunctioning of the system. I don't currently

have an instruction manual for the tractor, so any advice that you can provide on the matter would be most appreciated.

L Frost, Norfolk

The DB 950 tractor is an easy tractor to service and for your information we have provided the capacities and grades of oil etc. to suit your machine.

ITEM	CAPACITY	GRADE
Cooling system	3 gallons (13.6 litres)	Ethylene glycol antifreeze up to 50%
Engine oil	17 pints (9.6 litres)	15W-40
Air cleaner	1½ pints (0.85 litres)	15W-40
Transmission/Hydraulics	3½ gallons (16 litres)	SAE-50 oil
Steering box	2 pints (1.1 litres)	SAE-50 oil
Final drive units	3 pints (1.7 litres) each	SAE-140 gear oil
Grease points	Good-quality, high melting point grease	
King pins & axle trunnions	SAE-140 gear oil (through grease gun)	
Engine water pump	Water pump grease	

SAE-140 gear oil for the king pins and axle trunnion can be administered using a high-pressure grease gun suitably filled. It is advisable to jack the front axle clear of the ground to facilitate oil passing through the king pins to lubricate the thrust bearings situated at the base of the pins, and to allow oil to flow around the axle trunnion.

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Saving a seat

Repair, rather than replace, is the way forward whenever possible, so when faced with a disintegrating driver's seat on his '49 Fordson E27N, Andrew Hall set about repairing the original.

DIFFICULTY



RATING



My E27N sits dozing between tasks, but will be more comfortable to drive now it's got a secure seat pan.

The Fordson Major E27N was the first tractor I remember from my early years, when my father ran two of them on our dairy farm, way back in the late 1950s. Our E27Ns survived until late 1963, when they were replaced by a David Brown Cropmaster Diesel in '64 and a 25D a year later.

This where my interest in the model emanates from, and I now have two of them myself, one of which has been undergoing a long-term restoration and will feature in future issues of *T&M*. The second tractor has been featured over the years where appropriate, with the rebuilding of the Hesford winch it is equipped with. This tractor tends to sit

around dozing until I find the odd job for it to do.

RUSTY SEAT

I have done many jobs to improve the tractor over the years, and one overdue task has been to repair the rusty driver's seat. The Fordson seats are a simple steel pressing with a flat circular centre, which bolts to the seat spring using two bolts.

Mine had already been repaired many moons ago, before my ownership, but not to the standard I would have wished it to be, as some extra steel had been added and welded on, doubling the thickness of the seat, but the original rusty area hadn't been cut out completely.

The double thickness of steel had remained unprotected and had continued to rust through as a result. The only way forward was to cut the whole centre out of the seat and start again!

SEAT SPRING

The spring to which the seat pan is secured is in turn bolted to the top of the hydraulic lift system, so the first task was to unbolt the whole seat and spring together, as the seat pan had been bolted to the spring using two gutter-type bolts and nuts, which were an unknown quantity.

VERY RUSTY

Once off the tractor I turned the seat upside down to inspect the rust damage, and the two fixing bolts were soaked in penetrating oil before successfully unscrewing them. I then checked the extent of the damage to the seat, before cutting out a large centre hole – removing all of the damaged area in the centre of the seat.

I could have cut this out using my oxy-acetylene torch, but chose to do it with my mini grinder – using one of the thin cutting discs on the affected area. ➤



Rusted & split

1 The original seat had been poorly repaired in the past, with too many layers of steel, thus it continued to rust and is now split!



Gutter bolts

2 The pan has been secured to its spring by means of two gutter-type bolts, but will they unscrew or need cutting off?



Rusty mess

3 The unnecessary layers of steel used in the previous repair have promoted more rust, leaving the seat pan in a sorry mess.



Cut out

4 A mini grinder was employed to cut the whole area of damage out of the centre of the seat, ready to start again.



Fresh steel

5 A spare sheet of 14 SWG (2mm) gauge steel was found to make the repair to the seat and the seat pan was...

FRESH STEEL

I then searched the shed for some suitable steel to replace the seat centre, and chose some 14 SWG (2mm gauge) from a spare sheet. The seat pan was then placed over the new steel sheet and marked with a permanent parker pen before cutting it to match the hole in the seat.

PREPARATION

The edges of the hole in the seat were cleaned up with the grinder and the new steel placed accurately into the hole and secured using a magnetic clamp, before proceeding with the welding.

WELDING

At the moment my MIG welder is out of action, as the main coil appears to have burnt out, and as the 14 SWG steel is relatively thin for arc welding I elected to use my oxy-acetylene set using a number 5 nozzle and 1mm-gauge copper-coated welding rods.

To successfully weld using oxy-acetylene (gas welding), one has to pre-heat the join with the torch until the steel begins to melt and then add the welding rod to the molten pool. Pre-heating and applying the rods is done alternately whilst

progressively moving forward with the torch.

There is however, a tendency for the steel to distort, due to the relatively slow pre-heating of the steel, so where this is likely it is a good idea to tack along the join to prevent the steel moving out of place during the process!

SMOOTHING OFF

Once the welding was complete, the area was smoothed off using the grinder, followed by preparing the whole seat pan for some fresh paint before refitting it to the tractor. The

surface was sanded before applying two coats of Teamac red oxide primer and two coats of Vapormatic E27N blue enamel, which was allowed to harden well before attempting to refit it.

The existing bolts were reused, as they were in good order. Having a firm seat makes driving the Major more of a pleasure, as the wobbly seat pan was just about to break off completely, which wouldn't have been good.

Its next job will be to extract a wind-fallen Ash tree from across a ditch, when I manage to get a few spare minutes! ■



Marked out

6 ... placed on the new steel, ready to mark out to cut out the repair plate.



Permanent marker pen

7 A permanent marker pen was used to do the marking, before the plate was cut out using the mini grinder.



In position

8 The repair plate was then placed in position and secured with a magnetic clamp before the welding began.



Oxy-acetylene set

9 Due to a broken MIG welder I chose to use my oxy-acetylene set, as it's more suitable for the thin-gauge steel being welded.



Welding complete

10 The repair is now done and will certainly be a lot stronger and more satisfactory than the previous repair.



Smoothing out

11 Any peaks and troughs in the welding were smoothed out using the grinder, before preparing the seat pan for...



Primer

12 ... two coats of Teamac red oxide primer, which makes a good substrate for applying...



Top coat

13 ... two coats of Vapormatic E27N blue enamel, which was brushed on and allowed to set hard.



Back in place

14 The seat is now fitted back in place and is much more rigid than it was before the repair was done.

NEXT MONTH: An overheating Iseki comes in for some attention. Will it be a simple fix?

New products

Items of interest for your tractor and the workshop.



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MULTI-USE PRODUCT

WD-40 Multi-Use Product needs no introduction. It's been the go-to product for decades and its reputation speaks for itself. Although the product has remained largely unchanged over the years, the familiar can has evolved in recent times to incorporate the Smart Straw applicator, with its Spray2Ways technology – but now there's something new.

Like the Smart Straw, the new Flexible Straw System incorporates Spray2Ways for wide-angle spraying and precision application, but the newcomer has a hard-wearing, heat-resistant, bendable straw made from metal that keeps its shape. It's a simple addition to the product, but one which we think is great.

In hard-to-reach places and when only single-handed access is possible, the Flexible Straw

System comes into its own. There's a new, thinner and taller 400ml can too – which enables the straw to be longer and cuts down on waste.

WD-40 Multi-Use Product is great for penetrating, lubricating and protecting against rust, and with the flexible straw it's great for getting to linkages under cabs, spraying between or behind pipework and reaching components shrouded by wiring looms!

WHITE LITHIUM GREASE

WD-40 has a range called 'Specialist' too, and we've managed to get our hands on three of the nine products to test.



The first, White Lithium Grease, provides great long-term lubrication and won't drip or run, thanks to its high-viscosity formula. It reduces friction and wear and is great at lubricating metal-to-metal applications, but best of all it's both water and heat resistant – so great for outdoor use.

There are numerous uses for it, but we found it to be great for lubricating top links and front furrow and depth wheel adjusters on ploughs, but it's also great for winches, seat runners and hinges.

It comes in a 400ml can with a Smart Straw applicator.

CONTACT CLEANER

The next Specialist product we tried was Contact Cleaner. In the past, the Multi-Use Product has been used for protecting battery terminals from corrosion and similar applications, but now there is a dedicated product for your electrical needs.

Contact Cleaner is great at cleaning oil, dirt and condensation from electrical components and it dries quickly, leaving no residue. It's safe to use on sensitive electrical equipment and, as such, we found it very useful on printed circuit boards, fuse panels and digital dashboards.

With the ability to spray precisely, it's great on switches



and relays, and if you're running a tractor with spark ignition, this may just become your new best friend! It's great at removing condensation from spark plugs and electrical assemblies and is definitely worth keeping in the toolbox.

DEGREASER

Lastly, we tried Degreaser. Traditionally, the Multi-Use Product has been used to remove grime, but this product takes it up several notches! It gets to work on oil, dirt and grease, acting quickly on contact to provide speedy results. It wipes off easily and evaporates quickly too, leaving no obvious residue either.

This product, quite obviously, has a multitude of uses on and around farm machinery, and besides degreasing engines, we found it to be particularly good at removing grease from chains, gears and the workshop floor!

Like the other products, the can (in this case 500ml) is fitted with the Smart Straw and Spray2Ways nozzle.

The full range of Specialist products is as follows: Contact Cleaner, Cutting Oil, Degreaser, Dry PTFE Lubricant, Penetrant Spray, PTFE Lubricant, Silicone Lubricant, Spray Grease and White Lithium Grease. See the website for further information and for details of online stockists.



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TRACTOR MART

SALES NEWS

Welcome!

Well, we have come to the end of the year and our sales season has finally finished. Prices were very good for the two sales on Saturday 27 November, one of which was held by Will Barker at Fleet Hargate, Lincolnshire. I and many others will certainly miss seeing George Payne's collection parked in front of the bungalow, near to the café and motel on the A17.

The other sale was in Northern Ireland, held by FMC at Ballymoney, Co. Antrim. The two-day sale was held at the company's Station Road base and did very well for the stock offered, with a number of original Massey Fergusons standing out.

H J Pugh & Co.'s collective sale at Ledbury the following week did very well too, bringing the company's vintage season to a close. Previously, the two-day Mathewsons sale, over 12-13 November, saw a restored, short-nosed, 1981 County 1474, that needed some light work and possibly some detail changes to bring it to perfection, get to £113,000 on the Friday evening, but it was



This County 1474 reached £113,000 at auction, but was not sold. Photo: James Connolly.

not sold. However, I am led to believe that a deal was done the following week and the tractor was sold for £122,000.

In late November I travelled down to Hampshire to meet Chaz Nicholls, a *T&M* subscriber, who is to selling his petroliana collection on 22 January with Wellers Auctions at Guildford, Surrey. It will be online and our preview is in this issue.

In our next issue we will be extensively reviewing a superb classic MF tractor and implement collection that is to be sold near Skipton, by Cheffins, in May next year.

All that is left to say is have a good New Year and stay safe, and I look forward seeing you all in 2022.

NVT&HS sale

The new position the organisers gave to the Saturday sale at the Newark Vintage Tractor & Heritage Show was excellent and very central. The sale itself, however, conducted by Browns, was not the greatest – with just 22 tractors entered.

The nicest restored tractor amongst the lots was a 1969 DB 990 Selectamatic, UVN 763V, with Victor cab. It looked a lovely tractor and sold for £4,900.



The locally-entered and 'dusty' original John Deere B row-crop, JL 8268, a tractor that has lived its life in this country, changed hands at £2,600.

The most interesting tractor in the sale was the last lot of the day – J T Friskney's former works crane, based on a Fordson E1A Major. The story goes that the boss would not buy the workshop a mobile crane and when the company took in a worn-out Fordson E1A Major the workshop staff persuaded the boss to allow them to rebuild it to their own specification. They turned the tractor around, with the transmission and backend up front, and the driving seat is placed alongside the engine on the offside.

Industrial Fordsons have been in the doldrums at sales recently, but this one proved everyone wrong when it changed hands at £3,000. With a clean-up, the tractor will look fine and will be something different.

Some £3,000 was paid for the ex-J T Friskney, of Horncastle, E1A-based works crane.

MEET THE TEAM

Peter Love
Editor



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

David Reed
Northern correspondent



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

Joseph Lewis
Southern correspondent



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

GET IN TOUCH

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

Peter Love
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Year's best vintage sale

H J Pugh & Co. headed to Netherton Wood Farm, Nailsea, Bristol, on Saturday 6 November, as the owner is downsizing his lovely collection.

It featured the best selection of vintage and veterans to be offered this year, with most running well. Not all of the tractors sold on the day, and some may still be available.

The line-up of Fordsons was superb, with the N water washer raising £3,000.



Results (abridged):

151 1929 Fordson N, Irish, runs well, original, 3, £6,900
152 1924 Fordson F, needs repairs to wings, runs well, 2/3, £3,800
153 1940 Fordson N, wide wing, nice, not the right colour, great tyres, 4.7, £2,300
154 Fordson N water washer, Fisher Humphries pneumatic conversions, 4.6, £3,000
155 Fordson N, FTA 174 V5C, runs well, 2, £1,500
156 1944 Fordson N Automower, with winch, lovely, 3, £5,200
157 Fordson N Allcrop (row-crop), 830836, runs well, V5C, 4, £4,200
158 Fordson N water washer, 393151, on steels, runs well, V5C, 4.7, £3,000
159 1944 Fordson N Utility, runs well, 4, £1,050
160 Fordson E27N Major, p/TVO, barn find, good, 2/3, £2,000
161 1945 Fordson E27N Major, p/TVO, high top, very nice, 3, £2,800
162 Fordson E27N Perkins L4, 655 UXD, with V5C, 2/4, £6,400
163 Fordson E27N Perkins P6, high top, CTH 237, V5C, 2/4, £6,400
164 Chamberlain 40K,

needs the works, 2, £3,600
165 Chamberlain 9G, V5C, 2/3, £4,600
166 Massey-Harris 203, p/TVO MMB 330D, 253 YUX, V5C, 3, £5,000
167 Massey-Harris 203 p/TVO, no. 99442, lovely, 2, £3,000
168 David Brown Thresherman, 3542, KUO 536, V5C, nice, 2/3, £4,700
169 David Brown 1200, roll bar, 9.1
170 David Brown 25C, PTA 487, V5C, good block, 2/4, £2,000
171A David Brown 880 Selectamatic, rough 2, £1,000
171 1950 John Deere R, no. 4475, original style, runs very well, 2/4, £5,000
172 1946 John Deere B, original clean, lights work, nice, V5C, 3, £2,800
173 1946 John Deere AR unstyled, no. 266468, electric start, nice, V5C, 3, £2,800
174 1929 John Deere D unstyled, no. 76636, lovely and original, 3, £5,300
175 1947 John Deere AR styled, no. 302265, ex-Ontario, Canada, 2/3, £2,850
176 1938 John Deere D, no. 140520, non-runner, French-Hecht front wheels, 2/3, £2,100

178A 1947 Field-Marshall Series 1, no. 2996, runs, 2/3, £7,000
179 McCormick Deering W-9, no. 41258, p/TVO, electric start, 3, £5,000
180 Farmall H, no. 141691, very nice, 2/3, £2,200
181 Farmall H 'V' row-crop, no. 311345, 5, £2,200
182 McCormick Deering WK-40, no. 3574, brilliant original, 3, £5,000
183 IHC Titan 10-20, genuine Bristol tractor, 2/4, £12,200
184 1925 Hart-Parr 16-30, no. 23622, runs so well, 4, £4,700
185 Hart-Parr, no. 90020, barn find condition, 1.7, £3,500
186 1941 Case D, no. 1011502, lovely, V5C, £2,800
187 1939 Case L, no. 4208784, 2/3, £1,800
188 1938 Case L, on steels, lovely, 2/4, £2,900
189 Case LA, no. 5210343, runs well, 2/3, £2,400
190 Case DEX, no. 4401133, 2/3, £2,000
191 Case C runs well, old colours, 2/4, £3,400
192 Case 18-32 Crossmotor, no. 64501, runs very well, 2/3, £4,300
193 Allis-Chalmers WC 'V', no. 169757, V5C, 2/3, £1,500

194 1940 Allis-Chalmers B, no. 21821, 2/4, £1,250
195 1964 Massey Ferguson 35X industrial, no. 385108, 2/4, £5,200
196 1959 Massey Ferguson 35, 23C, 980 UYR, V5C, 2/4.4, £3,850
197 Oliver 88, no. 4504995, row-crop, lovely, runs well, 3, £3,650
198 Whitlock E1A, with loader, 2/3, £1,700
199 1966 BMC Mini, 4, £2,100
200 1966 BMC Mini, original, runs, 3, £1,700
201 International Harvester F-12 standard, 1.6/3, £1,800
202 Massey-Harris Pacemaker, no. 111449, barn find, 2/3, £2,000
203 McCormick-Deering 22/30, no. 344801, 2/3, £1,700
204 Massey-Harris 55, no. 6927, original, 2/3, £1,750
205 Ford 4610 Generation III, 4WD, F479 FAE, 6,030 hours, with loader, 9.6, £8,900
208 1949 Opperman three-wheeler, no. 1959, lovely and original, 2/3, £1,450
209 Ford Force 3000, needs the works, 2/3, £1,180
210 Case IH 5140, 4WD, N82 LFF, 9.4, £10,500, +VAT

Classics aplenty

On 23 November, E C Drummond called in Cheffins to sell off its surplus stock, following a change of direction at Homme Farm, Hom Green, Herefordshire.

There was some big equipment offered in the 190 lots, including a number of classics. We liked the very clean 1987 Ford 1910 best, with 3,048 hours on the clock and in grade 9.9 condition. It sold for £3,700 +VAT.

Not far behind was a 1992 New Holland 1220 with 1,898 hours on it, at £2,450.

The best in the modern lots was a 2017 MF 7718 Dyna-VT, with 6,817 hours, that sold for £39,000 +VAT.



A 1984 MF 675 sold for £4,600.

Results (abridged):

180 2017 MF 7718, 4WD, Dyna-VT, VX17 AOP, 6,817 hours, 10, £39,000
181 2013 MF 5440, 4WD, Dyna-4, VX13 FCC, 6,799 hours, 9.8, £17,000
183 2012 MF 5540, 4WD, VX61 GWL, 40kph, 2,949 hours, Quicke 946 loader, 10, £23,500
184 1984 MF 675, 2WD, A949 MBV, 6,371 hours, Ripvator rear forklift, 9, £4,600
185 1978 MF 550, 2WD, no. 21124, grass tyres, missing door, rough, 9, £3,300
186 2012 Class Nexos 240VL, 4WD, orchard, DX62 FDM, 6,673 hours, nice, 10, £11,200
187 2008 Claas 267VF, 4WD, DX08 KKN, very clean, lots of hours, 9.9, £9,000
188 2016 Soils 20, 4WD, compact 1,243 hours, 10, £3,400
189 1992 Ford 1220, 2WD, 1,898 hours, clean, not bashed, 9.9, £2,450
190 1987 Ford 1910, 2WD, compact, D951 BAA, 3,048 hours, 9.9, £3,700
195 2012 New Holland CR908 combine, 30ft header, parts included, 2,334 hours, 10, £66,000

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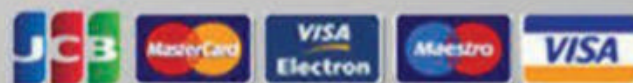


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Petroliana collection



Charles 'Chaz' Nicholls with some of his collection.

Keen farming fan and retired builder Charles Nicholls has decided to sell his 671-lot petroliana collection on site and online with Wellers Auctions Ltd., Guildford, Surrey, on 22 January 2022.

It all started at a rally, in 1998, when walking around the autojumble section Charles, known as 'Chaz', admired a number of oil cans. He got into a discussion with the vendor, who said he wanted to retire and disperse of his collection of 40 items, as one.

Chaz did the deal and since that first purchase all those years ago, it has grown and grown – as have the prices. It's all been helped in the UK by various TV series, including Henry Cole's *Shed & Buried*, with Sam Lovegrove. It's been cemented by the *Bangers & Cash* series (the new series starts in January 2022) following the Mathewsons at Thornton-Le-Dale, Yorkshire.

While on my visit to Hampshire in late November, I was shown part of Chaz's amazing collection. It features numerous fuel cans and hand-crank oil pumps, which Chaz likes best. I even spotted a Armstrong hydraulic fluid canister and an original Plus-Gas ½-litre blue and black can. Finding

an original can is full of nostalgia for many of us, who struggled to undo that seized nut and bolt!

There are many oil cans in the collection, including a number of smaller ones from Mamod, plus large examples from Braime of Leeds. Braime is a very interesting company, which was started in 1888 by Thomas Braime, that quickly gained a reputation for quality. Thomas was the eldest son of a veterinary surgeon and was apprenticed to J & H McLaren of Leeds – the famed steam traction engine manufacturer.

After losing his thumb in an accident, he was inspired to look for effective ways to apply oil to machinery. He set up production in Hunslet, Leeds, using the new pressings technology he had learned. His younger brother Harry, also a skilled engineer, joined him as partner. The rise of the motor industry increased the demand for metal pressings and larger premises were soon needed for the expanding business.

The current Braime buildings, with their attractive red brick and terracotta frontage, were constructed from 1911-1914. During WW1, the company played an important role in armament provision, training women as skilled munitions workers.

The company went on to make much more than oil cans and are at the forefront of the conveyer and belt industry, with subsidiaries in North America, Europe, China, Asia, Africa and Australia.

I also came across a lovely, light green Wakefield one-pint oil can, pre-Castrol days. The Wakefield Oil Co. was founded by Charles Wakefield in 1899. Wakefield had previously worked for Vacuum Oil Co. and he created the new business in London with eight ex-Vacuum Oil employees.

It specialised in selling lubricants for the automotive industry, including tractors, and such a can would go well with your Fordson F or N.

In 1966, Wakefield, who by then ran under the Castrol brand, was acquired by Burmah Oil.

I have only given you a taster of what is in this collection and, as I said at the beginning of the review, this sector of the preservation movement is on the up price wise and such items seemingly make a fine investment.

County sticks

The well-publicised, Northern Ireland-based, short-nosed, 1981 County 1474 (see *Tractor & Machinery* November 2021) was the major feature on the Friday evening section at the Mathewsons of Pickering online sale, held over 12-13 November.

Firstly of interest to us was lot 32 – a Massey-Harris 101 Senior Twin-Power (grade 5) that changed hands at £2,500 with a noisy back axle.

Next was lot 52, the County 1474 that stuck at £113,000 and was not sold on the day. Just two lots on was a Ferguson 35 at £3,250 (grade 2/3).

Looking stunning was lot 62 – a 1952 Nuffield M4 (petrol/TV0) that was moved on at £4,400.

Lastly, a glorious orange 1951 Allgaier AP17 found a new owner at £6,300.

Malvern 4x4, Land Rover & Vintage Tractor Spares Day

Why not make a date for the Malvern 4x4, Land Rover & Vintage Tractor Spares Day, plus Tractor World Parts & Spares Day? It takes place on Sunday 27 February at the Three Counties Showground, Malvern, WR13 6NW.

This busy, well-established event includes club merchandise stands. You can enjoy an enthusiast's day out, with two events together in the Wye and Avon Halls, plus outdoors on hard standing.

Tractor World traders and club merchandise stands have already confirmed to attend, alongside a big turnout of Land Rover and vintage spares. The popular Stockman's cafe will be open serving breakfasts and lunches. The event is Covid compliant, with wide walkways and safety measures in place.

A six-metre indoor trade stand starts at only £40, outdoors from £35, with discounted online tickets and more information on the website (www.4x4sparesday.co.uk) or by calling Mark Woodward on 01697 451882.

Farming DVDs from Anglian Agri Media



Beet Harvesters in Britain 1 and 2. ~~£17.95~~ £14.95 each, or both for ~~£29.95~~ £25.00.



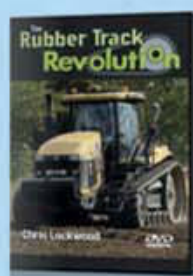
One Farm, One Year 1 and 2. ~~£17.95~~ £14.95 each, or both for ~~£29.95~~ £25.00.



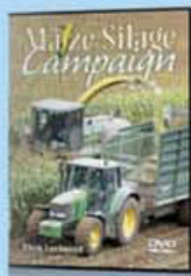
The British Harvest Brigade ~~£16.95~~ £12.95.



A Farming Case Study 1 and 2. £16.95 each, or both for ~~£29.95~~ £25.00.



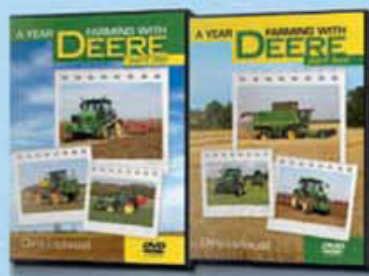
The Rubber Track Revolution. ~~£16.95~~ £14.95.



The Maize Silage Campaign. ~~£16.95~~ £14.95.



Sprayers & Spreaders. ~~£16.95~~ £14.95.



A Year Farming with Deere Parts 1 and 2. £17.95 each, or both for £29.95.



Classic Farming Parts 1 & 2 £16.95 each, or both for £29.95.



Combine Harvesters Part 1, 2, and 3. ~~£15.95~~ £14.95 each, or the complete collection for ~~£45.95~~ £35.00.



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Strong prices at Barker sale



First of the tractors on the block was this David Brown 885, that changed hands at £3,000.

A large crowd was seen on Saturday 27 November at the George Payne tractor and agricultural machinery dispersal sale at Fleet Hargate, Spalding, on the A17. Many of you will have stopped at the café/motel to take a break and enjoy the tractors that were stationed by the bungalow for decades.

Some of the tractors had already been sold, but 25 tractors from popular marques came under Will Barker's hammer and were to sell very well. This was the first time that the auctioneer had used i-bidder.com and he enjoyed great success with it.

A good number of the lots have sold to all parts of the UK and telephone bidders were also noted. None of the tractors were in top condition having been placed outside in the summer months for many seasons, but most did run. Not many had log books.

On average, the tractors were in grade 4 condition, all with excellent tyres, and the best on the day was a 1968 Massey

Results (abridged):

Massey Ferguson 13-coulter disc drill, 9, £110
Ferguson nine-tine cultivator, 2/4, £100
Ferguson ridger, 2/4, £80
Ferguson two-row ridger with sprung top link, 2/4, £70
Ferguson butterfly plough, 2/4, £390
Ferguson single-furrow plough with disc, 2/4, £180
Ferguson two-furrow plough, 2/4, £230
Ferguson two-furrow plough with discs, 2/4, £700
Ferguson three-furrow plough, 2/4, £310
Ferguson four-furrow plough, 2/4, £380
Dowdeswell DP8A reversible plough (2+1+1), 9.6, £810
134 1978 David Brown 885, not bad, 4, £3,000
135 1966 BMC Mini, 2,210 hours, 4, £2,700
136 Leyland 154, wide front rims, so so, 4, £2,500
137 1960 Fordson Dexta, paintwork tatty, 4, £2,500
138 1962 Fordson Super Dexta, paintwork tatty, 4, £3,550
139 1964 Fordson Super Dexta, not bad at all, 4, £3,000
140 1964 Fordson Super Dexta, the best by far, 5, £6,500
141 1961 Fordson Super Major, the best of the pair, 4, £4,600
142 1962 Fordson Super Major, 4, £3,600 (N/S)

143 1956 Ferguson TE-D 20 with potato planter, 4.7, £2,100
144 1950 Ferguson TE-D 20, 147276, 4.7, £1,700
145 1954 Ferguson TE-F 20 with front ridger, nice, 4.7, £2,550
146 1956 Ferguson TE-F 20, 497650, UNG 636, 2/4, £3,900
147 1955 Ferguson TE-F 20, 473527, 2/4, £2,900
148 1957 Ferguson 35, 23C diesel, 3,275 hours, 2/4, £3,400
149 1957 Ferguson 35, 23C diesel, KCF 795, 3,404 hours, 2/4, £4,100
150 1963 Massey Ferguson 35, nice, 4, £4,500
151 1960 Massey Ferguson 35, high clearance, KEB 932, 4.9, £7,600
152 1973 Massey Ferguson 135, V5C, not bad, 4, £7,000
153 Massey Ferguson 135, 3,680 hours, front weights, 4, £9,750
154 1959 Massey Ferguson 65 Mkl, second one made, wrong mudguards, 2/4, £5,550
155 1966 Massey Ferguson 165, 203 engine, not bad, 4.6, £11,200
156 Massey Ferguson 165, 212 engine, 5,638 hours, 4.4, £8,700
157 2011 McCormick T-Max 100, 4WD, 700 hours, trans rebuilt, FX11 ANF, 4, £20,650

Ferguson 165 with 32-inch rear tyres at £11,200. Another to do very well was a Massey Ferguson 135 with straight axle and eight front weights. With 3,680 hours on the clock (not 6,379 as quoted in the catalogue) bidding was strong and protracted, with Will Barker knocking it down at a very good £9,750, without VAT.

As for the Fordsons, the best was a 1964 Fordson Super Dexta made a cracking price of £6,500, in grade 5 condition.

The highlights in the implement

section were a Ferguson two-furrow plough, that made a remarkable £700, and a Dowdeswell DP8A reversible for £810.

An extra lot was a 2011 McCormick T-Max 100 four-wheel drive tractor with just 700 hours on it. This 40kph tractor had worked in the Mendip Hills and had just undergone a transmission sort out the week before. It didn't look the most glamorous tractor on the day, but sold for a resounding £20,650.



Original Ford 5610s

Lawrie & Symington held an online sale for Dykes Farm in Stirling, Scotland, that concluded on 19 November. The highlight for us was a pair of Ford 5610 Dual Power, two-wheel drive, Basildon-built tractors that had been on the farm from new.

The first example, B567 PLS, dated from 1984 and had only 2,000 hours on the clock.

It sold for £9,400. As for the 1982 example, that sold for only £5,800.

A 2018 John Deere 6130R with 623RB loader and 3,300 hours, sold for a resounding £64,400. That was beaten by a JD 6130R at £68,800, with only 1,580 hours on the clock.

LEFT: The two Ford 5610s sold well.

FMC keeps pushing them out!

Over at FMC in Ballymoney, Co. Antrim, a two-day sale was held on 26-27 November. On the Saturday of this extensive auction, a raft of preservation tractors featured, with good prices realised, particularly for the original-style machines.

Of note was an MF 185 with rebuilt engine and no cab at £11,000, while a similar MF 165 reached £6,800. Earlier on, an MF 35X Multi-Power (grade 2/3) sold for a good £6,200 and the following MF 35X, with log book, in original-style condition sold for £5,200.



In original style, the MF 185 went on to sell for £11,000.

A new UK record was set for a John Deere LA, when £5,100 was paid for the grade 4.8 example. Another was set for a restored Massey Ferguson 2135 at £11,800.

Earlier on, a well-restored, 1955 Case 500 sold for a good £7,000. One of the nicest tractors at the sale was an original, 1983 Zetor 7011 with log book that changed hands at £7,600.

The star in the sale, however, was a two-wheel drive Ford 6610 (from Holland) with 7,000 hours on the clock, that changed hands at £11,000.



Creating a new record was the John Deere LA, at £5,100.

Results (abridged):

- 539 Ferguson TE-D 20, restored, 5, £3,200
- 546 Case 500, a stunner, 5, £7,000
- 547 1964 Fordson NP Super Major, 5, £5,100
- 548 Massey Ferguson 2135, 5, £11,800
- 549 Allis-Chalmers D-270, well restored, 5, £3,800
- 550 1944 John Deere LA, styled, 4.8, £5,100
- 553 Ferguson TE-D 20, MKK 438, 5, £2,500
- 554 1949 Ferguson TE-D 20, KZ 4138, 3, lovely, £1,700
- 561 Fordson Dexta, nose bashed and painted, starter overhauled but not connected, 1.9 £2,000
- 563 Zetor 7011, with log book, very nice, 10, £7,600
- 565 Ford 6610, 2WD, continental spec, 10, £11,000
- 567 1963 Massey Ferguson 65 MkII, roll bar, 5, £6,000
- 568 1962 Fordson Super Major, 4.7, £4,600
- 569 Massey Ferguson 35X Multi-Power, original, 2/3, £6,200
- 570 Massey Ferguson 35X, clean, with log book, 2/3, £5,200
- 573 1962 Massey Ferguson 35, restored, 4.7, £4,200
- 574 Massey Ferguson 165, log book, original style, new f/light cowl, 3, £6,800
- 575 Massey Ferguson 185, power steering, engine rebuilt, original style, 3, £11,000
- 575B David Brown 850, engine rebuilt 6/7 years ago, 2, £2,200

20-year old Fendt sells for £21,000

There was an extremely varied selection of tractors and equipment on offer at the 27 October Euro Auctions sale. There was enough to interest the tractor enthusiast. The condition of the machines varied too, with most being in very good condition and ready for further employment, while some were in poorer condition and needed restoration.

As ever at Euro Auctions, the tractors were driven to the selling ramp where the prospective buyers gathered and with bids also coming in from the Internet, selling was pretty quick.

The market for Valtra is

growing year by year and the best turned out to be a T151 from 2009 that sold for £17,500, while a T150 from 2004 made £16,000 and an 8150 from 2004 made £15,000.

From the Fendt stable came a 2008 718 making £22,000, with a solid-looking 2002 716 Vario raising an amazing £21,000. They were followed by a 2008 Case Maxxum 120 that was in similar condition and made £18,500, while a 2004 JCB Fastrac 2140, in very good order, sold for £13,500.

Surprisingly, there were only a couple of classic Ford tractors in the sale, with the smallest being a 1920

four-wheel drive that was fitted with a Lewis Land Lugger 35Q loader. In good condition, that sold for £6,000, while a workman-like Ford 8730 Power-Shift, that was fitted with front weights, made £12,500.

There were definitely some tractors that could be classed as being at the lower end of the market, but with no reserves to worry about, everything sold. One was a 2003 Zetor 6341 that was fitted with a front loader. In good shape overall, it sold for £7,250, while a 1988 Massey Ferguson 3070, in reasonable condition, sold for £5,500 and a rougher MF 575 made £4,000.

And for those looking for a restoration project, a solid-looking 1972 David Brown 995 was possibly the way to go – a tractor that managed to sell for £1,400.

A couple of good Track-Marshalls were sold, including a 105 fitted with a Ford engine that sold for £3,250.



This 2002 Fendt 716 Vario looked to be a good bet and sold for £21,000.

PART B-C

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 1987 Case IH 4494 and 1990 Ford 946 were sold by Clarke & Simpson for £16,000 and £44,000 respectively.



Prices are very up and down for J I Case tractors. This DEX raised £2,000 recently.



This steel-wheeled Case L got to £2,900 (grade 4) in early November.



This Chamberlain 40K got to £3,600 (grade 2).

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
BULL TRACTOR CO INCLUDING WHITING-BULL							
Little Bull 5-12	1914-20	£14,500	£21,000	£38,000	£36,000	£43,000	NA
Big Bull 12-24	1916-20	£9,000	£22,500	£36,000	£31,000	£39,000	NA
J I CASE							
30-60	1913-15	£52,000	£80,000	£160,000	£125,000	£138,000	£199,000
12-25	1913-18	£18,300	£19,000	£36,000	£24,000	£28,000	NA
20-40 tubular radiator	1912-16	£18,400	£28,000	£42,400	£38,000	£41,000	NA
20-40 normal radiator	1916-19	£17,900	£24,700	£38,500	£36,600	£45,900	NA
9-18A	1915-18	£10,300	£11,400	£16,200	£13,800	£18,300	NA
9-18B	1915-18	£7,000	£10,200	£15,200	£10,900	£14,200	£18,300
10-20 3-wheeler	1915-18	£8,897	£14,800	£18,800	£15,200	£19,600	NA
Crossmotor 10-18	1919-22	£5,600	NA	£12,200	NA	£15,100	NA
Crossmotor 12-20	1921-28	£3,700	£5,700	£9,150	£7,400	£13,400	NA
Crossmotor 12-20 industrial motor	1921-28	£5,670	NA	NA	NA	NA	NA
Crossmotor 15-27	1919-24	£4,800	£9,600	£10,700	£8,400	£14,100	NA
Crossmotor 18-32	1925-27	£3,900	£8,200	£8,400	£8,700	£16,400	NA
Crossmotor 22-40	1919-25	£8,200	£9,600	£16,200	£13,400	£28,468	NA
Crossmotor 25-40	1924-27	£4,100	£8,900	£28,900	£24,000	£36,000	NA
C	1929-39	£1,900	£3,500	£4,000	£4,350	£5,900	£7,200
CO Orchard	1930-39	£2,100	£2,300	£4,200	£3,900	£6,200	NA
CC3 rowcrop	1929-39	£950	£1,800	£3,000	£2,100	£2,900	£5,000
L	1929-40	£1,900	£2,300	£5,600	£2,900	£4,200	NA
LA	1939-52	£1,000	£2,400	£6,300	£3,000	£5,000	£7,200
R standard unstyledc & styled	1938-40	£1,900	£3,800	£5,000	£4,100	£4,000	£5,200
RC rowcrop unstyled	1935-39	£1,700	£2,000	£3,600	£2,600	£4,800	NA
S & SC	1941-54	£850	£1,000	£2,300	£2,100	£3,600	£4,200
D	1939-53	£920	£1,200	£3,500	£2,400	£4,800	NA
DEX	1940-52	£980	£2,300	£3,600	£2,900	£3,800	£5,900
DC/DC4	1939-53	£1,000	£1,600	£3,600	£3,100	£4,100	NA
DO Orchard	1939-53	£1,300	£2,000	£3,900	£3,400	£4,300	NA
V	1940-42	NA	NA	£2,200	NA	£3,000	NA
VA/VAC/1	1942-55	£900	£1,000	£2,100	£2,200	£2,900	NA
500	1953-57	£1,900	£3,000	£5,900	£5,000	£5,800	£7,900
400	1955-57	£1,400	£2,100	£2,800	£3,200	£6,900	£7,000
900	1958-59	£1,700	£2,400	£4,900	£2,300	£5,200	NA
430 & 530	1960-69	£1,400	£1,200	£3,800	£4,200	£5,900	NA
630-830 & 930	1960-69	£1,700	£1,900	£2,800	£3,000	£4,100	NA
1030	1966-69	£1,420	£1,800	£3,900	£3,900	£6,800	NA
1070	1969-78	£2,400	£1,500	£3,900	£3,800	£4,100	NA
1175	1972-78	£2,400	£2,900	£4,400	£3,500	£6,400	NA
2470	1972-79	£4,900	£8,800	£10,200	£7,500	£12,550	NA
2670	1974-79	£3,400	£3,800	£7,900	£4,100	£6,900	NA
1370	1972-78	£2,500	£3,900	£7,200	£4,000	£6,350	NA
2090	1972-78	£4,300	£4,600	£7,300	NA	NA	NA
2290	1979-83	£4,900	£4,400	£9,950	£4,800	£16,200	NA
2670	1979-83	£4,200	£4,600	£7,000	£5,100	£15,700	NA
2390	1979-83	£6,900	£10,900	£16,400	£4,900	£14,200	NA
4690	1979-83	£6,200	£9,800	£17,200	£12,700	£16,900	NA
4890	1979-83	£6,100	£10,100	£16,600	£14,200	£17,200	NA
4894	1984-86	£6,400	£10,700	£16,500	NA	NA	NA
1394 Hydra-Shift 2WD	1983-84	£1,900	£3,200	£9,600	£4,200	£8,600	NA
1394 Hydra-Shift 4WD	1983-84	£2,100	£3,750	£9,500	£5,700	£8,900	NA
1494 Hydra-Shift 2WD	1983-84	£2,100	£3,850	£9,800	£6,700	£9,400	NA
1494 Hydra-Shift 4WD	1983-84	£2,450	£3,900	£12,200	NA	£10,800	NA
1594 Hydra-Shift 2WD	1983-84	£2,100	£4,200	£11,000	£5,900	£10,100	NA
1594 Hydra-Shift 4WD	1983-84	£2,700	£4,600	£11,000	£5,900	£14,100	NA
1694 Hydra-Shift 2WD	1983-84	£1,700	£3,900	£11,400	£6,300	£9,200	NA
1694 Hydra-Shift 4WD	1983-84	£2,600	£3,700	£15,400	£8,900	£14,900	NA
J I CASE PLOW WORKS							
Wallis Cub	1914-17	£12,450	£18,000	£42,000	£20,000	£26,000	NA
Wallis Cub Junior	1917-19	£14,500	£18,000	£32,000	£20,500	£26,900	NA
Model K	1919-23	£1,800	£3,900	£8,200	£6,200	£9,900	NA
Model OK 15-27	1923-27	£1,700	£3,100	£6,200	£4,800	£6,900	NA
Model 12-20	1929-32	£2,100	£3,200	£6,100	£6,400	£10,200	NA
Model 20-30	1927-32	£1,900	£3,100	£6,900	£7,900	£8,700	NA
CATERPILLAR							
2-Ton	1924-28	£4,200	£3,200	£6,400	£5,300	£6,600	NA
5-Ton	1924-26	£4,800	£6,900	£10,200	£14,000	NA	NA
10-Ton	1917-25	£7,300	£8,200	£12,400	£14,100	£15,600	NA

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
TEN	1928-33	£1,800	£3,200	£4,500	£3,100	£5,900	NA
FIFTEEN	1928-32	£2,200	£2,900	£6,600	£4,300	£5,600	£5,950
TWENTY	1927-33	£2,400	£2,600	£3,800	£3,400	£4,800	NA
TWENTY-FIVE	1931-33	£2,200	£3,400	£5,500	£3,500	£5,100	NA
THIRTY	1921-32	£6,100	£7,200	£9,800	£8,900	£9,100	NA
THIRTY-FIVE	1933-34	£2,200	£3,400	£5,600	£5,200	£5,700	NA
FORTY	1934-36	£2,800	£3,200	£4,700	£4,800	£6,900	NA
FIFTY	1931-37	£3,400	£4,600	£7,000	£10,000	£7,600	NA
SIXTY	1925-31	£7,900	£8,900	£16,400	£14,200	£16,700	NA
SIXTY-FIVE	1932-33	£5,400	£7,200	£12,000	£10,000	£12,000	NA
TWENTY-TWO	1934-39	£1,900	£2,900	£5,300	£4,200	£5,400	NA
TWENTY-FIVE	1934-37	£2,900	£2,500	£4,200	£3,400	£5,800	NA
R2	1938-42	£1,800	£2,100	£4,900	£4,100	£5,100	£6,100
R4	1935-44	£1,900	£2,400	£5,400	£3,900	£5,850	NA
SEVENTY-FIVE	1933-35	£4,900	£7,400	£9,400	£8,900	£12,200	NA
D2	1938-57	£1,800	£2,600	£6,600	£4,700	£7,400	£7,200
D2 Traxcavator		NA	£1,600	£6,200	NA	NA	NA
RD4 & D4	1938-54	£2,100	£2,900	£4,200	£4,300	£7,200	NA
D4 6U/7U & 29/30A	1947-60	£1,900	£2,600	£5,400	£5,000	£6,800	NA
H-T 4 Traxcavator (D4 7U based)	1951-55	£1,400	£3,000	£5,600	NA	NA	NA
933C Traxcavator 11A & (9A military)	1955-58	NA	£3,900	NA	NA	NA	NA
955C Traxcavator 12A/60A/26A	1955-62	£1,450	NA	NA	NA	£9,500	NA
D4C	1959-63	£2,100	£4,200	£6,700	£4,200	£6,100	NA
D6 2H	1935-41	£2,700	£4,100	£8,200	£5,200	£7,700	NA
D6 4R 5R	1941-47	£2,800	£4,700	£6,100	£4,400	£6,800	NA
D6 8U 9U	1947-59	£3,400	£6,600	£8,200	£5,200	£6,400	NA
D7 9G	1935-40	£2,600	£5,900	£7,200	£6,200	£9,900	NA
D7M	1940-43	£2,700	£7,100	£10,310	£8,100	£10,200	NA
D7 3T, 4T & 6T	1944-55	£3,100	£8,900	£9,900	£7,930	£9,400	£36,000
D7C & D7D 17A	1955-61	£4,800	£7,600	£9,900	£7,250	£8,700	NA
D7E	1961-69	£4,200	£8,900	£10,700	£10,200	£18,000	NA
D7F	1970-77	NA	NA	£12,500	NA	NA	NA
D8 1H	1935-41	£8,000	£9,200	£26,000	£16,900	£19,000	NA
D8, 8R & 2U	1941-53	£2,900	£5,000	£12,000	£10,750	£16,700	NA
D8E D8F & D8E	1953-58	£4,750	£8,200	£18,400	£14,000	£19,000	NA
D8H	1958-73	£5,700	£9,800	£27,500	£21,000	£27,800	NA
D8K	1974-82	£6,000	£10,800	£24,500	£20,200	£29,900	NA
D9D & D9E	1955-61	£9,000	£18,000	£31,000	£36,000	£39,800	NA
D4D	1964-77	£2,900	£3,400	£6,300	£5,950	£6,400	NA
D5B (Really D6B)	1966-8	NA	NA	£5,900	NA	NA	NA
D4E	1977-84	£4,800	£6,100	£12,100	£8,200	£10,200	NA
D6C	1963-76	£4,800	£6,200	£10,900	£9,100	£10,800	NA
D6D	1977-86	£5,200	£9,800	£16,000	£12,400	£13,800	NA
D7G	1977-86	£8,200	£14,800	£24,000	£22,000	£26,200	NA
D9G	1961-74	£9,200	£21,500	£39,200	£34,000	£42,500	NA
CHAMBERLAIN							
40K-45K-KA	1949-55	£2,400	£2,600	£5,200	£5,800	£7,900	NA
60DA	1952-54	£2,800	£3,500	£5,400	£4,800	£6,300	NA
55K-KA-5DA	1954-57	£2,400	£3,000	£5,200	£4,100	£6,200	NA
9G	1958-66	£2,400	£3,400	£6,000	£5,200	£6,900	NA
Super 70	1954-62	£2,800	£3,800	£6,300	£8,500	£8,700	NA
Super 90	1962-67	£3,200	£4,600	£6,700	£8,800	£9,900	NA
CHASESIDE							
Fordson N Hi-Lift Shovel	1934-45	£750	£900	£2,200	£2,400	£3,100	NA
Fordson N Super-Lift Crane	1934-45	£800	£850	£2,200	£2,400	£2,100	NA
Fordson N Industrial Shunter	1934-45	£1,200	£2,300	£4,200	£2,500	£3,600	NA
Fordson E27N Hi-Lift Excavator	1946-51	£1,100	£2,100	£2,900	£2,400	NA	£3,800
Fordson E27N P/P							
Ind Shunter	1946-51	£950	£1,300	£3,200	£2,900	£3,600	NA
Fordson E1A Industrial Shunter	1952-64	£980	£1,100	£2,900	£3,100	£4,300	NA
700-700A	1960-68	£1,100	£2,100	NA	£3,100	NA	NA
CLARK							
Airborne crawler	1942-45	£720	£1,800	£5,300	£2,400	£4,200	NA
CL BEST							
Thirty	1921-25	£5,200	NA	NA	£12,000	NA	NA
Sixty	1919-25	£7,000	£14,500	£32,000	£24,000	£28,500	NA
CLAYTON							
4JO Crawler	1916-22	£8,400	£10,200	£32,000	£22,000	£44,000	NA
CLETRAC							
R (Cleveland)	1916	£5,500	NA	NA	NA	£10,500	NA
H	1917-19	£1,000	£1,500	£2,500	£3,800	£7,200	NA
W	1919-25	£3,000	£1,900	£6,000	£3,100	£4,900	NA
AG/AD	1936-44	£920	£1,350	£2,900	£2,000	£2,900	NA
F Hi-Drive	1920-22	£1,800	£2,000	£3,500	£4,000	£5,400	NA



In July 2021, this County Four-Drive sold for £11,500 (grade 4).



County 1474 (grade 2/3) was sold for £19,000 in July.



County E27N CFT Perkins P6 was to sell in July for £15,000.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
40	1928-31	NA	NA	NA	NA	£8,200	NA
80	1927-30	NA	£5,400	NA	£9,500	NA	NA
35 diesel	1932-36	NA	NA	NA	NA	£4,700	NA
E/H	1934-41	£900	£1,600	£3,800	£2,400	£4,900	NA
BD	1936-44	£850	£950	£4,300	£2,900	£4,500	NA
DG	1936-56	£900	£925	£5,200	£2,800	£4,800	NA
DD	1937-58	£875	£920	£2,800	£2,600	£4,200	NA
General (wheel tractor)	1939-42	£1,350	£2,145	NA	£2,600	£4,900	NA
FD	1938-44	£2,000	£2,900	£4,000	£4,600	NA	£5,200
HG	1939-44	£1,400	£1,800	£4,500	£3,200	£4,600	N/A
MG1 military troop carrier	1943-45	NA	NA	£16,250	NA	NA	£17,500
CNC (CHANTIERS NAVALS DE LA CIOTAT)							
CNC Type 97	1958-64	NA	NA	£1,800	NA	NA	NA
COCKSHUTT							
60 Standard & V front	1937-47	£1,100	£1,900	£3,200	£3,000	£4,200	NA
70 Standard & V front	1937-47	£1,900	£2,300	£3,400	£2,900	£4,800	NA
80 Standard	1937-47	£1,600	£1,800	£3,000	£3,400	£5,200	NA
90-99 Standard	1937-47	£1,900	£1,950	£4,000	£4,800	£7,300	NA
30 Co-op E3 row crop	1946-56	£1,600	£2,100	£4,200	£2,600	£3,900	NA
30 Standard	1946-56	NA	£2,000	NA	£2,300	NA	NA
40 Co-op E4 & Black Hawk	1950-57	£1,700	£1,900	£3,900	£2,800	£4,900	NA
50 Co-op E-5	1953-58	£2,000	£2,900	£4,100	£3,900	£6,100	NA
540	1958-62	£950	£1,400	£2,500	£1,950	£3,300	NA
550	1958-62	£860	£1,300	£2,500	£2,750	£4,350	NA
560	1958-61	£900	£1,400	£3,200	£1,900	£4,600	NA
570 Super	1961-62	£1,000	£1,600	£2,900	£2,100	£5,800	NA
COUNTY							
CFT E27N p/p crawler	1948-51	£3,900	£4,600	£9,600	£5,900	£8,100	NA
CFT E27N Perkins P6 crawler	1948-51	£6,400	£9,200	£15,400	£11,900	£16,700	NA
Major Z crawler	1951-54	£1,950	£3,400	£6,800	£4,700	£5,900	NA
Major Z Mk II/III/IV crawler	1954-59	£1,900	£3,100	£4,800	£5,600	£5,300	NA
Major Ploughman crawler	1957-58	£1,950	£2,900	£4,200	£3,400	£5,100	NA
Major Ploughman P50 crawler	1958-61	£2,100	£2,900	£4,400	£3,400	£5,800	£8,500
Major Ploughman P55 crawler	1961-65	£1,900	£2,400	£5,500	£3,900	£4,400	NA
Major Ploughman P6 crawler	1963-65	£2,200	£3,600	£5,400	£4,200	£5,420	NA
Four-Drive	1954-58	£7,700	£8,000	£12,100	£12,000	£15,750	£16,000
Hi-Drive	1958-62	£2,500	£3,600	£5,200	£5,600	£6,100	NA
County Dexta forestry 4 x4	1964	NA	£9,800	NA	NA	NA	NA
Super-4	1961-65	£4,600	£6,700	£12,600	£13,200	£16,500	£22,000
Super-4 Sea Horse replica orig scrap	1963	NA	NA	NA	£18,000	NA	NA
Super-6	1962-65	£4,800	£8,000	£15,300	£12,500	£18,000	£18,900
654	1964-68	£4,100	£8,230	£15,000	£10,900	£16,800	NA
FC654	1965-68	£4,900	£5,100	£10,400	£7,500	£15,600	NA
954	1965-67	£4,750	£8,900	£14,500	£10,600	£16,200	NA
1004	1966-75	£4,900	£8,600	£12,200	£11,000	£14,700	£16,300
854T	1967-68	£4,200	£6,300	£14,300	£7,900	£10,800	NA
FC1004	1967-77	£4,400	£6,600	£16,500	£12,950	£14,200	NA
1124	1967-72	£4,900	£7,200	£17,500	£14,900	£16,700	£15,800
1124 drainage machine	1967-72	NA	£6,300	NA	NA	NA	NA
754	1968-75	£4,600	£6,500	£9,000	£7,950	£10,950	NA
FC754	1968-75	£4,200	£8,400	£14,200	£12,950	£17,800	NA
4000-Four	1968-75	£4,100	£6,400	£11,400	£8,800	£12,200	£11,200
IHC 614	1966-68	NA	£10,900	£16,000	£13,600	£18,000	NA
IHC 634	1969-72	£8,900	£9,500	£17,300	£20,000	£25,000	NA
1164	1971-77	£4,200	£8,400	£22,400	£16,600	£18,800	£24,500
944	1971-75	£4,800	£9,950	£24,000	£14,000	£15,200	NA
1254	1972-75	£5,850	£14,200	£26,500	£14,750	£19,400	NA
1454	1972-78	£8,750	£19,000	£27,000	£16,950	£27,500	NA
764	1975-78	£4,800	£7,640	£9,100	£7,800	£9,550	NA
964	1975-77	£3,300	£8,100	£14,100	£10,000	£12,600	NA
4600-Four	1975-81	£4,600	£7,300	£14,400	£12,400	£18,100	NA
6600-Four	1975-81	£4,900	£15,600	£15,900	£12,200	£19,400	NA
7600-Four	1975-81	£5,900	£12,800	£18,500	£12,100	£26,500	NA
1174	1977-79	£8,500	£12,200	£24,700	£18,900	£23,000	£24,250
6700-Four	1978-81	£5,600	£12,700	£18,500	£14,100	£18,900	NA
7700-Four	1978-81	£5,600	£14,100	£21,400	£15,200	£27,800	NA

NEXT ISSUE: COUNTY (CONT.) | DAVID BROWN | DEUTZ | DOE | DUTRA | EAGLE | EICHER | ELECTRIC WHEEL COMPANY | EMERSON BRANTINGHAM

December

22 – Dunswell Auction & Christmas Poultry Sale. The Cattle Market, Dunswell, Hull HU6 OAW. Frank Hill & Son, **tel: 01964 630531.**

January

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

20 – Online Timed Auction of Tractors, Vehicles, Diggers, Farm Machinery, Livestock, General Equipment & Implements. Stags, **www.stags.co.uk**

28-29 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

29 – In conjunction with the Somerset Vintage & Classic Tractor Show Sale of Vintage & Classic Tractors, Engines, Machinery & Other Collectables. Bath & West Showground, Shepton Mallet BA4 6QN. H J Pugh & Co, **tel: 01531 631122.**

February

3 – Late Model Ag & Construction Auction. 72435 State Road 15, New Paris, IN, USA. Polk Auctions, **www.polkauction.com**

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

March

4-5 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

8-13 – New Paris Tractor Parts Liquidation Auction. USA. Polk Auctions, **www.polkauction.com**

10 – Online Auction of Kevin Bos Antique Tractor & Equipment Collection. USA. Aumann Auctions, **www.aumannvintagepower.com**

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

26 – Farmers Spring Machinery Sale. Adjacent to the A17/A52 Bicker Bar roundabout. Will Barker & Co Ltd, **tel: 01529 414555.**

April

1-2 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

7-9 – Annual Spring Collector Auction. USA. Polk Auctions, **www.polkauction.com**

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

16 – North Heale Spring Collective of Machinery, Implements & farmyard Sundries. Andrew Lane, **tel: 01837 810845.**

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

28 – Toy & Transport Auction. Burwash Road, Heathfield, East Sussex TN21 8RA. Watsons Auctioneers, **tel: 01435 862132.**

30 – End of Tenancy Dispersal Sale. Monmouthshire. Gwilymn Richards, **tel: 01600 860300.**

May

13-14 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

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

June

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

17-18 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

July

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

22-23 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

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

August

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

20 – Harrogate Vintage Collective Sale. The Great Yorkshire Showground (off the A661 Wetherby Road), Harrogate, North Yorkshire HG2 8NZ. Cheffins, **tel: 01353 777767.**

25 – Toy & Transport Auction. Heathfield TN21 8RA. Watsons Auctioneers, **tel: 01435 862132.**

September

1-3 – Annual Labor Day Weekend Auction. USA. Polk Auctions, **www.polkauction.com**

2-3 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

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

October

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

14-15 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

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

November

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

25-26 – Online Auction. Mathewsons, **www.mathewsons.co.uk**

December

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

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...

**FEBRUARY
2022**

**issue on
sale Friday
14 January**



FEELING BLUE

As Ford collections go, Richard Jones' is impressive! Gary Jones visits Ceredigion and discovers a raft of original machines, all still putting in a shift.



NUFFIELD'S REVIVAL

Bob Weir heads to Shropshire to admire Sam Evans' Nuffield 10/60. Its condition is superb, particularly given the fact that it was due to be broken for spares!



MEMORY LANE

Reliving your childhood is best done through tractors, as Mark Coates explained as the editor looked over his newly-restored International Harvester 574.

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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TRACTORS

ALLGAIER A22



1952, POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

111837

ALLIS-CHALMERS U



POA. Lovely tractor, running. Please call 07855 399487, South West.

111471

BLACKSTONE HOT TUBE OIL ENGINE



£6,250. 11hp at 280rpm. Type OAV. Engine no. 156225. Fully restored in as new condition. Exhibited on the stand of Peacock and Binnington at The Yorkshire Show in 1925. Bought by a North Lincolnshire farmer to drive a large Bentall Corn Mill. Total cost of engine, mill and installation £175. Original paraffin hot tube heater included but is a much easier starter with an external calor gas heater under the hot tube. Complete with drawbar and its own 4 wheel transport trailer. Registered in the Stamford Museum Archives as a surviving engine. Photocopy of Blackstones delivery records showing delivery to their agent Peacock and Binnington. Please call 01780 410169 , Yorkshire and the Humber.

111293

BMC MINI



1966, £3,995. Original features, such as rare light protectors, BMC toolbox, plough light and original suppliers plate.

Has V5. Oil pressure good and all working as it should, starts well with heat, good battery. Please call 01362 860425 , East of England.

111763

BMB PRESIDENT



£2,650. A nice, original example of this unusual little tractor, powered by a Morris 8 side-valve engine. This particular tractor is also a petrol/two variant and features all the extras of its time, including a belt pulley, pto and hydraulics. This fine example also comes with a BMB made 2-furrow plough, built to suit the tractor. Please call 07966881985, South West. (T)

111824

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 IH 956XL



1984, £9,999. 2wd tractor, A reg, clean and tidy tractor, 6 cylinder, 100 hp, clean tractor for age. Please call 01249 740377, South West. (T)

111816

CASE D



£3,850. This petrol/TVO tractor is fitted with full electrics. It starts well and runs really nicely. Good tyres are fitted all-round. This Case comes complete with a current V5 and would make a lovely addition to any collection. Please call 07966881985, South West. (T)

111821

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 18-32



1927, £5,995. A very nice Case Cross Motor. This tractor is in running order and would make a fantastic addition to an enthusiast's collection. The engine of this tractor sits mounted across the tractor, hence the 'Cross Motor' description. This very unique tractor starts easily and runs quite happily on petrol. Please call 07966881985, South West. (T)

111827

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 50HP STEAM



POA. Very good boiler. Please call 32 56 61 62 60 , Rest of the world. (T)

111843

CASE 500



POA. 6 cylinder diesel, restored. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

111844

CASE DAVID BROWN 1294



A very sound example. Please call 01747 828272, South West.

111179

CASE-IH CROSS ENGINE TRACTOR

Wanted. Cross engine Case unrestored non-runner ok. Please call 01428 683294, South East.

111694

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CATERPILLAR D2



£2,950. Runs well, fault with the donkey engine. Please call 07831 665757, West Midlands.

111798

CITROËN MICROMAX



POA. To be restored, engine turns. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

111849

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 7700 FOUR

1981, £15,000. Starts and runs great. Needs main bearing oil seal. Good tyres. Can send photos. Please call 07761 679001, South East.

111594

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 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 DAVID BROWN 4X4



POA. runner. Please call 32 56 61 62 60 , Rest of the world. (T)

111841

DAVID BROWN 1490



POA. A sound, good working example. Please call 01747 828272, South West.

111177

DAVID BROWN 996



POA. 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 CROPMASTER



£1,950. Petrol/paraffin, four new tyres, no crack in block, new seats and backrest, rear mounted trunk, road registered. Please call 07756 359398, North West.

111373

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Vierzon 551 – with factory winch – 1954 – restored



Case 50 HP steam tractor – 1921 – very good boiler



Allgaier A22 – good runner – 1952



Lanz D5006 – completely overhauled – high speed gear



Lanz D2416 – 1957 – engine overhauled



John Deere D – 1945 – restored



John Deere 730 diesel hi-crop



Gualdi 30 – the Italian Field Marshall



Hornsby 9 HP engine

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FARMALL M



£3,850. This is an American built Farmall M which runs on Petrol TVO. It has a lovely patina and is fitted with an interesting front axle. This tractor starts easily on the handle; however it could easily be converted to an electric start if preferred. It benefits from new tyres throughout. Please call 07966881985, South West. (T)

111828

FARMALL CUB



POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111840

FERGUSON TE-D 20



1952, £2,500. Complete engine re-build 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-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 35

£3,800. With side winch. Please call 01754 830206, Yorkshire and the Humber.

111669

FERGUSON TE-D 20



1948, £1,650. Petrol TVO, front loader. Please call 01743 790747, West Midlands.

110837

FERGUSON P3



£5,000. recent restoration, all working as should starts and runs well OIRO. Please call 07932957212, Wales.

111770

FERGUSON TE-D



POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111839

FERGUSON TE-F 20



POA. Diesel c/w role frame and new tyres. Starts and runs but engine needs attention, tin work all good. Please call 01581 300388, Scotland.

111445

FERGUSON TE-D 20



1955, £1,850. Barn stored for many years. Has just had new electrics, gauges, hyd pump and seat. Has v5 reg. Only needs painting or use as is. Please call 07530 368801, Yorkshire and the Humber.

111457

FIAT 80C CRAWLER

£3,300. Good tracks. Please call 01754 830206, Yorkshire and the Humber.

111670

FIELD MARSHALL SERIES 3A



POA. All mechanical work done, new tyres. Please call 01747 828272, South West.

111178

FORD 4000



£7,500. Fully restored to original condition. Comes with pick-up hitch. Hydraulics fully tested and working. Please call 07778 949467, South West.

111480

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

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 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

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 4610



1989, £10,999. 4wd tractor, gear sticks on the floor, power loader, 6000 hours, pick up hitch, road legal, 60 hp. Please call 01249 740377, South West. (T)

111813

FORD 4000



1976, £3,999. 2wd tractor, power steering, pick up hitch, 8 stud, rear axle, runs and drives. Please call 01249 740377, South West. (T)

111815

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 9N



£3,650. The 9N was produced - with the combined effort of Harry Ferguson and Henry Ford - between 1939 and 1947. The combination of Fords powerful engine and the Ferguson Hydraulic System made this model a huge success. Here we have a nice example of this early tractor, displaying nice, straight tinwork. It runs and drives well. The hydraulic pump has just been rebuilt and a new starter ring gear has been fitted. Please call 07966881985, South West. (T)

111825

FORD 5095



1970, POA. 4WD, very good runner. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111836

FORD 7000



£20,000. Imported to Ireland from Sweden. Great mechanical order engine gearbox and hydraulics all 100%. Everything works as it should lights, brakes, horn, indicators etc. Non dual power. Can send a video and more pictures if interested. Please call 07481 991916, Yorkshire and the Humber.

111447

FORDSON MAJOR COUNTY CRAWLER



£3,500. Runs and drives. Please call 07919 693332, East Midlands.

111465

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 DEXTA

£2,400. With V5, auto hitch, handbrake, good engine, gearbox, hydraulics, brakes, steering tyres 80%, new wings, starter dynamo, lights, seat. Spares include steering box and radiator. Please call 07745 461458, East Midlands.

111699

FORDSON STANDARD



£4,795. Petrol TVO, low speed, new tyres, restored, runs well, no VAT. Please call 01249 740377, South West. (T)

111811

FORDSON STANDARD



£4,795. Water washer tractor, older restoration, new tyres, high speed, runs well. Please call 01249 740377, South West. (T)
111812

FORDSON E27N



£2,950. A very nice example of an early E27N. This tractor is fitted with Varley Hydraulic Lift, PTO and Low Speed Gearbox. It starts easily and runs nicely too. It has an earlier manifold fitted and has a crack-free engine block. This is a lovely example to be enjoyed!. Please call 07966881985, South West. (T)
111826

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 POWER MAJOR



POA. Early restoration. Please call 01747 828272, South West.
111176

FORDSON SUPER MAJOR



With loader, ready for work. Please call 01747 828272, South West.
111184

FORDSON MODEL N



Early restoration. Please call 01747 828272, South West.
111185

FORDSON FORDSON SUPER MAJOR SELENE 4X4



1963, £3,850. 1963 Fordson Super Major with selene 4x4 transfer box. Ex farm condition, live drive. Please call 07881498040, South West.
111190

GUALDI 30



POA. The Italian Field Marshall. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)
111853

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 PARR 12-24



POA. Nice original tractor. Has been running. Please call 07855 399487, South West.
111472

INTERNATIONAL W9



POA. Very nicely restored, electric start, running. Please call 07855 399487, South West.
111474

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

a very well restored tractor with new tyres all round electric start runs well. Please call 07855399487, South West.
110874

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 B414**

£1,850. International B414 New Tyres, Mechanically Good, Tin Work Poor, V5 Available Pembrokeshire Registration. Please call 07968 044770, Wales.

111772

INTERNATIONAL 484

£3,750. STARTS AND GOES WELL. NEW FRONT TYRES. Please call 07831 347400, South West. (T)

111119

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 W4

£4,250. A very nice example of this popular tractor, benefiting from electric starts. The tyres are 'as new' on all four corners, with an interesting pair of cast English rear wheels. This tractor starts and runs well. It has had an older restoration and is still very presentable. Please call 07966881985, South West. (T)

111829

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

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 MODEL M

1947, £3,500. Great Looking tractor but a couple of minor running issues but a really good item for a collector. Came third in the tractor display at the Great Dorset Steam Fair. Available with tractor weights (front and rear wheel), spring tine harrow and 2 farrow plough. All tyres in reasonable condition, extended seat for 2 persons. Please call 07717804041, South East.

111458

JOHN DEERE 110 LAWN TRACTOR

1965, £1,400. Tidy lawn tractor in good condition but not currently running but has in the recent past. Great small project for an enthusiast. Please call 07717804041, South East.

111462

JOHN DEERE B

1945, POA. Electric start, long bonnet, running. Please call 07855 399487, South West.

111473

JOHN DEERE 830



POA. Electric start, runs very well. Please call 07855 399487, South West.

111475

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 MODEL H

£2,800. In off farm condition. Has been barn-stored for last 38 years. Was running when put into barn. Please call 07790 476244, West Midlands.

111598

JOHN DEERE 3130



£3,250. John Deere 3130 Mechanically Good, Bit Of Rust About Cab. Please call 07968 044770, Wales.

111773

JOHN DEERE GX 355



2004, £575. John Deere GX 355 Diesel Lawn mower 48 edge cutting system. Needs Head Gasket otherwise in good condition and working order. Please call 07809140055, South East.

111780

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 2040



£4,495. 2wd tractor, power steering, diesel, pick up hitch, 80hp. Please call 01249 740377, South West. (T)

111817

JOHN DEERE 2130



£5,750. This is a tidy and sound example, fitted with 16 speed transmission and pick-up hitch. The cab is complete and very solid throughout. The tyres are good all-round. This classic John Deere would make an ideal yard tractor or would be a lovely choice for a road run in these colder months! Please call 07966881985, South West. (T)

111820

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 B ROWCROP



£3,750. Early restoration, original import. Please call 07778 525037, South East. (T)

111830

JOHN DEERE LANZ D5006



1960, POA. Restored. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111832

JOHN DEERE D



1945, POA. Restored. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111833

JOHN DEERE 720



1956, POA. Restored. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111834

JOHN DEERE 730 D



POA. Hi Crop. Please call 32 56 61 62 60, Rest of the world. (T)

111842

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

SALE Highlight FORDSON E27N

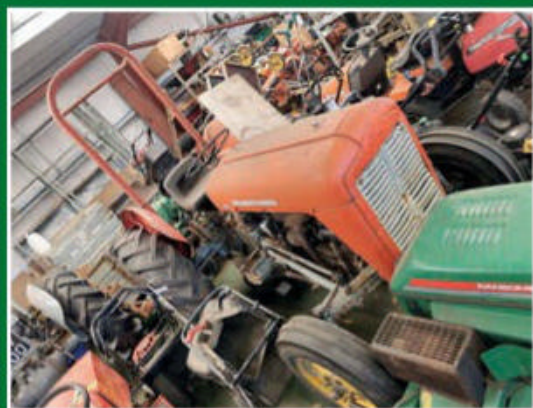


This 1948 Fordson E27N petrol paraffin tractor has been restored by Friedel Willims in 2017 and has done little since, hence its sale. The electrics were gone through and the magneto was rewound, the leads were renewed and new plugs were fitted. The water pump was refurbished along with a new radiator 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**



JOHN DEERE 2130



Very original, working tractor. Please call 01747 828272, South West.

111183

JOHN DEERE GP



1929, £10,000. Mint condition, total nut and bolt restoration many times, show winner. Please call 01530230013, East Midlands.

111394

LAMBORGHINI 2R



POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111846

LANDINI 4.090



£28,500. 4WD. Please call 01539 620636, North West. (T)

111172

LANDINI L25



POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111850

LANDINI L35



1956, POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111851

LANZ D2416



1957, POA. Engine overhauled. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111831

MASSEY FERGUSON 178



POA. 178 Multi Power, very low hours, full history, Pavt wheels. Lovely, straight unpainted tin work. Oily rag condition. Fitted auto-hitch. Current owner for 33 years. Please call 01328 738470, East of England.

111573

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 8700



2010, £40,000. The MF 8700 S was for many years the Champion of the Field and represented the pinnacle of Massey Ferguson's engineering achievements in terms of quality, reliability, performance and fuel efficiency in the high horse power segment. It was not an easy task to design its successor, but that is precisely why it is so very exciting. With the new MF 8700 S we are setting the bar a touch higher. Among the great innovations are still "high-efficiency" SCR AGCO Power engines providing up to 400 hp for impressive traction capacities yet with industry leading power-to-weight-ratio and lighter footprint on the ground, more safety and comfort without compromise for the operator and a comprehensive line-up of Precision Farming tools. Please call 440909800, Channel Islands.

111714

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



£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 250



£5,999. 2wd tractor power steering 50hp Perkins engine square rear axle. Please call 01249 740377, South West. (T)

111810

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 148



£5,999. 2wd tractor, runs and drives, for work or restoration. Please call 01249 740377, South West. (T)

111814

MASSEY FERGUSON 590



£8,999. 2wd tractor with 80 power loader, pallet forks, multi power and Bomford bracket mounted hedge trimmer. 5300 hours. Please call 01249 740377, South West. (T)

111818

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 360



1989, £14,999. 4wd tractor, 5800 hours, manual gear box, 60hp, power steering. Out of genuine farm sale, 60hp. Please call 01249 740377, South West. (T)

111819

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

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



TAMAR VINTAGE TRACTORS

Call Matt on 07966881985

Tavistock, Devon

Nationwide delivery available



Opperman MotoCart
£2200
A unique machine, front wheel drive, powered by a JAP engine, Runs and drives well, V5, make a nice easy project, ideal for the rally season!



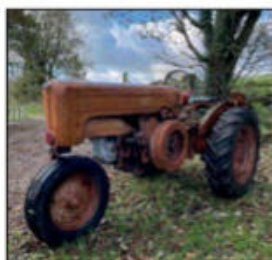
Ferguson TED20
£1895
A nice straight T20, runs and drives well, PTO and Hydraulics all working, Aluminium Bonnet.



Ford 3000
£2950+VAT
A useful diesel tractor, runs and drives well. The brakes and hydraulics work well. A practical and affordable yard tractor.



BMB President
£1995
A nice Cornish registered tractor with V5, Straight petrol, runs and drives very well, ideal for show or road runs.



OTO 18
£2250
A truly unique, Italian built tractor. Hand start, 2-cylinder diesel. Runs and drives well. Presented in a lovely original condition.



John Deere 2130
£5995
A very tidy, 60HP tractor with 16 speed transmission, pick-up hitch. Runs and drives well. Clean cab. Ideal yard tractor.

MANY MORE TRACTORS AVAILABLE. PLEASE GET IN TOUCH

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30hp, 40hp & 50hp from £8500
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Front / rear mounted
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John Deere B rowcrop early restoration original import. £3750 no vat

New look website www.parkervintagebucks.com

Tractors

Fordson 1N for restoration 28" rear wheels. £1250 no vat
International Farmall M 3 wheel rowcrop excellent original condition £2750 no vat
Ford Ferguson 9n good ex Farm for restoration £2000 no vat
Ferguson FE35 good runner very tidy £2650 no vat

Implements

Massey Harris 701 Baler Armstrong Siddle Diesel GWO £2750 no vat.
Howard Trained Rotavator vgc ex Farm. £450 no vat

Ransomes hexatrac TS69 6ft trailed Plough, rubber tyres £1750 no vat
Massey Ferguson 30 drill vgc. £350 no vat
Mounted folding chain harrows 6ft wide very little use. £450 no vat
Massey Harris 2ft trailed Plough £400 no vat
Parrimeter 2m grass Harrow £800 no vat
Lister Cockshut 3 Furrow trailed Plough complete for restoration £350 no vat
Ransomes 4 Furrow trailed Plough for restoration. £400 no vat

NEW AND SECOND HAND SPARES FOR ALL MAKES OF TRACTOR SUPPLIED

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New Website www.parkervintagebucks.com

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 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

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 35



POA. Three cylinder. Starts and runs okay but in need of restoration. Please call 01581 300388, Scotland.

111444

MASSEY-HARRIS 55



starts fine electric start nice original barn find. Please call 07855 399487, South West.

110873

MCCORMICK CX100 T3



2012, 2012 McCormick CX100 tractor for sale. Reg: P062 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



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 Z B



1953, £3,600. Good tinwork, V5, petrol, exhibited with trophy, delivery arranged. Please call 01364 661269, South West.

111390

MITSUBISHI MTE1800DT 18



£5,950. Mitsubishi MTE1800DT 4x4 22hp compact tractor 4 wheel drive Agri tyres Excellent condition Folding roll bar Ideal for 4ft topper / roller / chain harrow / rotovator Comes fully serviced, checked over and with 6 months warranty. Please call 01458 269210 / 250978, South West.

111803

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

NUFFIELD 425



£2,000. Good original condition. New brakes, new quality tyres, good body work all round. Starts well runs well, has been used on a couple of Charity runs and performs well. Needs new Speedo/tacho. Please call 07831 433892, West Midlands.

111774

NUFFIELD 10/60



Had a full restoration, a good example. Please call 01747 828272, South West.

111181

ORSI ASTORE



POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

111845

OTO 18



£2,250. This tractor is fitted with a single-cylinder Diesel engine. It starts well by hand and runs and drives very well. It remains in its original condition and an 'oily rag' has really brought out its charm!. Please call 07966881985, South West. (T)

111823

PORSCHE JUNIOR



POA. Fully restored. Belgium. Please call 32 56 61 62 60 , Rest of the world. (T)

111838

ROADLESS PLOUGH MASTER 75



1995, , Road Registered, Roadless Front Weight, Older Restoration. Please call 07968 044770, Wales.

111771

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 551



1954, POA. With factory winch. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

111835

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.

111800

YANMAR YM1401 14HP



£6,500. Yanmar 1401 14hp 4x4 tractor and Loader Excellent condition. 4x4. Agri tyres. Folding roll bar. 3 point linkage. PTO Strong and versatile. Easy to drive. Ideal smallholding / horse yard tractor. Reliable and robust. Comes with warranty, fully serviced and checked over for peace of mind. Please call 01458 269210 / 250978, South West.

111801

YANMAR F15 17HP



£5,600. Yanmar 4x4 Compact tractor Strong and versatile little tractor. Can be teamed up with a range of implements; topper / chain harrows / fert spinner / roller / rotovator / linkbox etc. Contact us with your requirements for a very competitive package price! Supplied fully serviced with 6 months Warranty. Standard cat 1 3 point linkage. Please call 01458 269210 / 250978, South West.

111802

YANMAR 1601



£6,950. Yanmar tractor in great condition fitted with a loader and 4foot bucket. Very good 3 cylinder 16hp engine Fitted with 4ft small holders topper serviced and ready to use. Warranty available. Please call 01458 269210 / 250978, South West.

111804

YANMAR F16



£5,150. F16 2 Wheel drive. Please call 01458 269210 / 250978, South West.

111805

YANMAR F17DT



£5,750. Yanmar F17DT tractor. Please call 01458 269210 / 250978, South West.

111806

YANMAR F14D



£5,550. F14D tractor. Please call 01458 269210 / 250978, South West.

111807

YANMAR YM1610



POA. Nice 16hp Yanmar fitted with a front end loader Good strong engine that runs perfectly no strange sounds or noises. Tyres have loads of thread and overall metal work it very good. Please call 01458 269210 / 250978, South West.

111808

YANMAR YM1610D



£5,750. Yanmar Compact Tractor YM1610D 4 wheel drive compact tractor Powerful 3 cylinder 16hp diesel engine As new condition supplied with new tyres and batterie Folding roll bar Very reliable. Kubota quality without paying for the name! Comes fully serviced, checked over and with 6 months warranty. Please call 01458 269210 / 250978, South West.

111809

ZETOR 5011



£4,000. A cracking example of this 3-cylinder, 43hp tractor. Fitted with a solid cab and 'as new' rear tyres. This Zetor starts, runs and drives well and benefits from power steering. There is some rust on one wing top, but nothing structurally. Please call 07966881985, South West. (T)

111822

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



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

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

ATCO 12" CYLINDER MOWER



£75. In good working order. Please call 01584 811176, West Midlands.

111419

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)

111847

ALVAN BLANCH ROLLER



£500. 6 Hiper. Please call 07712 107058, Wales.

111370

AMANCO 4 MULE TEAM

1917, Petrol/paraffin. On original 4-wheel trolley. Good runner. Please call 01986 788346, East of England.

111287

ARROW CONCRETE BREAKER D500



1968, £2,000. 4 Cyl Bedford diesel engine. Just pulled out of the hedgerow. Please call 01274873758, Yorkshire and the Humber.

111564

ARMSTRONG WHITWORTH 7HP



1926, £1,200. One of the first Armstrongs, serial no 122. Complete and runs. Please call 07751 472925, South West.

111294

BENFORD DUMPER 15CWT



1973, £375. Petter Diesel engine. Runs but low on compression. Road reg. V5 doc. 1 previous owner. Please call 01630 672302, West Midlands.

111421

BRIGGS STRATTON TWIN ENGINES TROLLEY

£200. 3.7st, 4.0hp, 3ft x 4.5ft x 1ft 10in. Smartly restored, working order. Please call 07934 085291, North West.

111280

BOLINDER MARINE ENGINE



£3,500. Bolinder Marine Engine 10-54 46 BHP at 1500 RPM. Reintjes hydraulic gearbox, 1/12 to 1 ratio. This engine has been completely rebuilt and can be seen running. Please call 07885722444, South East.

111392

BENFORD MBR71 ROLLER

£1,500. Benford MBR71 pedestrian roller and trailer repainted, engine Lister, good condition. Please call 07981 213648, East Midlands.

111697

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

COOKS MACHINERY

£200-£400. Cooks elevator, £200. Fore end loader and scoop with brackets to fit Fordson Major, £400. Please call 07743 307282, Wales.

111677

CAR TRAILER



£550. 8' x 4' x 2'. Hardwood sides and floor on steel chassis with drop down tailgate. Good tyres and spare wheel. New construction. Please call 07553 805969, East of England.

111388

COUNTAX GARDEN TRACTOR



£200. With blade, good working order. Please call 07836 686388, Yorkshire and the Humber.

111404

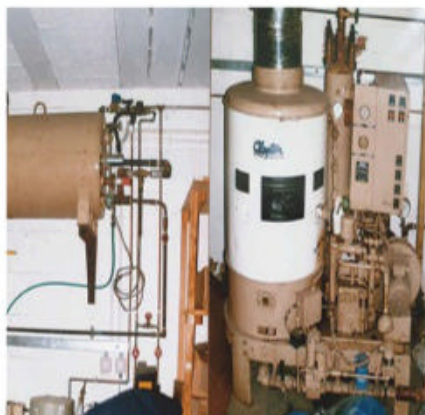
CAMBRIDGE ROLL



£300. Cambridge Roll, 7 foot, 750kg. Please call 07549 664260, East of England.

111435

CLAYTON EG-33 STEAM GENERATOR



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

CROSSLEY GAS ENGINE



POA. Crossley gas engine. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111848

DENNING SEED DRILL



POA. with iron spoked wheels. Please call 07798517149, South East.

110740

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

DUTCH HARROW



£350. 12 foot Dutch Harrow. Please call 07549 664260, East of England.

111436

FERGUSON SUBSOILER



£250. Good condition, with new blade. Please call 01767 683197, East of England.

111788

FLEMING ROTASPREADER



£1,800. New paint new chains and wheel bearings. Ideal for small holders. Please call 07920 199179, Wales.

111425

FERGUSON DISC HARROW



£600. Original Ferguson Disc Harrow in tidy condition, all discs move freely. Hard to find. Please call 07549 664260, East of England.

111434

FULLY ENCLOSED STEAM VEHICLE TRANSPORT



UK wide, by fully insured steamer owner with 25 years experience. Please contact for competitive quotation. Please call 07909875599, East Midlands.

110736

FERGUSON 2 FURROW PLOUGH

POA. Also Ferguson Ridger, Star finger bar mower, David Brown 885 engine, Ferguson single furrow plough. Please call 07779 921934, Wales.

111476

FLEMING TOPPER



£700. Fleming 5ft offset topper. New blades, ready to go. Fully serviced, used once since. Please call 07985146882, South East.

110726

FLAT BALE TRAILER



£1,000. 18' flat bale trailer. Please call 07712 107058, Wales.

110832

FERGUSON TRAILER



£400. Old, original Ferguson Trailer. New tyres and reconditioned wheels. Most metal work is intact and would be a good project for a collector. Please call 07717804041, South East.

111459

FERGUSON TYPE TRAILER



£350. Good project for restoration. Please call 07717804041, South East.

111460

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

GARDEN ROTAVATORS

POA. All sizes. Cylinder and rotary lawn mowers including self propelled and Ransomes hydraulic gang mower mounted. Also Allis-Chalmers Slovek. Please call 082 242631, Ireland.

111689

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

HOWARD RIDGER



£250. Pre Ransomes buy out, over 100 years old. Collection only. Please call 01243 574032, South East.

111393

HONDA GARDEN ROTAVATOR

£185. Excellent condition. Not done a lot. Must be sold. Also, West Ward garden rotavator, good condition, £95. Please call 07771 566172, South East.

111618

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 ABL ON TROLLEY

also Unimat Selecta Lathe Mill, Villiers MK25, Milliers and Pegson pump, Howard 300 rotavator and Milliers MK20. Please call 01328 864867, East of England.

111283

LISTER A



£250. Spec A28, No 240645, 3.5HP. Runs very well and mechanically sound. Please call 01794 388612, South East.

111290

LISTER DK AND LISTER H2 PUMPSET



£485. Mounted on four cast wheels and wooden trolley. Piped and tanked up, ready to rally, good mechanics, some chips to paintwork but very presentable. Please call 07971 561537, West Midlands.

111291

LISTER D



£575. This Lister D Type single cylinder petrol engine built Sept 1946, is fully restored, starts first time every time and is mounted on a road trailer ready to show. Includes overhaul manual, historical paperwork, parts lists and some spares. The trailer has new base and sides, is well shod, has good bearings, new electrics and stand. All new fastenings are stainless steel. Only requires your number plate! The trailer is worth £575 so the engine is free!. Please call 07900 822202, Scotland.

111292

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

MASSEY FERGUSON FINGER BAR MOWER



POA. Complete except for blade, has been running and serviced this year, could deliver by arrangement. Please call 07530 368801, Yorkshire and the Humber.

111466

MCCONNEL DIGGER



POA. McConnel 3PT Ditch King Digger with another machine for parts plus bucket. Please call 01581 300388, Scotland.

111446

MERLIN PORTABLE



1935, POA. Good boiler. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

111852

RUSTON HORNSBY ZPR 2BHP



£650. Petrol/paraffin. Please call 07832 303985, East Midlands.

111295

RANSOMES TS59 PLOUGH



£500. Dm Kristeel bodies, shares points and coulter all replaced, Collection only. Please call 01406 359295, Yorkshire and the Humber.

111423

SENTINEL S4



POA. 5 ton end tipper. Complete restoration over last 18 yrs. New boiler 2009, next hydraulic 2028. Please call 07967 830223, Scotland.

111485

STUART STEAM MODELS

Nine in all. Some class cased 1/2 List. Please call 07912 653373, South East.

111636

STUART WATER PUMP



£100. Type AF1E14 No.70014. Please call 01482814139, Yorkshire and the Humber.

111289

SAW BENCH



£195. Vintage Charles D Philips belt driven saw bench, 2 ft x 4ft top, cast frame. Please call 07801199001, South West.

111478

SPRING TINE CULTIVATOR



£240. In good working order. Please call 01732 822353, South East.

110985

TWOSE CULTIVATOR

£200. 9 tine cultivator the duck feet are new. Please call 01409 259103, South West.

111439

WILSONS LATHE



POA. Wilson Lathe 3 phase. 10 and 12 inch chucks. Was in good working order when removed from workshop. Please call 07942 253929, East of England.

111463

WESTWOOD T1600



£700. Ride on mower. Good condition. Deck needs attention. Comes with instruction book. Briggs Stratton 16HP twin engine. Please call 01342 850425, South East.

111426

WALLIS AND STEEVENS ADVANCE ROLLER



£8,000. type K in VGC. Single cylinder National Engine. Located in Southern Ireland. Call for more pics and info. Please call 00353 87 2101152, Ireland.

111194

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

AEC MANDATOR



1963, £12,500. 6 wheeler. steel framed cab. Please call 01387860242, Scotland.

111765

AEC MANDATOR



1952, £18,000. AEC marshall crane. Marshall 6x4.7.7 Litre cylinder diesel engine with Coles MK7 crane. Sold as seen. Please call 07866389720, Yorkshire and the Humber.

111215

AEC MERCURY



1968, £500. Take me away! Vehicle was running when parked up. Shame to send to scrap yard. Good for parts. Engine, gearbox, axle, springs, etc. hence scrap price. Don't miss this little treat. Please call 07850 694042, South East.

111352

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

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

DAF BEAVERTAIL



1979, £17,500. 2800 TURBO INTERCOOLER 6X2 LIFT AXLE RUNNING AND DRIVING. OWNED SINCE NEW. LOCATED IN SOUTHERN IRELAND Please call 00353 87 2101152, Ireland.

111193

DAF BEAVERTAIL



DAF 2800 TURBO INTERCOOLER 6X2 RIGID. 100% COMPLETE CAB RUSTY AROUND LIGHTS. Please call 00353 87 2101152, Ireland.

111196

DODGE 50



1976, £7,000. T/Unit. V8 Perkins engine, Eaton two-speed axle, two new tyres. Also Trojan van, 1958 ex BRS Perkins, P3 diesel engine, drive away, £10,000. Please call 07759 473380, Yorkshire and the Humber.

111391

ERF LV UNIT

1977, £6,000. T/Unit. Gardner 180 Eaton 2-speed axle in VGC. Also, 36 foot Tandem axle stepframe, new tyres, winch, alloy, rumps, test Nov 2022, £5000. Please call 07759 473380, Yorkshire and the Humber.

111639

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

TRANSPORTATION



Tractor and Machinery
transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

ERF LV UNIT



£13,500. ERF Lv flat bed Lorry with 180 Gardner, David brown gearbox and 2 speed rear axle. Fully restored 4 years ago including new door posts and new cab timber. Reupholstered seat in leather and all dials working. New rear body galvanised and proper timber fitted to bed. MOT'd each year with no trouble, as you can see it's a working lorry so not museum piece. Please call 01297 678588, South West.

111216

ERF E SERIES



1984, £4,000. One owner from new. Farm vehicle used on market work. Gardner turbo engine, Spicer rear box. All in order when parked up six years ago. A good winter project. Ready for 2022 Rally Season!. Please call 07850 694042, South East.

111353

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 S20



1962, POA. Ex Shipstone Brewery lorry. Four wheeler, Gardener engine. Please call 07771 617268, West Midlands.

111418

FORD P100

1990, £4,500. Diesel, pick-up, dry stored for 6 years. Clean and tidy. Also a 1958 Trojan van, ex BRS, Perkins diesel, £12,000. Please call 07759 473380, Yorkshire and the Humber.

111631

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

LEYLAND COMET

1957, £14,000. T/Unit with BTC 4 in line flat trailer with overdrive gearbox. Very good condition. Please call 07759 473380, Yorkshire and the Humber.

111614

MORRIS THREEPENNY BIT

1960, £15,000. Morris 5ton Flat Bed Lorry good original condition not restored will require tyres and general recommissioning. Starts and stops.

Engine pulls well. Suitable for rallies and shows could also be used for transportation of vintage etc. Please call 07765 425142, West Midlands.

111277

NISSAN NAVARA

2001, POA. Low mileage, 130k. Few weeks MoT, hole in silencer. Good engine, manual box. Please call 01702 258452, South East.

111454

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

PARTS AND ACCESSORIES FOR SALE

16 40+8 WHEELS AND TYRES

POA. Some new, some very old. Please call 07904 276364, North West.

111624

BEAVERAIL TRAILER



£3,000. King step frame beaverail trailer, 32 tons gross, all tubeless, 43ft bed. Please call 07767 477666, South East.

111197

BUTLER INDICATOR LAMPS



£80. never used. Please call +353 86 3072179, Ireland.

110833

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

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

BEDFORD KINGPIN SETS

£30 per set. S-Type, 7-ton, TD and D3. J-Type 4-5 ton, A4 and A5. D1 and D2 1957. D5 and L1 ETC. 1957 on shop, soiled, some corrosion. Please call 01684593940, West Midlands.

111638

BEDFORD TK PARTS

£300. Pair of cab doors and pair of seats, complete. Please call 07770 778740, South West.

111673

BALER GUARDS



£60. Bamfords BL48 Guards as shown. Used. Please call 01889 500303, West Midlands.

110872

BOMFORD LEG

£125. Bomford superflow complete leg. Please call 07711508200, Yorkshire and the Humber.

111779

CRANKSHAFT

£50. Original needs grinding. Please call 01303 813411, South East.

110827

DAVID BROWN CROPMASTER SPADELUGS



£120. Pair of David Brown Cropmaster Spadelugs. Please call 07931 796440, Wales.

111440

ELECTRIC MOTOR



£25. High torque start 230v 3HP single phase Electric Motor. 40mm keyed shaft including starter. £25 Buyer collects from West Essex. Please call 01992 575950, South East.

111479

FERGUSON TRACTOR WHEELS



£40. Two original tractor wheels to fit Ferguson TEA 20. Tyres are perished but wheel would be good for a restoration project. Please call 07717804041, South East.

111461

FERGUSON WHEEL CENTRES

£40. Back wheel centres for Ferguson T20 tractor. Please call 01237 441825, South West.

111617

FERGUSON SPRING TINE CULTIVATOR



£250. Ferguson spring tine cultivator with 9 tines. Some ware but still useable. Please call 07393 758511, South West.

111764

FURROW WHEEL OLD SEAT



£65. In good order. Please call 01732 822353, South East.

110984

FERGUSON MUD GUARDS



£150. Pair of early T20 Ferguson rear wings, very slight surface rust, otherwise in excellent condition. Fixing bolts included, no dents, just needs a rub down and paint. Please call 07529 189323, South West.

111139

FERGUSON TRAILER HAY EXTENSION



£55. Believed to be for a F-JE-A40 Ferguson hydraulic system trailer or a non tipping F-JE-A30. Please call 01362 820629, East of England.

111456

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.

FORD ESCORT



2015, £12,000. 1971 DUCATI SINGLE 450 MK 3 DESMO FOR SALE, Silver shotgun version. The odometer reading on the clock is 12,212km. The motor is in good condition and is within original factory wear limits. The running gear is all rebuilt with new bearings seals and spokes. Please call 2083664108, Yorkshire and the Humber.

111416

FORD SUPER MAJOR INJECTION PUMP



£POA. Fully refurbished and professionally tested. Nationwide delivery. Please call 0116 2766831 or 07817 914350.

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 DEXTA LOADER

£300. Loader for Dexta complete with bucket and fork. Hydraulic tip with spool valves and pins. Please call 07984 619213, South East.

111595

FORDSON E27N PARTS

£20-£195. Radiator grill, £195. Air cleaner pipe, £20. Model N pipe, £20. Can post if required. Please call 07808855076, West Midlands.

111645

FORDSON E27N REAR STRAKES

£150. For Fordson E27N or Major. In very good condition. Also Standard N, complete set of steel wheels, £150. Please call 01348 837733, Wales.

111686

FRONT AXLE CASTING IH434



£60. Front Axle Casting IH434. Used. Buyer to collect. Please call 01889 500303, West Midlands.

110836

FORDSON DEXTA PTO



£85. Flat belt pulley to fit Fordson Dexta. In very good condition. Please call 07802 662497, East Midlands.

110966

GARDNER 150 6LX

£400. Complete engine, turns over but doesn't run. Spares or repair. Please call 01952 581275, West Midlands.

111705

GOODYEAR SUREGRIP



£150. 14ply rated tyre, 14x20 grader or loading shovel, new old stock used tyre. Has no visual cracks, deterioration or damage. Please call 07774 816630, East Midlands.

111789

HORSE POWER INDICATOR

£150. Brass, in original box. Also, boiler pressure pump, 3' high, brass and cast, Hayward Tyler + Co London, £100. Please call 01437 741489, Wales.
111665

HEADLIGHT LENSES



POA. For E27N's. Please call 07624 496516. Visit www.vintagetractorelectrics.co.uk (T)

HOSES



£125. 8 meter hoses. Used but in working order. Please call 01366 384468, East of England.
110969

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.

JCB BUCKETS

£550. 900mm digging bucket, brand new. 600mm digging bucket, good condition, needs new teeth, on 45mm pins. Please call 07808 241753, Yorkshire and the Humber.
111633

JCB BUCKET



£275. Early JCB 12 Inch trenching Bucket. Used. No holes. Rare item. Buyer to collect. Please call 01889 500303, West Midlands.
110835

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

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 GUILLARD

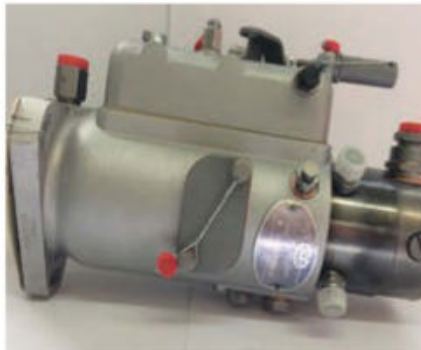


£140. good condition. Please call +353 86 3072179, Ireland.
110830

MASSEY FERGUSON 135 TRIP LOADER BUCKET

£60. 43" wide x 22" deep. Please call 07773 076312, West Midlands.
111704

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.

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.
110845

MERRY TILLER CARBURETTOR

£10. One carburettor to fit Merry Tiller. Also one carburettor to fit Villers type B0/2, £10. Please call 01440 820047, East of England.
111681

MERRY TILLER



£150. Winter project running new tyres including tools and plough. Please call 01636822042, East Midlands.
111103

VINTAGE ANVIL 27



£245. Vintage anvil 27 ins long on stand and with wheels. Please call 01945773200, East of England.
111775

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

PERKINS PISTONS



£100. For Perkins P3, P4, A3.144 and A4.192 Engines. New condition, includes Rings. Please call 07961 025724, West Midlands.

111424

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

RUSTON 3 VSH ENGINE PARTS

Crankshaft, camshaft, connecting rods, engine bearers, cylinder head and covers. Buyer to collect. Please call 07518 757387, Yorkshire and the Humber.

111278

STUART TURNER MARINE CHARGING SET

£5. part restored. Please call 01326290094, South West.

111288

STARTER MOTOR

£95. From 1989 Mercedes 308D. 15,000 miles. Seeks rebuild. Please call 01303 813411, South East.

110825

SLEDGE HAMMER TRIMMER



£1,100. Slanetrac hedge trimmer HC-180. Bar length: 1.8m. To fit excavators: 3.5 - 7.5T. Used once, excellent condition. Please call 07765 106663, South East.

111766

TAUTLINER BODY

£200. 12ft x 7ft. Excellent condition. Please call 07887752613, South West.

111706

TRAILMASTER 3 AXLE LOW LOADER AIR SUSP



POA. Full Refurb 2 years ago 1 load done since then. Double flip ramps/ lister single cylinder power pack/ front mounted winch/ fully shot blasted and painted/new crossmembers in chassis/ new Keruing Floor/ 20ft twist locks to carry container. Location Dublin PORT. Please call 00353 87 2101152, Ireland.

111195

TRAILER PARTS



£45. Small trailer axle, 13" wheels, 5 stud, 43" wide to outside of tyres. 32 1/2" to inside back plate to back plate. Two springs, four leaf and four bolts, no shackles. Please call 07840 642362, South East.

111349

TYRES



Three tyres. Two India 36x6 95% tread. One Goodyear 36x6 95% tread. All tyres very good condition. Please call 01884 35825, South West.

111433

TRACTOR TRAILER WHEELS AND TYRES



£60. 9-00 -13, AVON FLOTATION F.A.R. 14 and a half inches across rim, five stud, condition as per photo, buyer to collect. Please call 01362 820629, East of England.

111455

VILLIERS CYLINDERS

£25. New boxed side valve industrial cylinders. Please call 01234 870343, East of England.

111297

WEATHERPROOF COVERS FOR CAV SWITCHES



£POA. Switches. Visit www.vintagetractorelectrics.co.uk. Please call 07624 496516.

MISCELLANEOUS

5 INCH GAUGE GWR PANNIER LIVE STEAM ENGINE



£4,250. sale in very good condition copper boiler. Please call 07971039611, South West.

111776

3.5 INCH ROB ROY CALEDONIAN TANK ENGINE



£1,500. in very good condition copper boiler. Please call 07971039611, South West.

111777

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#

BEDFORD DRIVERS CLUB KIT



£45. Includes badge, members book, instructions to fit badge, ins cert. All original. Please call 07780 123683, South East.

111582

BELLE MINIMIX 150



£300. As new. In good working order. Please call 01732 822353, South East.

110986

BLACKSMITHS ANVIL

£380. With stand. Also, three spikes, £150. Swage block, £350. Leg vice, £75. Quantity of forging tools, £75. Please call 01522 754321, Yorkshire and the Humber.

111650

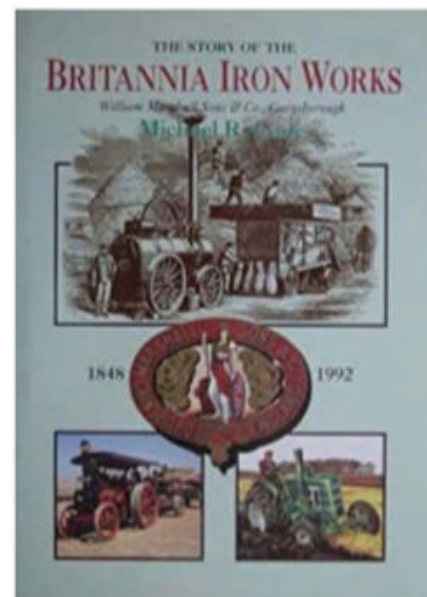
BOOKS



£30. 2 hardback Models of Yesteryear description catalogues. 1st and 2nd editions in mint condition. Colour pix, scarcity, lists, release dates, codes explained, Giftware, plated, box information, etc etc. great collectors Xmas gift. Please call 01744 637052, North West.

111567

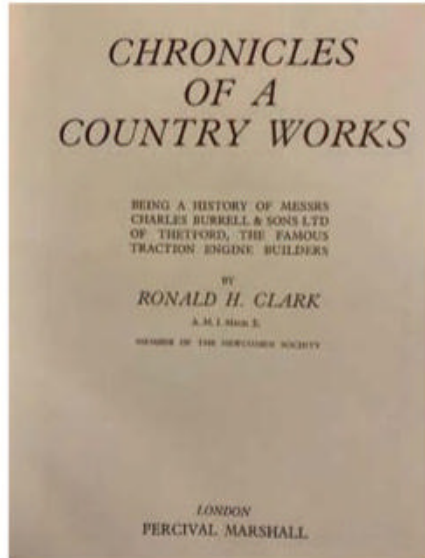
BRITANNIA IRON WORKS



£100. Britannia works by Michael lane. The history of Marshalls of Gainsborough. Excellent condition. Please call 07720 950920, Yorkshire and the Humber.

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CHRONICLES OF A COUNTRY WORKS



£100. Chronicles of a country works by Ronald Clark. The history of Burrells. Excellent condition. Please call 07720 950920, Yorkshire and the Humber.

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£12. Fifty clean issues of Classic and Vintage Commercials for sale. Plus £7.50 to courier. Please call 01366 728030, East of England.

110707

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£60. BRITAINS 1/32 scale case 1H CHX 620 self propelled forage Harvester -model number 40811,. Please call 07929 969702, Scotland.

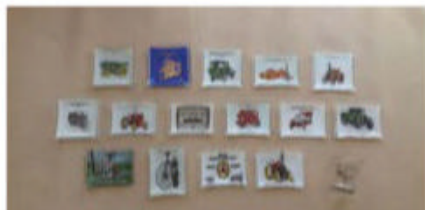
110720

CASTROL OIL TANK

£300. In good condition. Please call 01425403573, South East.

111203

EXHIBITORS ASH TRAYS MARSHAM RALLY



£20. Ashtrays 1972 to 1986 inclusive together with Whiskey Glass 1988. Buyer collect LS29. Please call 07952 832576, Yorkshire and the Humber.

111468

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£3-£15. Four hardback books on Gear Design, all four in first class order, £15. Design Bearing book, a Penton publication, £5. Nonferrous Metals, a Penton publication, £5. Design News Data, £5. Yeoman 75, a pictorial history of Foster Yeoman Ltd, £6. The book of The Cyclomotor, £10. Crossley Gas and Oil Engines, £3. Instructions and parts list for John Deere Model E engines, £5. Traction Engines, two centuries of Steam Power, £12 ono. Please call 01225 754374, South West.

111477

FOUR STEAM RELATED PLAQUES



£25. Brass CSVS door knocker 1983 and 1984; Stourpaine Bushes Plaque (non-metallic material); Brass LandTEC Fowler Road Run 1979 Plaque un-numbered. Buyer collect LS29. Please call 07952 832576, Yorkshire and the Humber.

111469

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

FODEN 14 TON TANKER SUPER TOY



£75. Dinky 1948-1952 1st cab, light blue, flash tank, hubs, D/B cab, not repaint. Please call 02083 997541, South East.

111407

FIRE EXTINGUISHERS



£50. Two small fire extinguishers, Pyrene Junior Lightcar Desmo with bracket, 10" type in chrome. Please call 02083 997541, South East.

110828

FORD PAINTING



1946, £20. This art print featuring the Fordson E27N on the Ford of Dagenham assembly line in 1946 was painted by Terence Cuneo. It is titled "quality inspection" and is one of four paintings commissioned by Ford to celebrate the reopening of vehicle production following the end of world war 2. The print measures 42 x 48 cm. Please call 01736 758426, East of England.

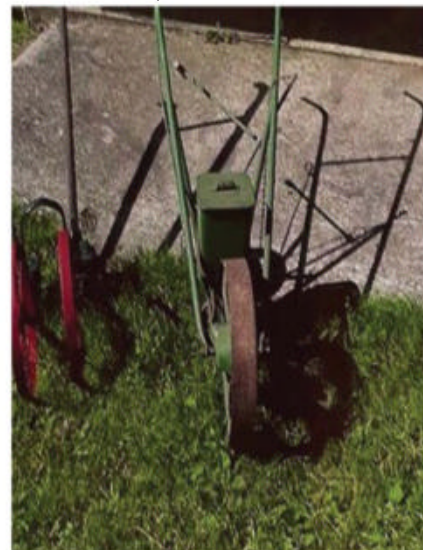
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FORDSON MAJOR 1/16 SCALE

£65. Universal hobbies Fordson Major, blue-grey, 1/16 scale, model movable front steering, ideal for somebody's collection. New condition. Please call 07934 085291, North West.

111600

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£60. For seed sowing, all in good working order. Please call 01732 822353, South East.

110983

HORSE HEADS



£550. Pair of horse heads, ideal for entrance gates. Please call 07927 675074, Scotland.

111768

HAULAGE BOOKS AND MAGAZINES

POA. Hardbacks, Brain Haulage, Silk Road and Beyond, Lorries of Arabia Part 3, The Road to Muckle Flugga by Phil Llewellyn. Heritage commercials, all as new, read once. Please call 01484 985740, Yorkshire and the Humber.

111680

HARVEY FROST RECOVERY DOLLY



£180. Used. Make good static exhibit. Buyer to collect. Please call 01889 500303, West Midlands.

110846

HETHERINGTON SPRUNG LAMPS



£650. As new condition. Please call 07798 652316, South East.

111420

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£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

LIVING VAN

1917, £7,995. Vintage Living Van. Formerly owned/used by Bedfordshire CC. Original wheels. Extensively restored. Please call 07434 768438, South East.
111482

LEYLAND OCTOPUS TANKER MODEL



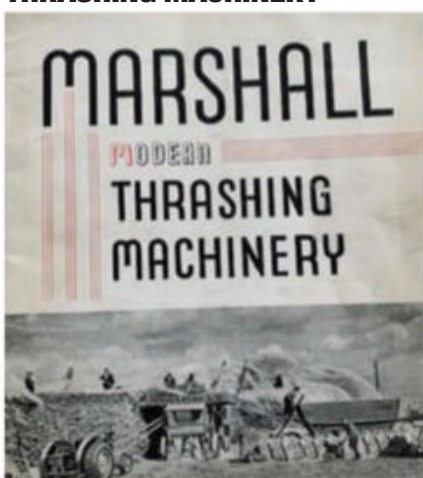
£85. Dinky model Leyland Octopus trailer. Restored to a high standard, included is a quality reproduction box. Other models are available. Postage is £4. Please call 07867 590184, Greater London.
110978

LIVE STEAM ENGINE



POA. Live steam engine for sale 5inch gauge rail motor with tender and driving truck in very good condition, copper boiler. Please call 07971039611, South West.
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MARSHALL MODERN THRASHING MACHINERY



£50. Original Marshall Modern Thrashing machinery 20 page sales leaflet covering range of Thrashing machines and options, A1 condition. Please call 07801199001, South West.
111484

MANZEL XD

£100. Mechanical lubricator - No. 901R. Please call 01437 741489, Wales.
111646

MILK CHURNS

POA. Two ally 11 gallon milk churns. Both have MMB on them. Please call 01239 710205, Wales.
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£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.
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£60. New Holland Tractor original dealers parts book in a ring binder. For models 8160, 8260, 8360 and 8560. All useful information and diagrams. Can post at cost. Please call 07743 557555, North East.
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MIGHTY ANTAR LOW LOADERS



£75 each. Mighty Antar low loaders one with electric train load .Other with Coles four wheel yard crane in full working order. Please call 01726 842357, South West.
110715

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From £125. Four poultry houses. Various sizes, newly built, sectional. Please call 01865891271, South East.
111599

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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

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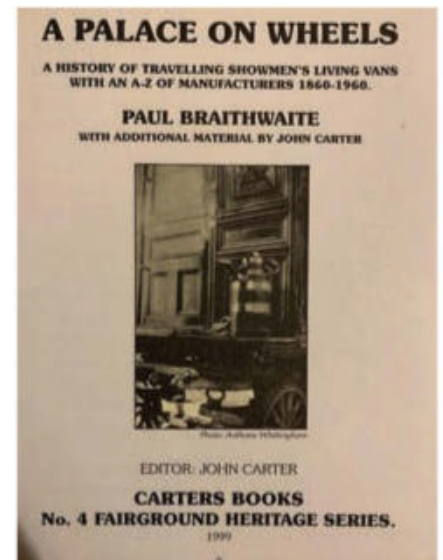
£1,950. Britney private number plate on retention, ready for transfer. Please call 07583 613521, West Midlands.
111348

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£2,500. Briggs private number plate, BR7GGS, on retention, ready for transfer. Please call 07583 613521, West Midlands.
111385

A PALACE ON WHEELS

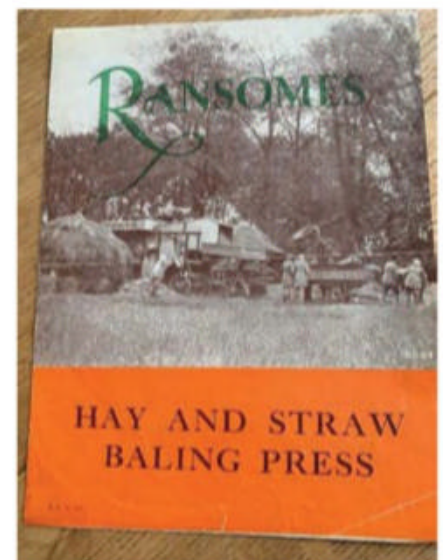


£100. A palace on wheels by Paul Braithwaite. Illustrated history of Showmen's living wagons. Excellent condition. Please call 07720 950920, Yorkshire and the Humber.
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RUSTON OIL ENGINE INSTRUCTION MANUAL

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£140. In good condition and work. Please call 01732 822353, South East.

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£20. With shepherds whistle, 1960s. Please call 07927 675074, Scotland.

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SILVER CROSS DOLLS PRAM



POA. Coach built twin dolls pram with extras. White paint needs touch up, stood wrapped in blankets for many years. Buyer collects. Please call 01405 704511, Yorkshire and the Humber.

111575

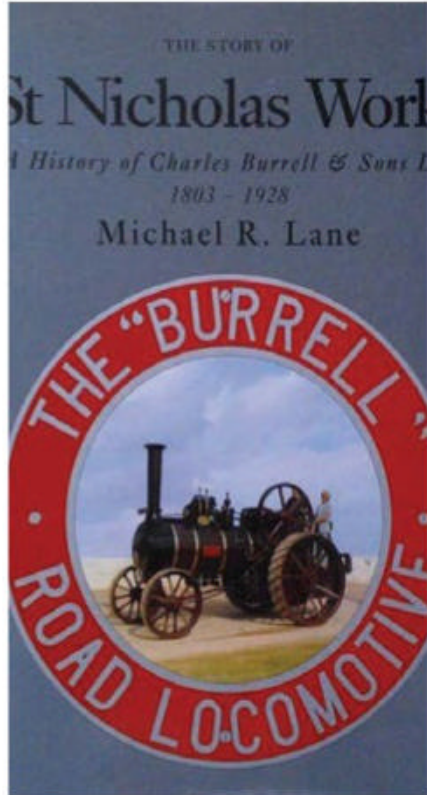
SILVER CROSS PRAM



POA. Coach built dolls pram, dark blue. With extras, like new, extremely pretty. Stored wrapped in blankets for many years. Buyer collects. Please call 01405 704511, Yorkshire and the Humber.

111576

ST NICHOLAS WORKS



£80. The St Nicholas works by Michael Lane. History of Burrells. Excellent condition. Please call 07720 950920, Yorkshire and the Humber.

111452

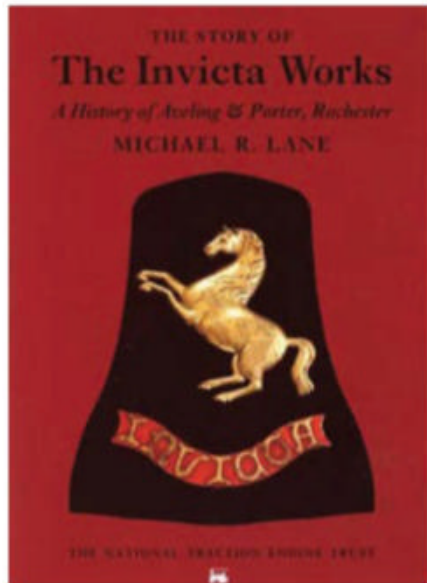
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£130. Tyre irons and bead breaker. Please call 02476 461159, West Midlands.

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THE INVICTA WORKS



£100. The Invicta works by Michael Lane. History of Aveling and Porter. Excellent condition. Please call 07720 950920, Yorkshire and the Humber.

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TRANSPORT PRINTS



POA. Several limited series prints of transport by Don Fuller for Cory toys. Please call 01726 842357, South West.

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WOODEN SCROLLED AND GILDED VINTAGE FAIRGROUND OR OVER MIRROR CARVING



£46. Edwardian? Small parts missing-part of the scroll on the bread and butter construction at one end, and then complete items.(drg on paper) Size : 33" (84cms)x 11" (28cms) x 2 1/2" (6cms) Wt : 1Kg. Please call 07772 645346, East Midlands.

111470

WOOD FRAME

£120. grindstone on a wood frame, working condition, treadal action. Please call 01677470597, Yorkshire and the Humber.

110742

VICON PARTS MANUAL

Wanted. MK2 Vicon parts manual, spreader. Please call 01440 820047, East of England.

111682

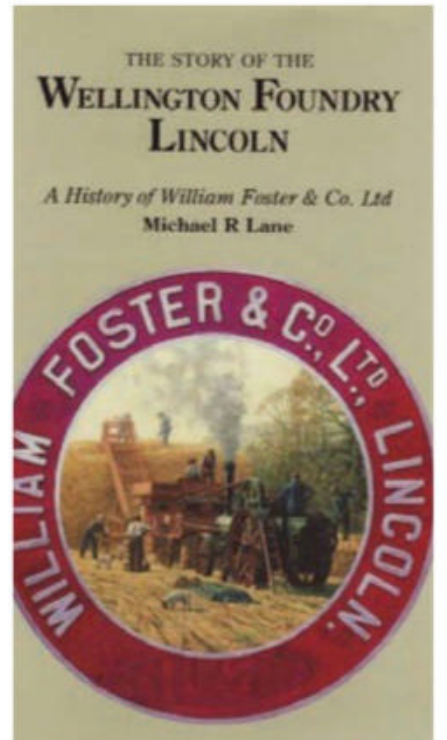
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£100. 50 metres plus. 20mm diameter with telurite eye. Please call 01228 675296, North West.

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£80. The Wellington foundry. The history of fosters of Lincoln. Excellent condition. Please call 07720 950920, Yorkshire and the Humber.

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LEYLAND CONSTRUCTOR

Wanted. Leyland Constructor 30.26/DAF80 260. 8x4 or 6x4 in running condition. Also want any cab parts, interior or exterior, etc. Please call 07860 872719, South West.

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ALLIS-CHALMERS HD10

Wanted. Allis Chalmers HD10 Crawler tractor and hydraulic blade in very good working condition with good running order. Please call 01728723387, East of England.

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Wanted. Fordson Ploughmaster 6/4 any condition. Please call 07748 984907, South East.

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KUBOTA L210/220



Wanted/ L210/220 diesel tractor. In any condition as shown. Prefer Hampshire/Sussex areas. Please call 07794 786387, South West.

111143

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Wanted. Aermotor 8-cyl engine. Please call 07543 979184, West Midlands.

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Wanted. All miniature model engines. Steam and petrol. Please call 07811 484124, South East.

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COMBINE HARVESTERS OTHER INTERNATIONAL B64 COMBINE

Wanted. Must be in good working order. Please call 01841 540494, South West.

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MOLE PLOUGH

Wanted. Browns single leg mole plough with discs in good condition. Please call 01892 853463, South East.

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FORDSON DEXTA LOADER



Wanted. Mill loader to fit Dexta or Super Dexta. Must be same as in photo with good rams, no pitting or chrome missing. Bucket and fork not needed. Please call 01892 750326, South East.

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Wanted. Must be in working order. Please call 07971 282677, South West.

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1964, Wanted, parts for Roadless Super Major particularly front axle and A frame. Collection from anywhere in UK. Please call 07881498040, South West.

110998

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Wanted. In any condition or, one in need of repair. Please call 07766 136136, Scotland.

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FERGUSON CYLINDER HEAD



Wanted. Ferguson 35 23c cylinder head in good condition - no cracks. Please call 07972217054, South West.

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FORDSON NOSE CONE BADGE

Wanted. Nose cone badge for my blue/grey Super Dexta. Please call 07899 987070, South East.

111671

FORDSON SUPER MAJOR TIPPING PIPE BRACKET

Wanted. Trailer tipping pip bracket for Super Major. Left hand side of top link rocker and bolted to top cover. Please call 07890 835511, South West.

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Wanted. A drawbar for an International B275 tractor 1959 model. Also a roller for a McConnell PA500 hedge-trimmer. Please call 01271 883235, South West.

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Wanted. Part number 53. Will purchase complete scrap pump if necessary provided that price is reasonable. Will collect. Please call 07702 161632, East Midlands.

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Wanted. Cylinder head for Blackstone vertical kerosene engine, can travel. Please call 01305 822048, South West.

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BOUGHTON 4200 WINCH

to fit county crawler. Please call 07532162742, North West.

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Wanted. Magneto drive gear/pinion for Ruston Hornsby PT. Please call 01234 870343, East of England.

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Wanted. To fit Stover type EK wico. Please call 01837 52150, South West.

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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.

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Wanted. Any condition. Please call 01837 82158, South West.

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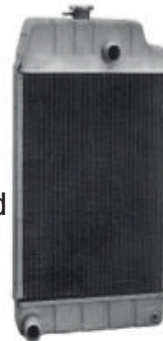
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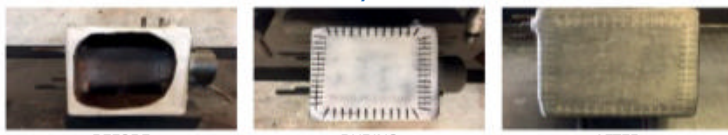
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The last word

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.

Looking back on 2021, I would like to congratulate 80-year old Annie Chapman on the amount her team raised from the Ladies' Tractor Road Run in East Anglia, during the summer. There was a total of 105 participants, raising an amazing £78,082.

The object was to beat a cumulative total of £750,000, which they did with ease – as the amount raised from the 18 events so far is now £812,000. The 2021 cheque was presented by Cecilia Pryce, a 1960 Fordson Dexta owner, to Debbie Adams, the local volunteer manager for Cancer Research UK.

Annie has recently been quoted as saying that now she has reached such a venerable age she might take more of a back seat, but she also said: "My objective is still to raise a million pounds for breast cancer research. When I started this event off it didn't look possible, but it certainly is now!"

The 2022 event takes place on 3 July and for further details, please visit the website: ladiestracroroadrun.co.uk

Another organisation that raises lots of cash for charity is the Berwick St. John Country Fayre, which presented £31,204.27 at a special presentation on Sunday 7 November. This colossal sum is the result of a special one-day country fayre, called the Berwick Bash, which took place in September.

Entry to the event was free, but attendees were asked to make a donation. In addition, money was raised from a raffle, profits from the tea and beer tent and the sale of concession to traders.

The Berwick St. John Country Fayre will return next year as a two-day event on 17-18 September 2022. More details can be found at: berwickstjohncountryfayre.co.uk



Roger Desborough with his Fiat 703.

I am sad to report the passing of many well-loved enthusiasts in recent times, the first of which is Ken Smyth of Co. Limerick, who lost his life as a result of a motor vehicle accident. Ken ran his own agricultural engineering company, as well as the family farm, and was a collector of classic tractors, particularly Case models.

He will be sorely missed and I send my condolences to his family at this time.

On 9 September, Lincolnshire-based David Brown collector John Simpson passed away. He was 89 years old.

John had more than 65 DBs in his collection and did much for the David Brown Tractor Club, as well as the NVTEC Lincolnshire branch. His displays at the Newark Vintage Tractor & Heritage Show were always second to none.

I send my condolences to his family at this difficult time.

Sadly, on 3 November, well-known vintage vehicle collector Roger Desborough passed away, aged 75. He had not been in good health for some time, but had forged ahead as best he could thanks to the dedication of his wife Fran.

Following retirement, Roger had more time to take up various hobbies and he

gained a passion for veteran, vintage and classic tractors and that blossomed into veteran and vintage cars. He and Fran travelled around the country to many events with their collection of fine machines and in more recent times took part in the RAC London to Brighton Veteran Car Run.

He also created an early season show at the Norfolk Showground, which he worked hard at to make it an event that was enjoyed by many. It was an excellent show, which was well supported by the tractor and commercial vehicle community.

His funeral took place on 29 November at Holy Trinity Church, Blythburgh, Suffolk and was packed to capacity. I send my condolences to his family at this time.

Keep warm and safe and until next time, take care.

Group Editor-at-large, Kelsey Media



John Noble writes: "My great-grandson Ollie, aged two, is tractor mad and loves the magazine. He would love to see his picture in *Tractor & Machinery*."



Stewart Walls, from Orkney, writes: "Here are my grandchildren, Finley and Florence, on my son-in-law's MF 35 Industrial, on a bonny Yorkshire day. They also enjoy reading granddad's old *T&M* magazines and introducing them to baby Felix. You should have seen Finley's face when I gave him a year's worth of *Tractor & Machinery*! I hope you can use the photo, as they'd be over the moon to see it in the magazine."

READERS' GALLERY



Claire Hambrook-Moore writes: "Alexander is my two-year old, tractor-obsessed little boy. Nothing makes him happier than reading your magazine and we don't have a bedtime story in our house – we peruse the classifieds section with big sister Millie!"



Jean Toal writes: "Here is a picture of my two-year old grandson, Joshua, trying to figure out how to start his granddad's Ferguson TE-D 20. Joshua loves tractors and so does granddad!"

SEND YOUR PICTURES FOR THIS FEATURE TO: Readers' gallery, Kelsey Publishing Ltd.,
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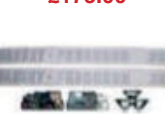
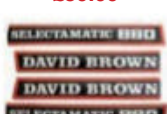
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