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July 2022

Tractor & MACHINERY



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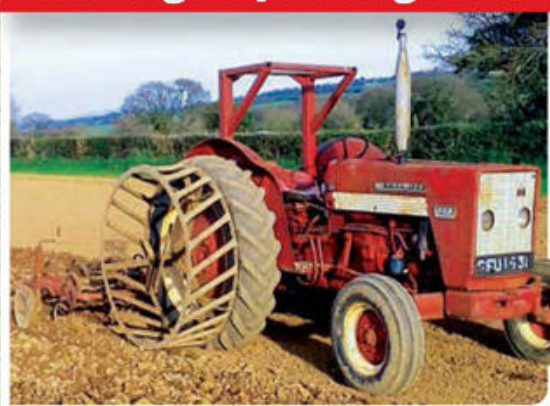
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*"The relative performance of each product in this test, is as follows;
1. Bilt Hamber dynax-S50..."*

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DYNAX-S50



Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated



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Welcome!

Hello and welcome to the July issue of *Tractor & Machinery*. I start with the sad news of the passing of Thomas Andrews. I am aware that he helped a great many of you with tractor registrations over the years and it came as a shock to learn of his death.

Peter Love has more to say about Thomas on page 122, but I would like to take this opportunity to offer the sympathy of the T&M team to his family and friends at this sad time.

On to happier matters now and it pleases me greatly to see so many events taking place, being enjoyed by so many people, after such a barren spell. Covid-19 is still with us and shows no signs of going away, but attendance has been very good by all accounts. Long may it continue.

The Platinum Jubilee celebrations provided the perfect opportunity to enjoy your tractors and thanks to those of you that have shared photographs with us.

Thanks also to those of you that I spoke to at Tractor World Spring on 21-22 May. Your comments about the magazine have been taken on board, along with those received

from our survey, and we aim to bring you more of what you like going forward. As I'm sure you'll appreciate, it's difficult to fill every issue with content that everyone likes, but we aim to feature a selection of machines from throughout the decades.

In addition to providing an opportunity to chat with readers and admire the latest restoration projects and exhibit debuts, Tractor World Spring presented an opportunity to meet up with old friends, make new acquaintances and collect parts from suppliers.

The 165 now has a new set of engine oil and fuel filters, but I have to confess that they are still in a box on my desk! Some much-needed time off and event planning (more on that in a future issue) have got in the way of workshop time, but an opportunity will arise soon enough, I'm sure.

Until then, keep sending in details of your projects – as the inspiration they provide is infectious! All the best.

Scott Lambert

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



The Platinum Jubilee celebrations at Rushlake Green on 5 June, dubbed The Big Lunch, welcomed tractors into the fold!
Photo: Peter Love.



Main cover image:
YouTuber 'gerry6420' with his John Deere 3650 and JF FCT 900.
Photo: James Connolly.

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SEE PAGE 16



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With the Massey Ferguson disc mower out of action, it's time for the finger-bar mower. It may be old, but it will always get the job done!

New 1:32 scale Massey Ferguson 65



J6433 | 1:32 scale
Massey Ferguson 65
£52.00

We are pleased to announce the long-awaited release of the **Massey Ferguson 65** in 1/32 scale from **Universal Hobbies**. This is the first true collectable quality 1/32 scale model of this extremely popular tractor.

As you may already know this model is of the UK manufactured tractor in **Stonliegh Grey** with red tin work. This model is exclusive to the UK market. In addition to this we have secured a small amount of the French manufactured version with the **Flint Grey** chassis (**J6269**).



Accurate 3-Point linkage



Highly Detailed Engine



*French built (J6269)
Finished in Flint Grey*

Either one, or both of these models are sure to make a great addition to any 1:32 scale collection or diorama and will be available around September. You can reserve yours from your local stockist now!

Alternatively you can pre-order by phone on **01903 875978** or email info@accuratediecast.com

Want to add something else to your collection?

Visit www.accuratediecast.com to see everything we have to offer, including the full range of Universal Hobbies models and other die-cast ranges, ride-on toys, plush toys and much more.

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News

GOT A STORY?

THEN WRITE TO THE EDITOR:

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EMAIL: tm.ed@kelsey.co.uk

IN BRIEF



Win an MF 35!

For your chance to win an MF 35, or one of four other prizes, please visit: shop.kelsey.co.uk/raffle

Entries cost £5 and you can enter as many times as you like before the closing date on 30 October. The winner will be announced at the Newark Vintage Tractor & Heritage Show on 6 November. Good luck!

New website

Tractor Spare Parts Ltd., of Derbyshire, has launched a website that retains the feel of the old site and the ease of navigation afforded by desktop computers, whilst having a fresh, new look and better compatibility with mobile devices.

Features include live stocking of most parts, multiple currency options to help overseas customers – with an idea of how much parts will cost in local currency – and multiple courier options at checkout.

Future roll-outs will include an FAQ section.

Too see the new, improved website, or to order parts for your tractor, please visit: tractorspareparts.co.uk



FARMERS UNITE to showcase British farming

Farmers unite to showcase British farming. LEAF Open Farm Sunday was back on 12 June, making memories and changing perceptions. More than 250 farms across Britain opened their gates to tens of thousands of visitors, showcasing British farming and all it delivers on farming's annual open day.

Every event was unique, showcasing their own farming story from arable, horticulture and livestock to agro-forestry and fisheries, but all united with the same aim – to demonstrate the industry's commitment to sustainability, biodiversity, climate mitigation, delivering nutritious food and a well-managed countryside. This year the overarching theme of 'health' allowed scope for farmers to play to their strengths and create innovative activities and displays.

Visiting a working farm provides a brilliant opportunity for people to talk directly with the farmers that produce their food, and really grasp what is involved in sustainable food production, a topic that is at the forefront of many households. Aside from learning about the importance of healthy crops and livestock, visitors had the opportunity to discover the importance of soil and water health, biodiversity and habitat management and so much more.

Annabel Shackleton, LEAF Open Farm Sunday manager said: "With the public's growing consciousness around the environment and sustainability, farming's annual open day is more important than ever, to build support for British farming and food and showcase everything farming delivers. It also highlights the diverse career opportunities available for future generations within the agricultural sector."

"LEAF Open Farm Sunday is a true collaboration working with our principal sponsors: AHDB, Arla Foods, Asda, BASF, Co-op, Defra, Farmers Weekly, Frontier Agriculture, John Deere, LEAF Marque, NFU, Sainsbury's, Tesco and Waitrose. All of which play a huge part in encouraging farmers to get involved, promoting the event to the public, as well as support on the day."

Next year's LEAF Open Farm Sunday will take place on Sunday 11 June 2023.



Visitors enjoy a trailer ride on the Courteenhall Estate.

Jubilee weekend delivers 'best ever' Tractor Fest

BUMPER CROWDS OF visitors and enthusiasts helped make this year's Tractor Fest at Newby Hall, Ripon, the 'best ever' says organiser the Yorkshire Vintage Association.

The UK's largest tractor festival took place over the Bank Holiday Jubilee weekend in celebration of the Queen's 70th anniversary as monarch.

Held over Friday to Sunday, Tractor Fest attracted thousands of visitors who were treated to an extravaganza of vintage tractors displayed across the grounds of Newby Hall. The festival also showcased vintage cars, lorries,

stationary engines, commercial vehicles and motorcycles from across the United Kingdom and abroad.

Yorkshire Vintage Association chairman Kevin Watson said: "We are delighted with the turnout and support for this year's Tractor Fest which was all the more special for being held over three days of the Jubilee weekend."

"Visitor numbers and the range of exhibitors made it our best ever Tractor Fest and we're so pleased to have brought it back after a two-year break with the continued support of our sponsors who cannot be thanked enough."

Other highlights of the show were displays of 70-year-old Jubilee and Coronation vintage tractors, including a gold tractor, and more than 100 pre-1922 tractors. Also on display were eight Victorian engines and 100-year-old stationary engines.

Tractor Fest is sponsored by Europe's leading agricultural and machinery auctioneer Cheffins, The National Vintage Tractor & Engine Club (NVTEC) and Econ Engineering. The show is also supported by Ripon Farm Services.

Look out for a report on the event in the August issue of *Tractor & Machinery*.

IN BRIEF



Dealership doubles

Farmtrac's dealer network in the UK has doubled in the last year. The reason for this success is attributed to the brand's quality and user-friendly technology, according to its UK distributor Reesink Agriculture.

Steven Haynes, tractor sales manager for Reesink Agriculture, explains: "Dealers are finding there is a growing market for great value-for-money tractors that focus on the core elements the customer needs, rather than being over burdened with more complicated electronic features."

A powerful engine and world-class components, including transmissions designed and produced by Carraro and hydraulic systems from MITA, are matched with simple design, logically laid-out controls and easy-to-view instruments. This combination has given Farmtrac the reputation among dealers and customers for having all the power and technology needed to get the job done, but for being easy to operate at the same time.

To talk to someone about Farmtrac tractors or becoming a Farmtrac dealer, call 01480 226800 or check online at reesinkagriculture.co.uk

UK registrations

For the second month in a row, United Kingdom agricultural tractor registrations (over 50hp) were comfortably above last year's level in May.

At 1,283 machines, the monthly figure was 16 per cent higher than in May 2021 and, indeed, was the highest May total since 2012.

The return to growth comes despite ongoing supply chain disruption, dating back to last summer, which has led to extended lead times, a situation which has not been helped by the war in Ukraine. Nevertheless, the underlying strength of the market means that registrations for the year to date are now slightly above their level in the opening five months of 2021, at 5,482 machines.

JCB launches Fastrac iCON

JCB has launched new Fastrac 4000 and 8000 Series tractors with an all-new electronics infrastructure that delivers higher levels of performance and convenience while giving operators unprecedented choice in the way they operate their machine.

The new Fastrac iCON operator environment has three key features: iCONFIGURE – creating a bespoke control experience for every operator, iCONNECT – integrating advanced precision agriculture technology, and iCONTROL – redefining operation through new driveline software.

The 175-348hp (133-260kW) Fastracs feature the new iCON armrest console and touch-screen display that provides outstanding flexibility in control allocation and operator information, and a new transmission control strategy to deliver ultimate operator comfort and powertrain efficiency. The tractors are also available with fully-integrated ISOBUS, precise JCB GPS guidance and implement control applications that minimise the need for additional displays.

JCB Agriculture Managing Director John Smith said: "We had three major objectives with this important project for the JCB Fastrac: to create a bespoke operator experience; integrate electronics technology such as ISOBUS and GPS guidance; and redefine the already high level of operator control and driving comfort that the Fastrac offers.

"At the same time, we wanted to maintain a familiarity in terms of the controls and information displays to ensure existing users can quickly adapt to the new system. Feedback

from our extensive development and testing work with evaluation customers shows we have achieved all of these objectives, making the Fastrac an even more attractive proposition in terms of performance, productivity and operator appeal."

At the heart of the new Fastrac iCON models is a new electronics infrastructure that enables a host of modern technology features to be fully integrated as standard or optional equipment.

The most obvious manifestation of this development is the new iCON seat-mounted armrest console and a 12in colour touch-screen display that can be positioned ahead of the controls for easy viewing or moved to one side to maximise visibility through the Fastrac's large windscreen.

The console houses a new main joystick; assignable RGB LED colour-coded levers giving proportional control of electrically-operated spool valves; PTO and hitch controls; an auxiliary joystick; and hard keys plus an encoder dial for a tactile alternative to using the touch screen.

To read more about the other new features of the Fastrac iCON, please visit the website: jcb.com



JCB's new Fastrac iCON controls and display.

Inaugural run

THE INAUGURAL FIVE Churches Vintage Tractor Run will take place on Saturday 17 September 2022 starting from Croydon, Cambridgeshire SG8 ODX.

The event will be raising funds for Arrington, Barrington, Croydon, Orwell and Wimpole churches and will offer participants the opportunity to enjoy an interesting drive between five villages, including the Wimpole Estate, as well as demonstrate their

individual tractors to the public at stop-off points en route.

The role of these tractors in the history of farming will be covered, together with their importance to UK food production. The organisers believe that widening the scope and format of the traditional tractor run will make it a great day out for owners, enabling them to engage with the public and raise valuable funds for the five churches involved.

The plan is to meet at 10:30am in Croydon, Cambridgeshire SG8 ODX, with the 'showfield' open to the public for demonstrations from 11am, followed by visits to five other venues and finishing at Barrington around 4pm.

All tractors must be entered on official paperwork and sponsored to a minimum of £10. To obtain a sponsorship form, please request one from Ray Parcell via e-mail: rayparcell61@gmail.com

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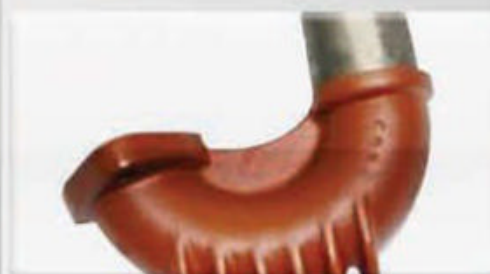
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Just finished!

Peter Love visits Chris Wells to admire the results of a sympathetic restoration.

It was a pleasure to receive a call from Chris Wells of Rushlake Green, East Sussex, and to hear that his 1973 Ford 4000 was finished and ready for the road! This is the latest of several restorations that he has undertaken and I was keen to see the results of his efforts.

Chris' father was the publican at the White Horse Inn, Bodle Street Green, but he purchased Durrants Farm, Cowbeech, and was due to take up residence early in 1963 but because of the horrendous snow and freezing conditions the move was delayed by some weeks.

The farm would eventually become Chris' concern after his father suffered a heart attack when Chris was just 14 years old. He took control, under the guidance of his parents, and would go on to rent the farm from them until their passing. There was a lot of growing up to do and life was not all plan sailing for Chris, but it all ended happily.

In those early days the farm featured a Guernsey dairy herd, but after the restrictions were placed on full fat Channel Island milk he moved over to a Friesian herd. Chris explained that he needed more land than he had to make them a real success, so he moved onto other types of farming and engineering to make a living.

He went on to create AGMAC with Rob Leaves, which they operated together for a good number of years before an amicable parting of ways. This led to Chris taking on the tyre side of the former business and creating RLG Tyres, which has been going for around 30 years now.

Chris runs the business alongside his wife, Caroline, with the help of a great team. They are very much the people to go to in the area for tyres to suit vintage, classic and modern

tractors, as well as rubber to suit four-wheel drive vehicles. RLG Tyres also offers a mobile fitting service in the area too.

Back to the farm and over the years two Massey Ferguson 35s were used, as well as Ford 4000 and 5000 models and the ubiquitous Fordson E1A Major – which was used for timber work. Chris still has this tractor, but predominantly uses a very clean International 955XL.

IN A FIELD

As for the subject of this feature, Chris was offered it a few years ago now. It was fitted with a loader and power steering by Shaws of Cowbeech and

had been sold at Hugh Parks' disposal sale before ending up at Moieties Farm, Cowbeech.

Chris Wells' Ford 4000 is a credit to him and Lewis Tripp.



THE STAGES OF THE PROJECT



This is the tractor as purchased, with the loader ready for removal.



The tractor ran for five minutes and stopped!



The engine was coated in grease and grime after decades of neglect.



After taking the cab off it was time to pull the tractor out of the workshop and power wash it.



The cab frame was good, but needed sanding down and cleaning up. The mudguards were replaced by better examples.



Progress is being made with the cab now in primer.



A genuine replacement cab roof was acquired and prepared for top coats of paint.



On goes the high-build primer.

The tractor had been standing in a field for some time as, unfortunately, it had a fuel problem and would start for five minutes and suddenly stop. Chris did not know this until he was informed by others! A deal was eventually done and it came back to Durrants Farm.

Thanks to Rob Leaves, the fuel problem was diagnosed as the fuel tank filter, which had been replaced but was becoming blocked by particles in the tank after five minutes of running. With this removed the tractor ran superbly, but in the restoration process the tank was power washed a number of times to cure the problem for good.

Chris decided that this was not going to be a half measures job and the 4000 was fully stripped. He didn't want the loader and power steering and so these were sold off for further use.



BASIC SPECIFICATION: FORD 4000

Engine	Ford
Power	62bhp
Cylinders	3
Rated speed	2,200rpm
Capacity	201cu in
Bore	4.4in
Stroke	4.4in
Fuel capacity	13.3 gallons
Transmission	Standard: 8 fwd, 2 rev Select-O-Speed: 10 fwd, 2 rev
Turning radius	12ft*
Wheelbase	85in
Length	138in
Front tyres	6.00x16 4-ply
Rear tyres	11x36 4-ply

* Without brakes

Restoration photos: Chris Wells.

After power washing a number of times, the tractor was stripped where necessary. Luckily, the engine was basically good, but all the oil seals were replaced and the cooling system was treated to a new water pump and radiator overhaul.

The clutch was replaced, along with the steering joints and all of the oils, and the brakes were overhauled. A new wiring loom was required and this basically left the cosmetic side of the project to sort out – which wasn't without its complexities.

The off-side cab door was missing, but Chris was able to obtain a second-hand example, along with glass for the sides and rear of the cab. The original windscreen was retained and the nearside door was straightened and reused.

Sadly, the roof was past its best, but a deal was done with Tottingworth Farms at Broadoak and a genuine 4000 cab roof came Chris' way. Various other cab parts were obtained from Tractor Cab Specialists in Northern Ireland, which fitted perfectly. Two mudguards were also obtained to complete the list of parts needed to be replaced.

ORIGINAL

Chris is a strong believer in original parts and, where possible, he will use them. Experience has led him to discover that some aftermarket parts do not fit very well. He would like to thank Robin Curd of Haynes, the local New Holland dealer, for all of his help – particularly when it came to sourcing quality, correct parts.



Caroline and Chris Wells with the tractor.

Durrants Farm has seen a number of Ford 1000 Series tractors over the last 60 years, but this is the latest to grace the land.



USEFUL CONTACTS

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E-mail: cstbv@ceat.com
ceatspecialty.com

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haynes-agri.co.uk

RLG Tyres Ltd.
Rushlake Green, East Sussex
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rushlakegreentyres.co.uk

Tractor Cab Specialists
Broughshane, Co. Antrim
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lmcmaster.com

Trade Paints Ltd.
Hailsham, East Sussex
Tel: 01323 449999
tradepaints.co.uk



The 1973 Ford 4000 on its maiden voyage at the Cowbeech charity road run.

As with all these things, it takes time doing the job, but the result would be worth the wait. Naturally, the wheels got the works before a new set of tyres went on and it was in this area that Chris was originally planning to fit two pairs of CEAT tyres, but he ended up putting on a pair of Alliance 12.4/11-36 on the rear.

The tractor would usually have been fitted with Goodyear tyres at Basildon, but Chris considered Indian brand CEAT as it is one that he sells a lot of. CEAT's European subsidiary is based in the Netherlands and in recent years it is a brand name that has become more popular in agriculture.

When it comes to the age-old debate of whether to shot blast or not, Chris is certainly not an advocate of this process. He appreciates the finish achieved by blasting, but finds that blast material always gets where it shouldn't and causes problems. As a result, Chris opted to sand the tractor down himself in readiness for applying paint.

Other preparation included filling and sanding the bonnet panels, which are mostly original, before employee Lewis Tripp got to work with the spray gun. He used synthetic paint supplied by Trade Paints Ltd. of Hailsham and I have to say that the results are very good.

On Sunday 15 May the tractor was finally ready to take part in the first Cowbeech charity road run, when 36 tractors and a number of military vehicles came together to take part in a 13-mile road run around the area. The sky darkened, but Chris and the others got round without getting wet, just in time for a burger back at Cowbeech.

He says that the Ford 4000 went well, but he will adjust the tappets shortly and the tractor will be ready to rally. Hopefully, Chris will make a speedy recovery from a back problem and I look forward to seeing him at events as the year progresses ■



Sussex Tractors was once the go-to company for Ford tractors in this part of the UK, but it was taken over by Haynes Agricultural Ltd. – a New Holland dealer with six branches across Berkshire, Hampshire, Kent and Sussex.



Chris has retained original parts where possible and the tractor feels all the better for it.

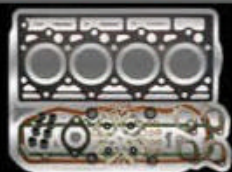
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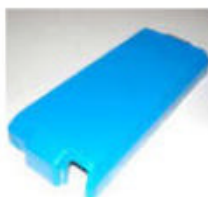
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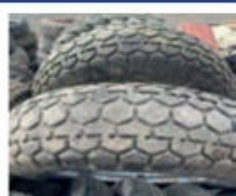
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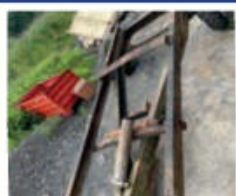
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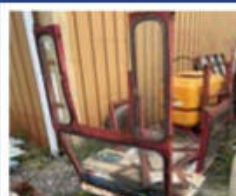
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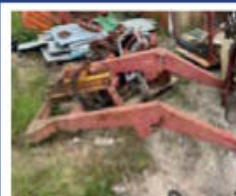
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frame needs ram seals
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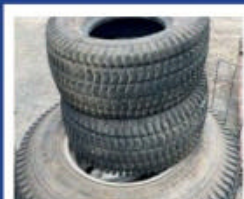
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Left to right: An award winner at the show was Geraint Jones with his 1967 David Brown 880. The Stokes family, from Herefordshire, displayed a wonderful 1965 County 654. It arrived in pieces, but was lovingly restored and took the award for best four-wheel drive tractor. Jonathan Boaz's 1925 Moline Fordson F conversion was imported from the USA five years ago. The engine block was cracked, but parts from the original engine are in the replacement block.

Wonderful atmosphere

It was good to be back at the Three Counties Showground, amongst like-minded enthusiasts.

In a relaxed and friendly atmosphere, Kelsey Media staged the rescheduled Tractor World Spring show at the Three Counties Showground, Malvern, Worcestershire, on 21-22 May, writes Peter Love.

As perhaps expected, the crowd was not quite as big as when the show is

normally held in late February or early March, but it was still nice to see plenty of people coming through the gates. There was an excellent display of tractors, trade stands, horticultural, stationary engines, commercial vehicles, steam miniatures, models and, on the Sunday, a plethora of classic cars – so

there was plenty for everyone to enjoy over the two days of the event.

A large contingent of visitors came from Wales, Scotland, Northern Ireland, the Republic of Ireland, the Netherlands and Belgium, as well as England, and they were all made very welcome to the event. ➤



Three generations of the Lloyd family were involved in restoring this 1983 Deutz-Fahr Intrac 2004. The hard work paid off as it took a class win and the honour of being crowned Show Champion.

Making its debut at the show was the Thornells' 1983 David Brown 1690 Turbo, which went on to take a special award. The stunning David Brown 1412, owned by Dylan Davies, is a former show champion and went on to take the award for best tractor with cab.

The Thornell family has done a great deal to champion the David Brown cause

The H J Pugh & Co. Saturday auction featured no less than 1,300 lots, with the highlight being a remarkable £25,000 paid for a Sekura-cabbed Massey Ferguson 135, that came from the Republic of Ireland, having started its life in the UK. With less than 500 hours on the clock, it has now travelled to Scotland. A total of 86 per cent of the lots were sold on the day.

Mark Woodward and his team laid the show out very well and it had a great, relaxed atmosphere to it all. With the huge marquee in place, the Ford & Fordson Association stand had plenty of space for its members' exhibits and they

were able to relax enjoy and enjoy a hot drink whilst watching the world go by.

The good weather enabled the sides of the marquee to be rolled up, which made it light, airy and inviting. Others in this area were David Brown Parts Ltd., the International Harvester Club of Great Britain and the organisers of the Old Timer Tractor Rally, who were advertising their event on 6-7 August, near Ludlow. For fans of pre-1945 tractors, it's well worth a visit.

In each level of the Wye Hall there were tractors, club and trade stands, and much more, including around 15 new restorations which, at last, could be seen

by the discerning visitor. Walking towards the Avon Hall, visitors could take in the sights, sounds and smells of the stationary engines, including the winner of this section – Alan Carter's 2hp Amanco and water pump, that worked as well as it looked.

Another that caught my eye was Darren Robinson's 1913 Gray of Detroit open-crank, 4hp engine – in original condition. It's a rare model in the UK and it was clear to see that in working times the base had been split in two, judging by the brazed repair, but it's all



David Eady's dual IH 434 tractor may not please the purists, but it's an excellent feat of engineering.



Making its debut was this 1980 Zetor 3545, restored by Wright Engineering over a one-year period.



Above left: John Hughes with his 1965 Massey Ferguson 165 – a superb, original example that took a class win. Above right: The McDonald family's 1965 MF 135 Multi-Power with MF 11 fertiliser spreader took the award for best tractor with implement.



good today and was solidly working away.

En route to the Severn Hall, with trade stands on both sides, the Case IH Club UK stand could be found on the left. Here, Graham Dell and Ted Lake were promoting their UK Tractor Tour, as featured in the last issue of *T&M*, but there were many other interesting exhibits – including KIMCO-produced tractors and Mark Lerigo's IH 634 with row-crop rear axle. ➤



Henry Dixon's Marshall M was making its debut at the show. It has just been restored after being stored for many years following its working life on a farm a few miles from Henry's farm in Pembrokeshire.



Les Parker's 1969 International B-450 industrial looked a treat.



The Allis-Chalmers Owners Club UK had an excellent stand with several original-type tractors.



This 1948 Nuffield M4, the second off the production line, was making its debut at the show. It was restored from a wreck (left) by David Aylward and his team.

WINNERS (ABRIDGED)

CLASS 1: PRE-1948

RESTORED: David Kendall, 1947 David Brown Cropmaster

ORIGINAL: Colin Lewis, 1919 Case 10-18

CLASS 2: 1949-64

RESTORED: David Aylward, 1949 Field-Marshall Series 2

ORIGINAL: John Jones, 1954 Ferguson TE-D 20

CLASS 3: 1965-75

RESTORED: Geraint Jones, 1967 David Brown 880 Selectamatic

ORIGINAL: John Hughes, 1965 Massey Ferguson 165

CLASS 4: 1976-2000

RESTORED: Matthew Lloyd, 1983 Deutz-Fahr Intrac 2004

ORIGINAL: Duncan McColl, 1993 Massey Ferguson 390 4WD

CLASS 5: PRE-2000 TRACTOR & IMPLEMENT
McDonald family, 1965 MF 135 Multi-Power & MF 11 fertiliser spreader

CLASS 6: FOUR-WHEEL DRIVE TRACTOR

Anthony & Ray Stokes, 1965 County 654 Super-4

CLASS 7: TRACTOR WITH CAB

Dylan Davies, David Brown 1412

CLASS 8: HORTICULTURAL/GARDEN MACHINE

Richard & Clare Bishop, Norton-engined Trusty

SPECIAL AWARDS

Mike Lawrence, 1954 Jones self-propelled baler

Steve & Annette Thornell, 1983 DB 1690 Turbo

SHOW CHAMPION

Matthew Lloyd, 1983 Deutz-Fahr Intrac 2004

Further along was an excellent commercial vehicle display which was joined on the Sunday by dozens of classic cars, from Rolls-Royces to VW Golfs!

Heading into the Severn Hall, the tractor exhibits were surrounded by the superb scale model section. The Ferguson Club and Friends of Ferguson Heritage stands were in the middle, with the Allis-Chalmers Owners Club UK stand at the far end – comprising a stunning selection of original examples, including a French-made FD-3.

Exhibits of note, naturally, were the award winners, but there was so much to see and enjoy. A list of the winners is featured, but the three that I must mention are the two recipients of the special awards and the Show Champion. The first of the two special awards went to Mike Lawrence and his 1954 Jones self-propelled baler. He owns a fine collection of working vintage implements and machinery, including many Jones balers, and was a deserving winner given the quality and unique nature of the exhibit.

The second recipients were Steve and Annette Thornell for their 1983 David Brown 1690 Turbo, which was debuting at the show. As regulars to such events will appreciate, the Thornell family has done a great deal to champion the David Brown cause in recent years and has raised the bar when it comes to the quality of classic tractor restorations.

There was bated breath and genuine shock from the winner when the award for Show Champion was announced at the prize-giving ceremony early on the Sunday afternoon. Matthew Lloyd and his father picked up the award for their 1983 Deutz-Fahr Intrac 2004, which was in a poor state when they started the project. They had got it to a commendable standard and it looked great with its front-mounted Niemeyer mower.

It was a great show, where enthusiasts were happy to be out. Congratulations to all that took part, as it was well worth the effort. As for next year's show, plans are for it to be staged in early March, but this will be confirmed on the website in due course: tractorworldshows.co.uk ■



Paul Hazell's 1971 Unimog 421 was restored over an 18-month period.



Richard Sherratt's beautiful MF 135 with the top prize in Kelsey Media's raffle next to it – a 1962 MF 35 that Richard kindly treated with Owatrol to get it looking at its best.

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SATURDAY 20TH AUGUST 2022

AUCTIONS AND VALUATIONS UNDERTAKEN NATIONWIDE

Sekura showdown

Two tractors of a similar power output, with the same cab - one turbocharged four and one naturally-aspirated six - which would you choose?

It is natural for comparisons to be drawn between tractors of the same age and size, but take a turbocharged four-cylinder machine and a naturally-aspirated straight six, both with the same cab, but with only the latter available in both two- and four-wheel drive configuration, and it makes a comparison slightly more difficult – but this was a dilemma facing some buyers in the mid-1980s.

The 90-100hp sector was becoming increasingly popular at the time and the Case 1594 and Marshall 904XL would have a hard time up against the Ford 7610, IH 956XL, John Deere 3040 and MF 698T and 699. It was imperative that the Case and Marshall had appeal, as well as ability, in order to take a good market share, as their contemporaries boasted impressive specs. But which of them would you choose if you were taking on the opposition?

It's interesting to note that Marshall decided to produce the 904XL solely as a four-wheel drive machine, but perhaps the company decided that with 92hp available anyone using the tractor was going to maximise its potential and,

therefore, have no need for a two-wheel drive version.

Case on the other hand decided that it needed to offer two- and four-wheel drive. After all, additional traction was not always necessary alongside power – when driving a trailed forage harvester, for example.

Here we make a brief comparison of the two to see what each offered purchasers.

ENGINE

Over the years both engines have come in for praise, but the Marshall's turbocharged four-cylinder motor has an army of fans! Leyland was subjected to much abuse over the years, for various reasons, but when it designed the 4/98 engine it got it right!

With a bore of 3.86in (98mm), a stroke of 4.92in (125mm) and a capacity of 230cu in (3.77 litres), the 4/98 featured direct injection, a cross-flow cylinder head and developed an impressive 92hp (DIN) and 322Nm of torque at 1,600rpm 92hp (DIN). This was not far off the 1594's 329Nm @1,425rpm and proved what was possible from turbocharging a decent, four-cylinder engine.

The AD6/55 direct-injection unit, designed by David Brown, had a bore of

3.94in (100mm) and a stroke of 4.5in (114.3mm), with a capacity of 329cu in (5,394cc). It produced 95hp (DIN) and the grunt and smoothness that you'd expect from a straight six – which is what many wanted from a tractor of this power output – but for those that didn't mind, there was the 904XL!

TRANSMISSION

The Marshall featured a derivative of Leyland's nine-speed synchromesh transmission, providing 15 forward speeds and five reverse. This was the crux of the 'XL' range of tractors – featuring an additional six forward and two reverse creep gears over the standard tractors, with forward speeds from 0.3-20mph.

These creep speeds, all below the bottom gear on nine-speed tractors, made the 'XL' suitable for specialist applications where low ground speeds were required.

The 1594 could not compete in terms of creep speeds, in Synchromesh or Hydra-Shift form, but had the option of a clutch-less gear change via its semi-powershift transmission option. Hydra-Shift permitted three on-the-move changes without needing to use the

The 92hp, turbocharged Marshall 904XL was a lively performer.
Photo: Jonathan Whitlam.



clutch pedal and could be fitted to both two- and four-wheel drive tractors – unlike the DB 90 Series. No special oil was required, the tractor could be tow started and engine braking was not affected. It had proved itself to be a reliable system, if not abused, and was carried over into the Case IH era.

Both Case and Marshall chose to use a Carraro front axle on their tractors, but with a shorter wheelbase the 904XL had a tighter turning circle.

HYDRAULICS

In terms of the hydraulic system, the two tractors had a similar operating pressure, but the flow rates differed according to specification. Combining the 904XL's flow from the twin-chamber pump, using the diverter valve, increased output to 12.1gpm (54 litres per minute) – which was more than the 1594's single 8.7gpm (39.7 litres per minute), but not as much as the tandem's 16.7gpm (75.9 litres per minute).

The six-cylinder tractor also had a greater lift capacity and, arguably, a better draft control system too. The Marshall system was adequate, but the Case Selectamatic system had been honed over the years by David Brown and the 1594 also had lower link sensing – which was invaluable when operating semi-mounted implements.

CAB&STYLING

Using what is essentially the same cab, albeit with some subtle differences, choosing your favourite comes down to

colour preference – namely your taste when it comes to interiors!

Case switched the austere black interior from the DB 90 Series to a nicer grey for the 94 Series, and Marshall plumped for a 'tan' look throughout. The latter perhaps disguised the mud better, but looked a little dated in comparison to the contemporary grey of the 1594 et al.

Irrespective of colours and controls, with rear-hinged doors, tinted windows, a flat floor and roof hatch, there is little doubt that the Sekura-built cab was a nice place to spend the working day.

Case had learned the hard way from using Power Red to paint the skid units of the 90 Series, with every little oil leak visible, so a change to black for the 94 Series was welcomed! With a Semi-Gloss Black on the 904XL too, it comes down to the beauty seen by the beholder.

The Marshall bonnet design was dated, but it seemed to complement the Sekura cab, while the sharp lines of the 1594 were so fresh that they were continued well into the Case IH era. There's something appealing about the Marshall livery, but ask yourself if the 904XL has the same presence as any tractor in the 94 Series and the answer is probably 'no'!

SUMMARY

As well as being rivals at the time, these two tractors now enjoy a similar, cult following. Far from being common, their relative scarcity makes them sought after by enthusiasts of the respective marques and 'hot' at auction today ■

SPECIFICATIONS

Model	Case 1594	Marshall 904XL
Engine	AD6/55	4/98TT
Power	95hp (DIN)	92hp (DIN)
Cylinders	6	4T
Rated speed	2,300rpm	2,200rpm
Torque	329Nm @1,425rpm	322Nm @1,600rpm
Capacity	329cu in (5,394cc)	230cu in (3,769cc)
Bore	3.94in (100mm)	3.86in (98mm)
Stroke	4.5in (114.3mm)	4.92in (125mm)
Fuel capacity	30 gallons (136 litres)	27 gallons (122.7 litres)
Transmission	Standard: 12 fwd, 4 rev Hydra-Shift: 12 fwd, 4 rev	15 fwd, 5 rev
Lift capacity	7,440lb (3,375kg)*	6,400lb (2,906kg)**
Turning radius	2WD: 168in (4,267mm)*** 4WD: 230in (5,842mm)***	211in (5,410mm)***
Wheelbase	100in (2,540mm)	91.57in (2,347mm)
Height	107in (2,718mm)****	99.7in (2,558mm)****
Weight	2WD Synchro: 8,630lb (3,915kg) 4WD Synchro: 9,175lb (4,162kg)	8,392lb (3,810kg)
Front tyres	2WD: 7.50-16, 11L-15 or 10.0-16 4WD: 13.6-24, 13.6-28 or 14.9-28	12.4-28
Rear tyres	16.9-38, 18.4-34, 18.4-38 or 13.6-38	16.9-34

* At link ends (links horizontal)
** At link ends
*** Without brakes
**** To top of cab



With its smooth, six-cylinder engine, the 95hp Case 1594 was well liked. Photo: Peter Love.

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STAR LETTER

Hedge-cutting shenanigans

Dear T&M,

Sadly, it takes a while for your magazine to reach newsagents in Melbourne, Australia! I have just found the November 2021 issue of T&M and, on page 77, found the enquiry about the possibility of fitting a hedge cutter to a Ferguson TE-F 20 tractor.

The answer to the question is, basically – yes. The letter brought back memories of my apprenticeship days at College Motors, Ashton Gate, Bristol. In about early 1957 we had part-exchanged a TE-F 20 on a new FE 35, and the TE-F 20 came to us with a Bomford & Evershed hedge cutter that was mounted just forward of the steering wheel.

I cannot remember all of the details, but the main frame mounted at the foot rest mounts and, maybe, at the front axle housing to cylinder block bolts. The frame had a vertical pivot pin towards the left-hand side of the frame, upon which a long boom was mounted. The boom had a cutter bar and control handle at one end, and a Petter engine of about 500cc, counter-balancing the assembly at the other end.

My memory is a bit hazy, but there was a transport latch to hold the boom in the fore and aft position for on-the-road use. No flashing lights or warning triangles in those days!

Being the young apprentice, I was asked to attach my 'L' plates and the General Use Trade Plate to the TE-F 20 and take it to a farm on the Bristol to Portishead Road.

I was to drive the tractor in a demonstration, and our salesman, Francis Brasnett, was to guide the cutter bar.

I was instructed to use first gear with just sufficient engine revs to keep it going comfortably. The farmer looked on with keen interest. We set the Petter engine going lustily and the long 'V' belt bounced around a fair bit. We set off and all worked well, and under load the drive belt settled down somewhat.

As we were cruising along, Francis tripped over a blackberry runner and fell – what I saw was the Petter engine shooting upwards at an alarming angle and the cutter bar close to the ground. I immediately braked, but could not reach the Petter engine to switch it off. We soon recovered our sensibilities and the boom returned to its normal attitude.

The farmer had watched all of this keenly and his only comment (in his Somerset accent) was, "Ahhhhrr! Mr Brasnett, if I had've wanted a gateway there, I would 'ave informed thee!"

Never forgotten, and we did make the sale! It may yet still be there!

It all seemed difficult at the time, but looking back things did seem simpler.

I get great enjoyment reading your magazine, but am a bit devastated at the amount of rust that British enthusiasts have to contend with!

Michael Allfrey, Australia

SL: A fantastic anecdote! Thank you for sharing it with us, Michael.

MF 70 mower

Dear T&M,

Some time back (pre-lockdown), I purchased an MF 70 mower, 5ft 6in cut, at an online auction. It looked okay and when I brought it home, I fitted onto my tractor and it spun okay on the PTO, so I thought I had bought a good enough piece of kit for its era.

My intention was to strip it down and carry out a bed plate upward rebuild. As I started the strip down, the true state of disrepair became evident. With spare parts being like hen's teeth, I started to look around for donor machines to help with the rebuild process.

I now have a total of five mowers all stripped down and an assessment of what can be done is complete. I am confident of rebuilding two, if not three. Time will tell!

My reason for contacting you is that I am intrigued by their serial numbers and



wondered if you or your readers could shed some light on this. They each have a five-digit code; a single alpha followed by four numerals. The numbers I have are as follows: M2877, N4927, P5804, P6067 and R6922.

My guess is alpha is year of manufacture and the numeric is the count of mowers being produced. I wonder if the alpha is taken as the letter of vehicle registration for that year – for example, N-reg being 1974, and so on.

I will be grateful of any assistance given.

Bill Stewart, via e-mail

SL: I am told by The Massey Ferguson Historian that the MF 70 was built by Pressed Steel Works in Linwood, Scotland. Perhaps a reader can tell us more about the serial numbers.

IH spreader

Dear T&M,

I have just read your November 2021 magazine and came across the article about the McKee family's IH B-200 manure spreader, which prompted me to write in about my machine.

It's in totally original and working order. We even have an IH B-414 to load it and a B-414 to tow it!

Love the mag!

Steve Baker, via e-mail

SL: Thanks for the kind words about the magazine, Steve. It's great to see your machinery too – thanks for sharing it with us.

Such originality in a machine of that nature is hard to find!



WIN!

In each issue the Editor will select a star letter and the sender will receive a 14W COB LED rechargeable pocket floodlight with magnet, courtesy of Jack Sealey Ltd.
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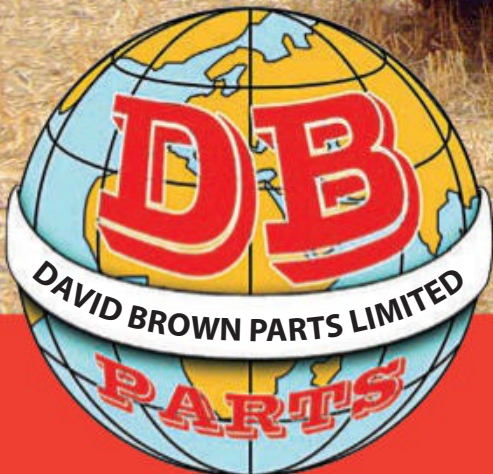
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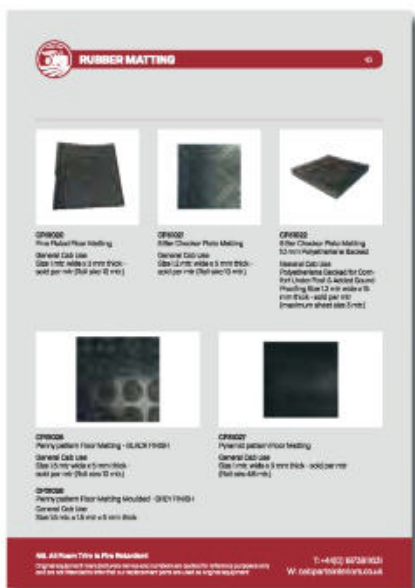
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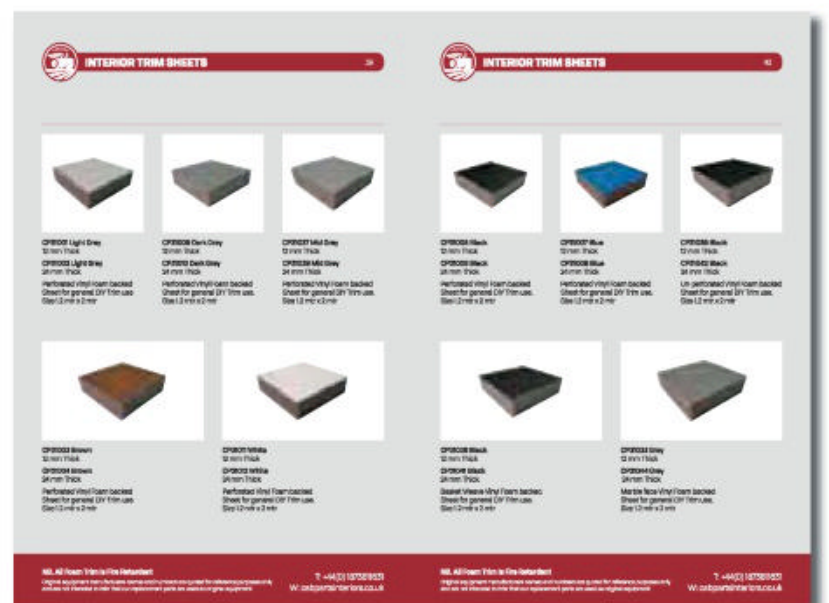
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Priced at £1,189-4-0 in December 1968, the IH 523 Agromatic-S was an expensive tractor – but it was well built with innovative features.



Misunderstood?

The intricacies of the IH 523 and my thoughts on it have been covered in past issues, but our feature on my family's collection and subsequent conversations with readers about the model have led me to the point where I'd like to set the record straight on a few things. Not only that, but fellow owners would like to provide an opinion too!

make no bones about the fact that International Harvester is my marque of choice, but I am also quite honest about the fact that no tractor is perfect – especially red and off-white models from the 1960s!

They are not easy to get on and off, particularly if you're tall and/or have big feet, and they are definitely not the best starters, but we all have a cross to bear!

As you will appreciate, though, if you have a brand of tractors that you love, you put up with their foibles and retaliate with an insult if one is thrown at your tractor(s)! I, as I'm sure is the case for many of you, have endured this banter for decades – and I'm happy to accept criticism if there's a foundation

for the claim, but this is not always the case with the 523.

It's a tractor that only a select few seem to understand in any detail and most of these are either owners, former owners/operators or IH-trained dealer personnel. Like any machine, the easiest way to get to grips with it is to operate it for a substantial length of time and, preferably, to delve inside it!

When it comes to the latter, I will hold my hands up and say that I've never ventured into the transmission of our tractor, but have tinkered with most other elements of it – including undertaking an engine rebuild with father and little brother. It's generally best to leave things alone if there's

nothing wrong with them and that's the case with the Agromatic-S transmission in this instance.

So, helping me in my quest to discuss frankly and educate, I have asked a group of fellow 523 owners for their thoughts on this ground-breaking Continental tractor, but before we get to the nitty gritty of its character it is worth remembering how the model came to be.

In Germany, International Harvester had been producing its popular D-Line tractors from 1956, with models featuring two-, three- and four-cylinder engines to suit all types of agricultural operation. As good as they were, tractors like the D-326 (three-cylinder, 26hp) did not have the power to suit the needs of

European farmers throughout the latter half of the '60s and beyond, and so a new range was needed to meet the demands of modern agricultural practices.

At the heart of these new tractors would be a range of new engines to replace the 1,088-2,434cc units that had powered the D-Line models. The first two introduced, in 1965, were the three-cylinder D-179 and four-cylinder D-206 and these are probably best known to British farmers for their place under the bonnets of the IH 454 and 474 respectively.

The latter was a short-stroke motor that did not win over everyone that encountered it, but the D-179 found itself an army of fans worldwide and it is this engine that was used to power the 523 – one of just two new models to launch the so-called Common Market Line, in 1965.

It would be another two years before the 523 made it to the UK, slotting into the International Harvester Company of Great Britain's line-up between the 43hp 434 and 62.5hp B-614 (replaced by the 634 in 1968).

At 52hp it bridged the gap nicely and was in direct competition with the likes of the David Brown 990 Selectamatic and Ford 4000 (6X) at 55bhp, but also had to contend with the 45.5hp Massey Ferguson 135 and 62hp MF 165, as well as the 45bhp Nuffield 3/45 and 65bhp Nuffield 4/65. This, as you can appreciate, was no easy task.

Performance aside, the price of a tractor is always a major sticking point and at £1,104-0-0 (June 1967) in basic Agriomatic-S guise, the IH 523 wasn't cheap. Given that you could pick up a DB 990 or MF 165, both with more power than the IH, for £131 and £24 less respectively – it was never going to be an easy task for a dealer's sales representative.

Luckily for the rep, the 523 had some tricks up its sleeve and plenty of standard features to keep the other manufacturers on their toes. It was these that convinced my brother and I to consider adding one to the collection in the first place.

Our father had started working for IH dealer E. Hildred & Son Ltd. of Ramsey, Huntingdonshire, soon after leaving

school – but Hildred's was taken over by Rustons – a company that would eventually end up selling International Harvester machinery and other equipment from branches across Cambridgeshire and Lincolnshire.

In those early years the Bradford-built models, B-614 and 634, as well as the BTD-6, were the bread and butter of his time in the workshop, but he recognised that the 523 was a great tractor despite very few being sold in the area and we decided that it was this model that we should focus our search on when looking for something larger than our Ferguson TE-D 20 to double the size of the 'collection'.

Although a glance from afar may not reveal it, those that know will tell you that the 523's a tractor that was way ahead of its time. To be truthful, it was fortunate that it was – otherwise even less would have been sold! There are no accurate records of how many 523s were sold by dealers under the IHGB umbrella, although it is a purported 1,370, and to the surprise of many there are more around than first imagined.

Luckily for the rep, the 523 had some tricks up its sleeve and plenty of standard features





With the bonnet removed, the D-179 engine is clearly visible. Note also the cast support for the steering column and instrument panel – this speaks volumes about the 523’s build quality, and weight!

BASIC SPECIFICATION: IH 523	
Engine	IHD-179
Power	52hp
Cylinders	3
Rated speed	2,100rpm
Displacement	179cu in (2,934cc)
Bore	3.87in (98.4mm)
Stroke	5.06in (128.5mm)
Fuel capacity	15.4 gallons (70 litres)
Transmission	Standard: 8 fwd, 4 rev Agriomatic-S: 12 fwd, 4 rev
Linkage	Category I & II
Lift capacity	3,748lb (1,700kg)*
Turning circle	295in (7,500mm)**
Wheelbase	78.74in (2,000mm)
Length	119.8in (3,043mm)
Weight	5,224lb (2,369kg)***
Front tyres	6.00x16 or 7.50x16
Rear tyres	11x36, 12x36, 13x30 or 14x30

* At end of lower links
** Without brakes
*** With fluids and standard tyres

With a lift capacity of 3,748lb (1,700kg), a three-furrow reversible is well within the capabilities of the 523, but we use an IH B1-32 heavy-duty conventional plough with the tractor.



Despite its innovative features, the 523 was a hard sell. It was very different to the other models on dealer forecourts, and it was German! This did not bother everyone, but it was off-putting for some and in a bid to combat this, IHGB issued dealer sales personnel with various pieces of literature to help them and their customers understand what the International 523 was all about.

The two that reps may remember are the *Sales Letter* and *Fact Finder* – both instrumental in illustrating the features and benefits of the new tractor. Issued in July 1967, they broke the tractor down into its various sub-assemblies and explained how each would benefit the farmer if he chose to purchase a 523.

The *Fact Finder* also featured a confidential price comparison, dated 29 June 1967, which made for interesting reading. Even those with very little knowledge of tractors could appreciate that the 523 had a lot to offer, but a high price was prohibitive.

Dealers also took it upon themselves to come up with ways to emphasis the 523’s appeal and at the East of England Show, Johnson Bros (Bourne) Ltd. organised a driver-less demonstration of the tractor with help from staff at the company’s Spalding branch.

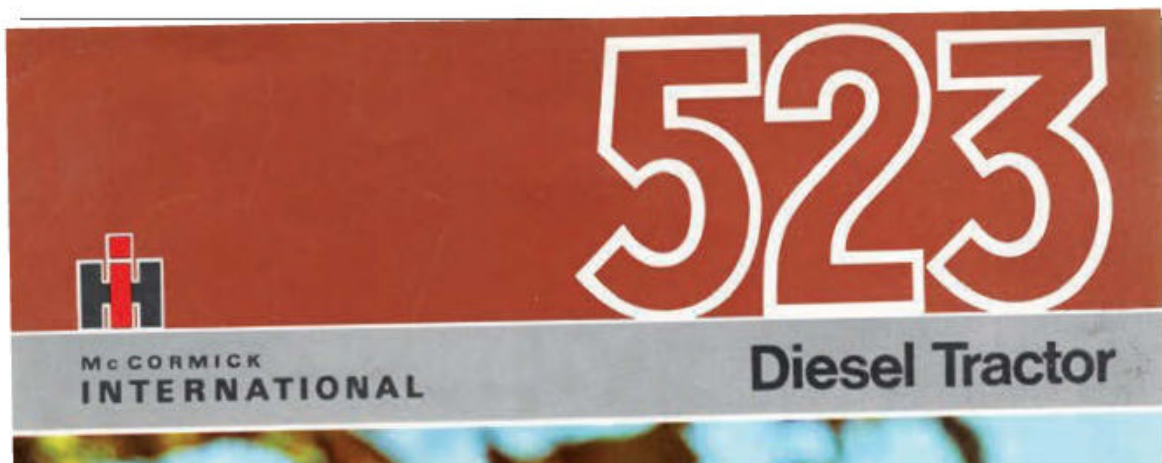
In this instance the 523 had bumpers at the front and back, to protect it if something were to go wrong, and ran between two stops. The Agriomatic-S control lever had ropes attached to it going in either direction, so when the tractor drove forward the rear rope went tight, pulling the lever backwards and thus changing the direction of the tractor.

Once it had reversed so that the bumper was almost touching the stop at the end of the run, the front rope went tight, pulling the lever forwards. According to those there at the time, the tractor did this all day long on tick-over!

Moving on and the aim here is to discuss the good and bad points of the 523 and to draw comparisons with the David Brown 990 Selectamatic, Ford 4000 and Massey Ferguson 165 – providing an honest appraisal of whether the 523 deserves to take the spoils in the three main sectors (engine, transmission, hydraulics & PTO) as IH suggested it did.

ENGINE

As discussed, International Harvester started producing the direct-injection D-179 engine at Neuss, Germany, in 1965 – and one of its most notable features is its 5.06in stroke and subsequent ability to ‘hang on’. Of its three main competitors,



The photograph for this brochure was taken in Hertfordshire, with Braceys of Benington's John Phillips at the wheel. The tractor was pulling a Huard-built three-furrow reversible.



the 523 has the longest stroke and over the years has gained a formidable reputation for draft work.

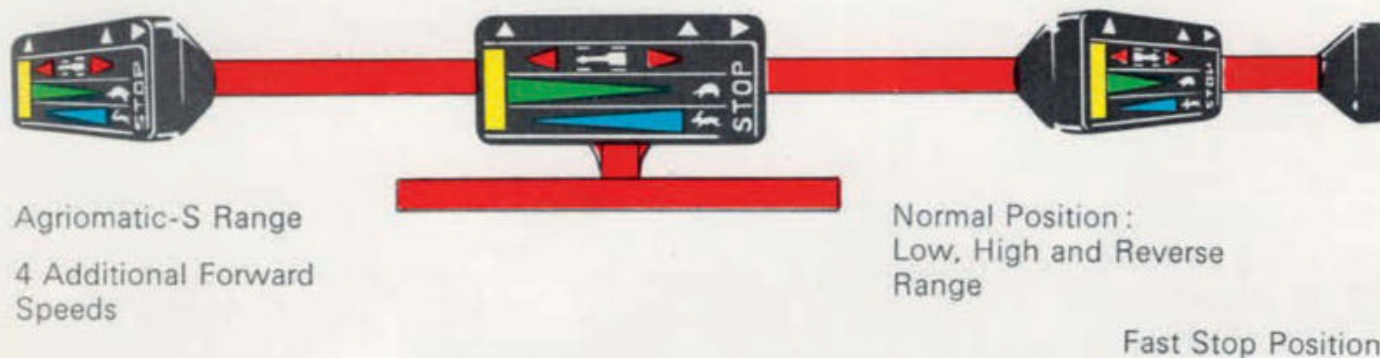
Unlike its Bradford- and Doncaster-built siblings, it's a great starter too – with a 135Ah battery, 4.5hp starter motor and an excess fuel system teaming up to provide reliable starting in all weathers. The competitors were fitted with either a 96Ah or 128Ah battery as standard, and although none are particularly bad at starting, the 523's cranking power is enviable.

The Bosch distributor-type fuel injection pump can cause confusion should the operator need to engage the excess fuel setting to aid winter starting, as the fuel cut-off knob needs to be pulled half-way out before pulling a knob to engage the starter motor.

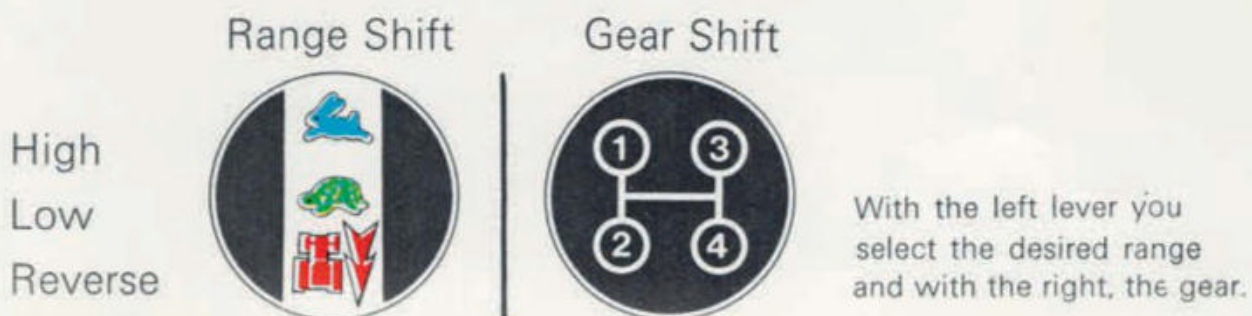
There is also the small matter of the hand throttle being 'backwards' to what you might expect – push it forward to increase revs and pull back to reduce. Does this have the ability to catch you out? Yes! Thankfully, a foot throttle was included in the specification as standard, operating in the 'normal' manner.

There are few, if any, three-cylinder engines that you can describe as smooth, but the D-179 is about as smooth as you'll get – especially from that era. The hydraulic governor is nice too – responsive and precise – but whether it's any better than the competition is difficult to measure.

If I'm uber-critical, the engine can be noisy depending on what silencer your tractor is fitted with. Early examples have



The clutch packs operate independently of the engine clutch via the Agriomatic lever (opposite page, top). This is connected to a hydraulic valve that directs oil from a gear pump to the appropriate clutch pack. With the lever forward (Agriomatic), clutch A is energised, in the central position neither clutch pack is energised in high and reverse ranges and clutch B is energised in low range, while in the basic (Normal) position clutch B is energised, and in the rearward (Fast Stop) position neither clutch pack is energised.



a rotund unit that evidently has better sound-deadening capability, as the assault on the ears is much less than a 523 fitted with the later, '956-style' silencer. This is particularly raucous and can leave you pretty fed up at the end of the day.

I have not spent as much time on a DB 990 or Ford 4000 as the other two, but I would still say that I favour the IH and Perkins units. The D-179 is powerful and frugal to boot, but the Perkins A4.212 has the edge in terms of fuel consumption from the information available. This is particularly relevant at the current time.

TRANSMISSION

Those that are familiar with the IH 523 will realise that the transmission is the main reason it impressed in the late '60s and early '70s, as well as blessing it with a cult following today. For those without the need for anything too flash, the basic eight-by-four gearbox is more than adequate.

Said to give "driving ease equal to a modern car", it features two speed ranges and a reverse range, with four gears in each. It is familiar in its shift pattern, but has the added benefit of synchromesh – a feature that would not be prominent on IH's British-built tractors for several years.

The 12-by-four Agromatic-S system is significantly more advanced. It offers synchromesh, just like the basic transmission, but has two other strings to its bow. The first of these is a clutch-less shift, with the ability to change on the move easily. No big deal, granted,

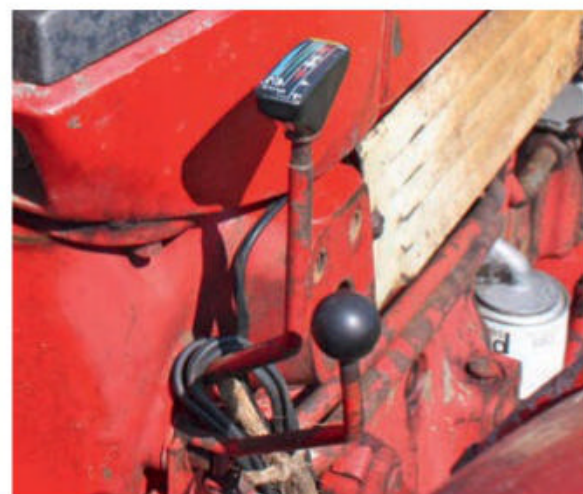
given that the MF 165 Multi-Power can do just that and the Ford 4000 has the option of Select-O-Speed to provide numerous clutch-less changes, but the 523 has something else up its sleeve.

The transmission uses three levers: range and gears between the operator's legs and the Agromatic lever to the right, beside the hand throttle (see right). It works by providing two speeds for each gear in both low and high ranges, which are selected hydraulically – without declutching – using the Agromatic lever. This, as explained, is essentially a 'splitter' when the range lever is in high or low, but the Agromatic lever has a second purpose when the operator selects reverse range – a clutch-less shuttle.

No less than 13 years on and this still catches me out, as I don't feel that it's intuitive to select reverse range when you want to go forward! Once reverse range and the desired gear have been selected by depressing the clutch, motion is controlled solely by the Agromatic lever. Push it forward to go forward and pull it back to reverse – without the clutch!

Like all good shuttles, the reverse speeds are around 30 per cent higher than the respective forward speeds. For example, when third gear is selected, a forward speed of 3.7mph is achieved, while 4.9mph can be reached by flicking the Agromatic lever into reverse.

Select-O-Speed is the only rival transmission that comes anywhere near this and if you drive the 523 regularly it can be an extremely rewarding and

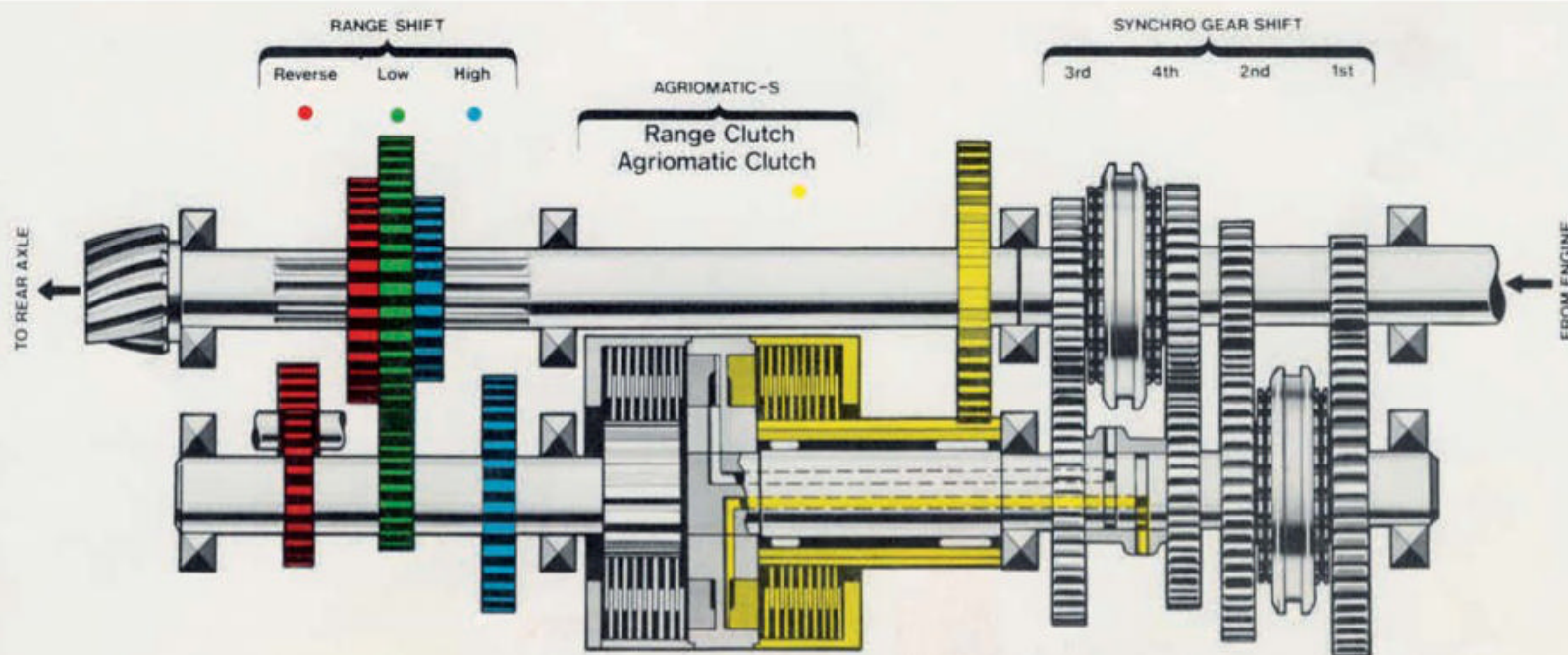


useful transmission to operate. Drive it now and again and you have to think about what you're doing! With this said, it's still by far the most versatile transmission of the bunch.

HYDRAULICS & PTO

Whereas IH's British-built models incorporated the 'Vary Touch' hydraulic system, the 523 utilised the 'Exact' system with position and draft control. This had been around since the days of the D-326 et al and was a top-link, hydraulically-sensed system that automatically compensated for changing field conditions and maintained traction by adjusting the draft of the implement.

As you'll find on the other IH tractors of the period, the 523 used an engine-driven hydraulic pump (with an output of 6.3gpm) and had a separate oil reservoir – but it was much better in terms of operating remote cylinders, of which three could be fitted. Unlike Vary Touch, where additional spool valves were rarely specified, it is not difficult to



This diagram, taken from sales literature, shows the key features of the Agromatic-S transmission. Although the range element was nothing new, the four-speed synchro element was a real boon for a tractor at the time – and sandwiched in between was the Agromatic system. This features two multi-disc clutch packs – clutch A connecting the four-speed gearbox to the Agromatic gears and clutch B connecting the four-speed gearbox to the range gears.

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Far left: IH's *Fact Finder* contained a confidential price comparison, dated 29 June 1967, as well as the advantages of the tractor over the DB 990, Ford 4000 and MF 165.

Left: The *Sales Letter* was another important weapon in the salesman's arsenal when it came to convincing farmers to buy a 523.

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Key features of the business end of the tractor are top link sensing, dual-category linkage, heavy-duty swinging drawbar and the ability to specify 540 & 1,000rpm (dual shaft) power take-off.

find a 523 with plenty of capacity in this department – plus, you can pick up both single- and double-acting valves to fit relatively easily, should you wish to increase versatility.

The three-point linkage is also capable of lifting 1,700kg – 112kg more than the MF 165 MkII and a full half-tonne more than the popular 434. It also has a nice drop-valve facility, positioned by the operator's left leg, which means that when operating a heavy implement the speed of lowering can be governed to prevent a rapid drop rate.

The lower links incorporate a handy feature, in that they did not need to be reversed to switch between category I or

II – unlike the Bradford-built models. The ball ends feature a quick-release system in which a category I collar can be easily inserted into the ball and fixed in place with a pin.

As for the power take-off, the engineers at Neuss designed it with a 540rpm shaft as standard, with the option of a 1,000rpm shaft positioned alongside – able to be fitted on the farm should it be needed after the tractor was ordered.

The Standard features an independent PTO, controlled by a lever on the left of the dash that permits the tractor to be stopped whilst the PTO remains in operation. Agriomatic-S versions do not have this luxury. The PTO is engaged by

depressing the clutch pedal and moving the engagement lever on the side of the transmission. Once engaged, the motion of the tractor can be halted by moving the Agriomatic lever to the 'Stop' position, without affecting the PTO.

At 48hp at the shaft, the 523 suffered from minimal losses and offered more power than the David Brown and Ford, as well as having the option of 1,000rpm. With its decent lift capacity, it impressed in this respect too ■

** In part two I will look at the operator's area, draw my own conclusions about the 523 and ask fellow owners to rate the tractor in several key areas.*



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Fine selection

Peter Love reports on the horticultural and garden machinery displays at Tractor World Spring.

As has been a tradition at Tractor World Spring at the Three Counties Showground for many years, the horticultural and garden machines were plentiful in 2022 and admired by all of those that viewed them.

The Wakefields, from Norfolk, provided a fine display along with Paul and Wendy Mackellow from East Sussex. The former displayed their David Bradley Handiman pedestrian machine and it is said to go as well as it looks. This type of equipment is popular in the USA, but rare here and even more so in Europe.

Wendy and Paul had put on a themed display dedicated to the German Wolf brand. The company started in the 1920s with hand tools, which Gregor Wolf developed in 1927. Through thick and thin the company kept going in one form or another and in 1953 Wolf was purportedly the first company in Europe



Left to right: Paul and Wendy Mackellow's display was devoted to Wolf horticultural tools and machinery. The Bolens Huski 800 features a 7.25hp Wisconsin engine and tubular frame. Note the Johnson snowplough. The Liddiards had a fine line of 1970s' Roper tractors on display.



Left: Mitsubishi MT180HMD and Kubota B1600 sold for a combined total of £3,800 in the auction.



Alan Stephens' 1971 MSW 550 looked superb.



John Maggs' 1967 Allen Gutbrod 1032 is still in original condition. He has owned it for 10 years.

The horticultural and garden machines were plentiful in 2022 and admired by all of those that viewed them

to offer rotary-type lawnmowers, now the norm today.

In 1958, the first electric lawnmower was introduced to the European market by the company, which went on to make another first in 1975 with the quietest petrol lawnmower. Wolf is well known for good-quality products and

they were on show for everyone to see and enjoy – in original condition too.

Besides the main horticultural line-up there were a number of horticultural machines tucked away in various corners, including a lovely blue Allen Gutbrod on the Border Counties Vintage Club's stand ■

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Grassmen return

James Connolly heads to Co. Louth in the Republic of Ireland to witness a long-awaited spectacle.



John Dan O'Hare with his 1976 New Holland 1850 leads Noel Kane in an NH 1895, Joe McBride in an NH 2205 and Mark O'Hare in an NH 2405.

On 5 June 2022 it was great to see the return of the Border Counties Vintage Grassmen event, after a three-year break due to the Covid-19 pandemic. This popular event took place near Edmonstown, Ardee, in

Co. Louth on the farm of Eugene Gilmore.

There was a very good turnout of classic silage equipment at work on the day. The most popular machines used during the event were single-chop harvesters such as Gyro, JF and Taarup. There were also various makes of

double-chop harvesters being used, including Kidd, Taarup and New Holland. Trailed and self-propelled precision-chop machines were also in action lifting silage, including two JF FCT 900 trailed machines and a single RECO Mengele harvester, as well as four classic NH self-propelled harvesters. ➤

The single-chop harvesters make their way up the field at the Border Counties Vintage Grassmen event.



Brendan Meegan with a 1979 MF 135 and 42-inch Taarup single-chop harvester.

There was a very good turnout of classic silage equipment at work on the day

On demonstration at the event was a 2022 New Holland 780 60th Anniversary edition self-propelled harvester belonging to Co. Down agricultural contractor John Dan

O'Hare. It worked alongside four older examples of NH self-propelled harvesters and it was very interesting to see the developments that have evolved with these machines over the years.

Declan Lynch, from Co. Meath, with his Zetor Crystal 12045 and Taarup double-chop harvester, side fills to a turbocharged 1992 Zetor 12145.

This event was dedicated to the memory of the late Gerry Duffy who was a founder member of the club. It was certainly a very enjoyable and well-organised event. ■



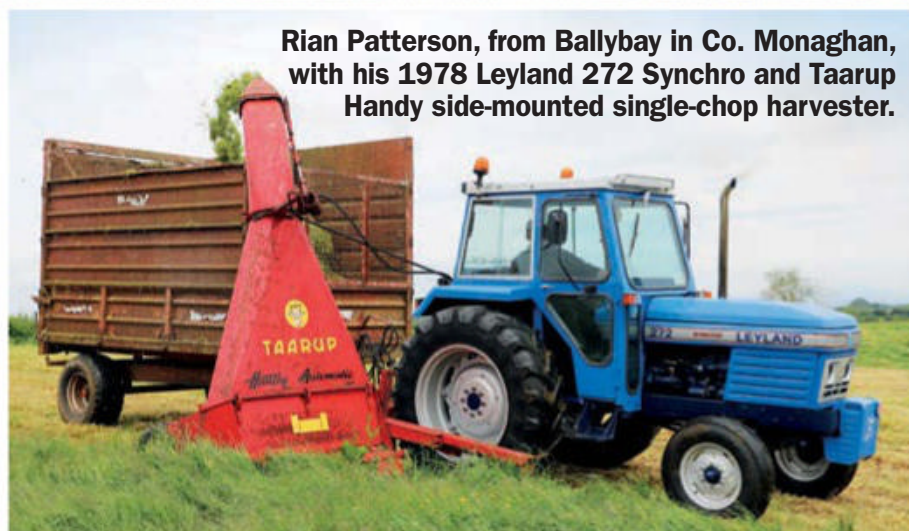
Displayed by Conor King, from Co. Louth, was a 1958, six-cylinder Allis-Chalmers WD-45 teamed up with a 1955 Fella silage harvester (built in Germany) and an Auto Drop silage trailer that was restored by his grandfather Gerry King.



Francis Henry, from Newtownards in Co. Down, driving Stephen Crawford's Ford 5000 with a 1960 Taarup single-chop forage harvester and Auto Drop trailer.



Rian Patterson, from Ballybay in Co. Monaghan, with his 1978 Leyland 272 Synchro and Taarup Handy side-mounted single-chop harvester.





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Left: At the time of the Taifun heavy-duty forage harvester, products produced by Fella-Werke GmbH, part of the Sachs Group, were marketed in the UK by Melotte Farm & Dairy Equipment Ltd. of Grantham, but later saw distribution by RECO. The Taifun was a precision-chop machine with a minimum power requirement of 65hp and a working width of 5ft 6in. Six knives were fitted as standard, with a further three available, and to further control chopping requirements, a three-speed (plus reverse) gearbox was fitted – controlled from the tractor seat. All images from promotional literature.

Lifting grass

A look back at some of the tractor-driven technology used to cut silage over the decades.

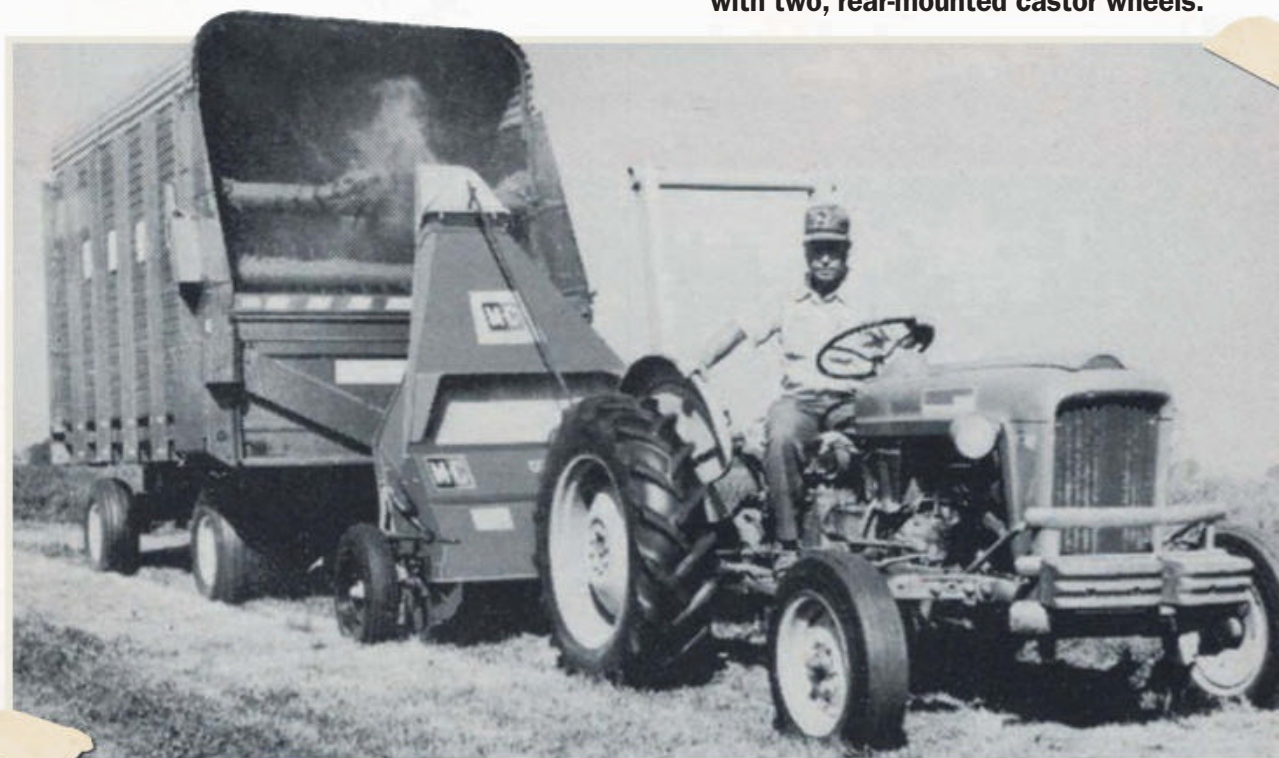
Today, the self-propelled forage harvester is king. The go-to piece of equipment for the largest of farms and agricultural contractors, a self-propelled forager is a must for productivity and efficiency.

Once, such machines were in the minority – eclipsed by the number of mounted and trailed foragers driven by a tractor's PTO. These were the mainstay of the silage season across many parts of the world and although they still have a place in agriculture – with smallholders, those with awkward fields and others looking to save on the cost of a contractor – their widespread use is a thing of the past.

We look back at some examples from the 1960s, '70s, '80s and '90s.



Above: The Wild Silage Harvester, manufactured in Nechells, Birmingham, by M B Wild & Co. Ltd., was said to have a loading speed of 8-10 tons per hour with two basic sub-assemblies (pick-up and fan) combining to produce what the company called "the most economical machine yet produced." Mounted on the tractor's lower links, the weight of the machine was shared with two, rear-mounted castor wheels.



Hailing from the United States was the Mathews Company 60 G-1 – a 60 GS-1 chopper with the additional chute assembly. Made in Illinois, the 60 G-1 was said to be a three-season machine, able to perform a multitude of tasks from chopping grass to shredding corn stalks. The manufacturer did not state the power requirement for the machine, but suggested that it was best suited to a two- or three-plow tractor.



Above: International Harvester's Gloster-badged forage harvesters were ideally matched to the tractors available at the time – predominantly sub-40hp machines like the B-275. Marketed with one-man operation in mind, the B20-1 (inline) and B20-2 (offset) models had what the NIAE described as a 6½ hp 'no load' power requirement, meaning a little tractor was capable of running them.



Above: Marketed by Massey Ferguson as the 71, this little offset forage harvester could be powered by tractors of 25-60hp, with output said to be 15-20 tons per hour. It was trailed behind in transport, with just two attachment points to set it into work mode. A combined gearbox/trailer hitch enabled drive to be taken through 90 degrees from the PTO shaft to the forager, while permitting a trailer to be towed directly behind the tractor. Two rows of seven, hook-on flails were used to chop the grass.



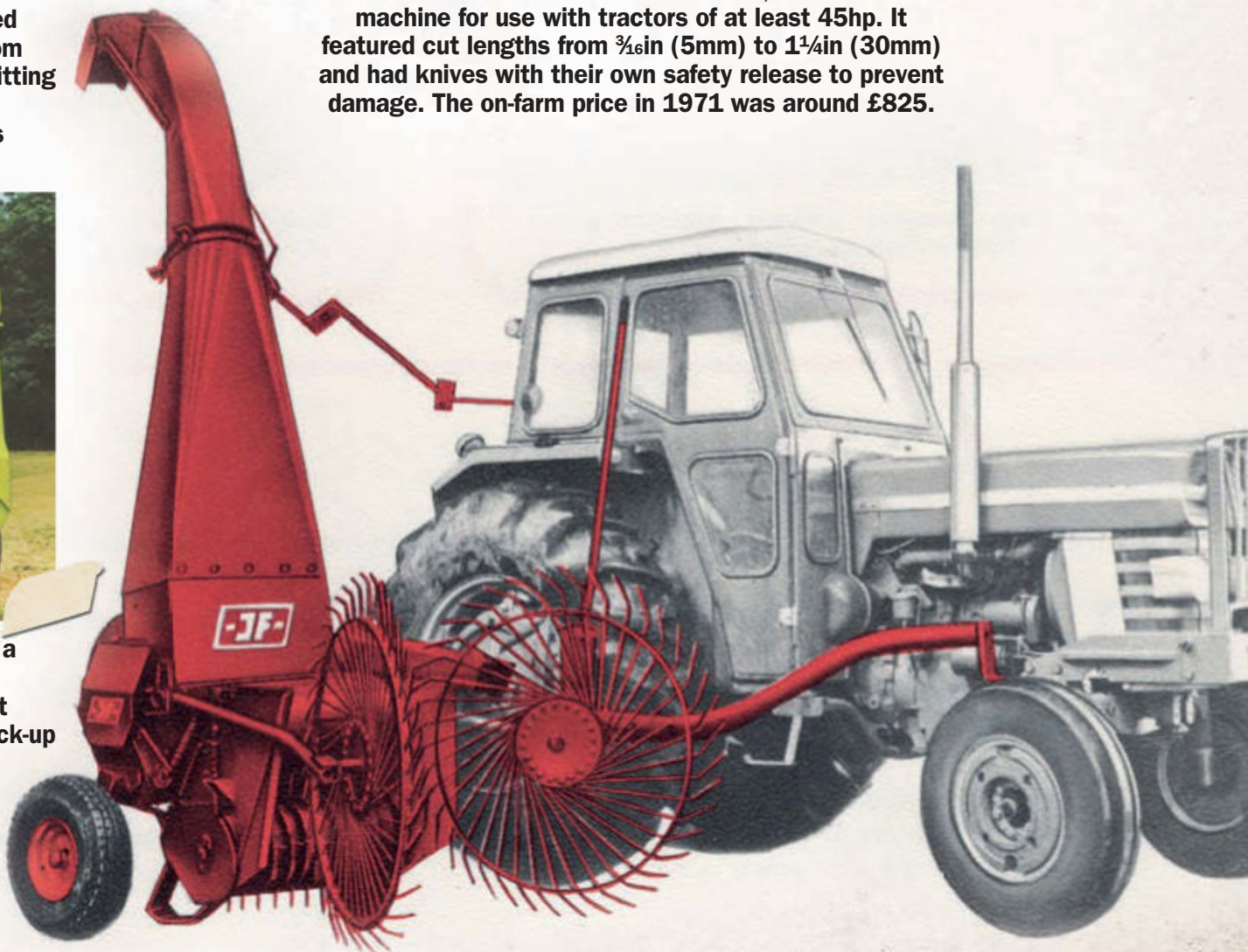
New for 1973, the Claas Jaguar 40 was a compact machine said to be "the ideal forage harvester for the modern farm." It had a folding, 1,620mm (5ft 4in)-wide pick-up and a transport width of just 2,160mm (7ft 1in). The drum could be fitted with two, four or eight knives and the power required was a minimum of 45hp. Output in wet silage was said to be 35 tons per hour.

The Sila-Master, by John Wilder Ltd., was available in three configurations – 40in and 52in inline and 52in offset. Even the smallest could mow direct at 4mph, covering more than one acre per hour, while collecting wilted swaths allowed the tractor to run at 4½mph and harvest more than 20 tons per hour. Moving the rotor shield enabled the chute to be bypassed, ejecting the cut material onto the floor – particularly useful for scrub clearance and straw chopping.



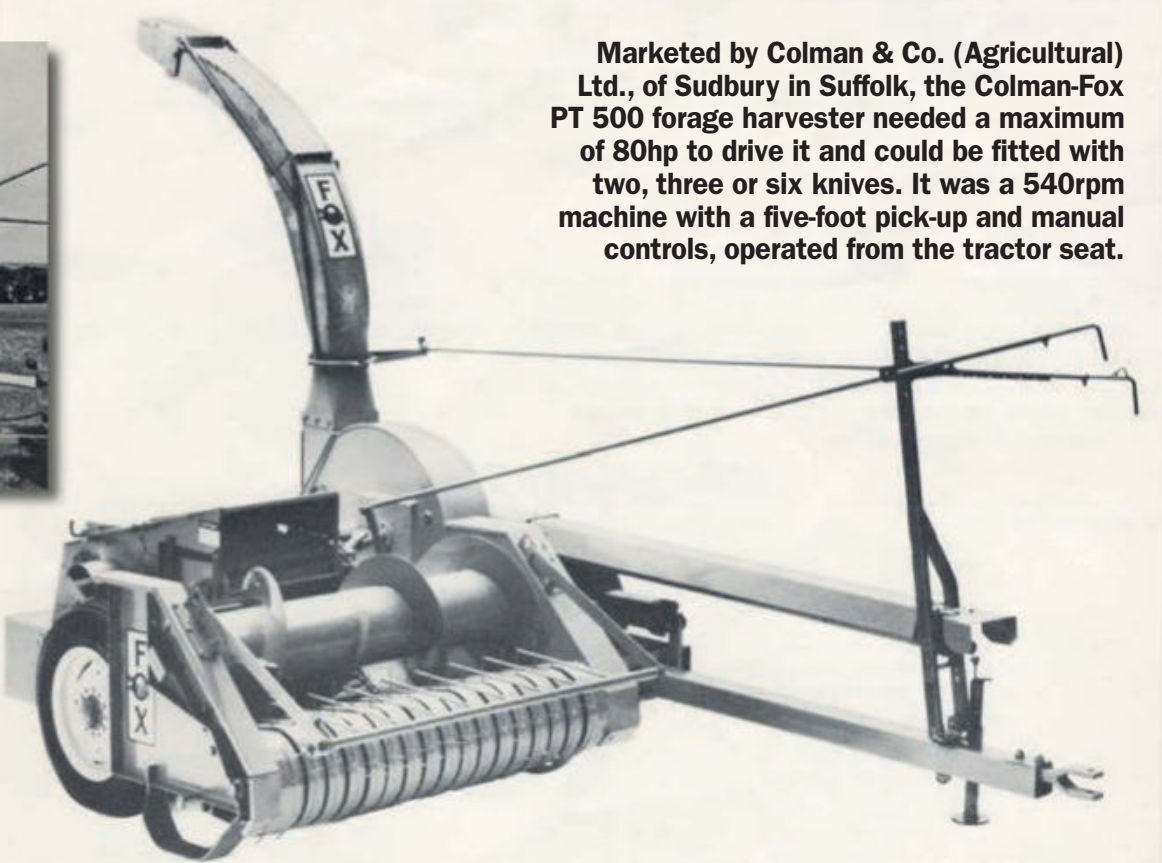
Left: During the early 1970s, Hesston produced two models "built around a heart of steel." The 2000/100 and 2000/150 had a drivetrain rating of 100hp and 150hp respectively and although predominantly the same in terms of design, the major difference was the feed roll transmission. Made from pressed steel on the smaller model and cast on the larger, 540rpm or 1,000rpm was required to drive the 2000/100, while the 2000/150 was 1,000rpm only. Six 23in-long knives were standard.

JF Farm Machines' FC 80 was a small, side-mounted machine for use with tractors of at least 45hp. It featured cut lengths from ¾in (5mm) to 1¼in (30mm) and had knives with their own safety release to prevent damage. The on-farm price in 1971 was around £825.





Above: At the 1975 Smithfield Show, the basic Full-Chop had a list price of £2,848 – with Archie Kidd Ltd. charging an additional £137.92 for a hydraulic trailer hitch and £38 for a chute extension to permit side delivery. Six knives were fitted as standard, with length of chop between $\frac{3}{4}$ in and $1\frac{1}{2}$ in – although three blades could be removed to provide a chop length of 3in. Tractors of less than 75hp could run the Full-Chop via a 540rpm or 1,000rpm shaft, but only the latter could be used for tractors of more than 75hp.



Marketed by Colman & Co. (Agricultural) Ltd., of Sudbury in Suffolk, the Colman-Fox PT 500 forage harvester needed a maximum of 80hp to drive it and could be fitted with two, three or six knives. It was a 540rpm machine with a five-foot pick-up and manual controls, operated from the tractor seat.

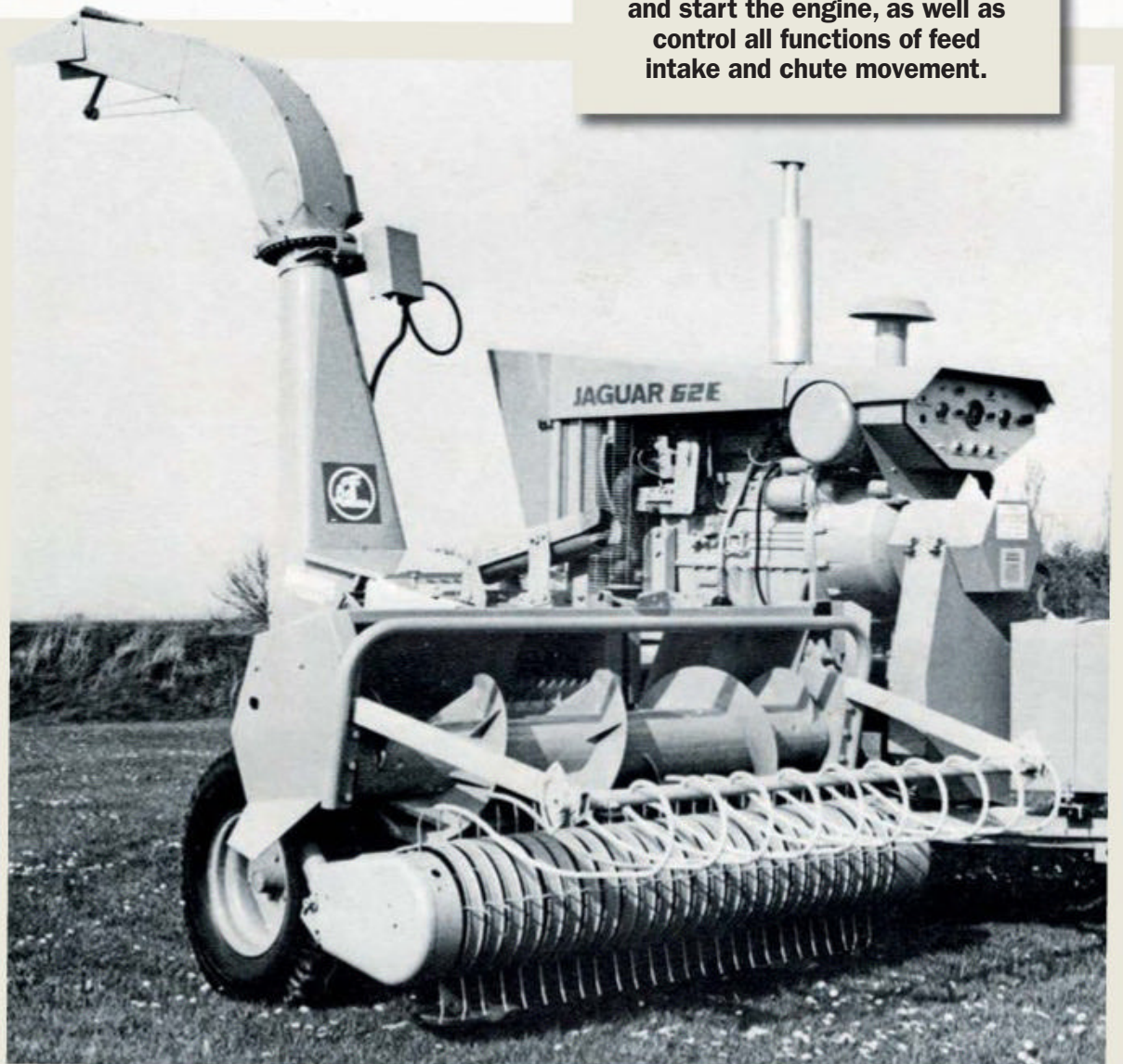


The Taarup 605 was available with three styles of attachment – a maize header, pick-up header and disc cutting system, as shown here. A 12-knife cylinder was fitted as standard to the basic machine, but three, four or six knives could be used for longer chop lengths. At least 90hp and a 1,000rpm PTO were required, but considering the disc cutting head had a working width of 2,400mm and the pick-up header 1,800mm, enabling a decent throughput, the power consumption was reasonable.

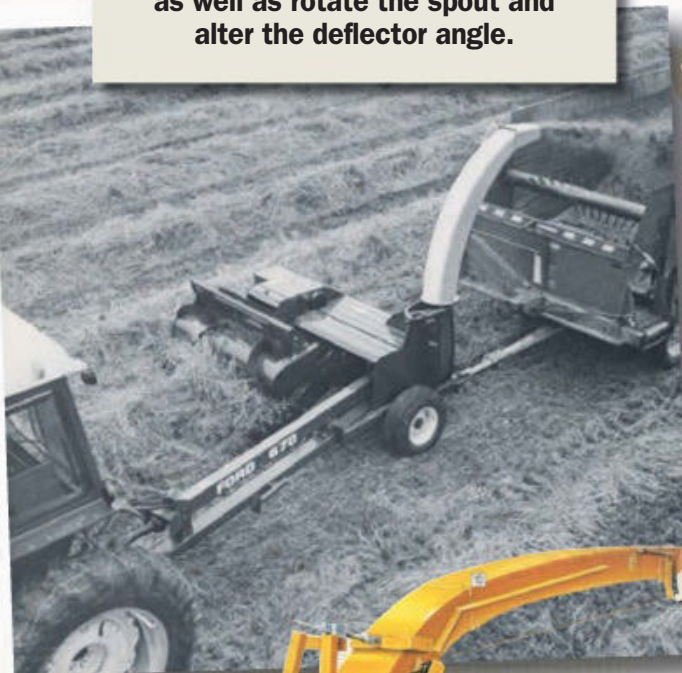
Below: Claas' 62E had the features of the 62, but did not require a substantial tractor to drive it. Power was supplied by a side-mounted Perkins 6.354.4 six-cylinder engine rated at 110hp, with a centrifugal clutch and belt drive. An in-cab console enabled the operator to stop and start the engine, as well as control all functions of feed intake and chute movement.



The Jaguar 60 and 62 models were part of Claas' offering for the early '80s. Both could be fitted with four or eight knives, but the larger machine had a choice of more features, including electric remote controls and the option of a metal detection system. The 60 had a power requirement of 60-80hp in 540rpm form and 80-110hp as a 1,000rpm machine, while the 1,000rpm 62 model needed a tractor of 80-130hp to run it.



Across 'The Pond', Ford's 670 and 672 models were serious machines requiring tractors producing up to 130hp and 170hp at the PTO respectively. Fitted with either six or 12 bolt-on tungsten carbide knives, the foragers had a six-foot pick-up width and electric controls to start, stop and reverse the feed, as well as rotate the spout and alter the deflector angle.



The JF Warrior 160 was a larger and more productive side-mounted forage harvester for the mid 1980s. With an output of 20-50 tons per hour, the 160 required a tractor from 75-102hp and could be run at 540rpm or 1,000rpm. Features included a floating, 1.5m-wide pick-up, new rotor design to make better use of the tractor's power, new feed flow system, new 'L' frame for easier hitching/unhitching and a new in-cab control system.



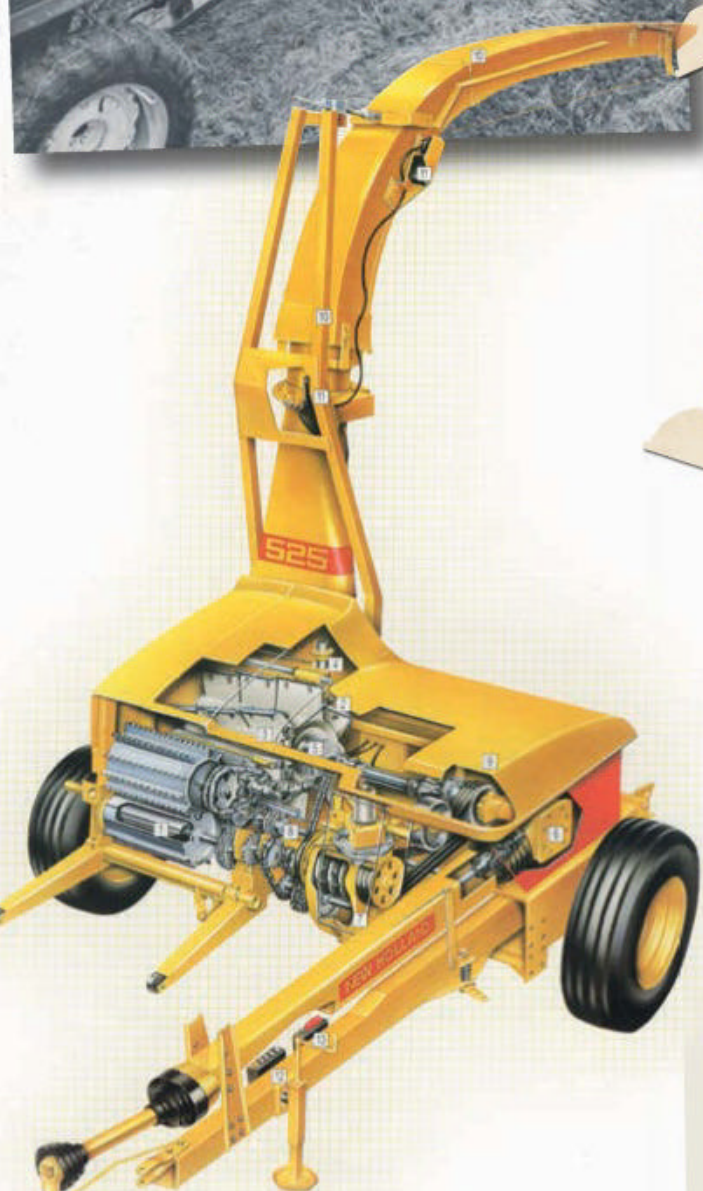
Mengele's SH 25 N was a compact flywheel forager designed for the medium-size farm. A proven design and decent build quality ensured an output of 70 tons per hour with a tractor of at least 65hp (125hp max.). Chop lengths of 4, 6, 8, 12 and 17mm were possible, while other features included a 1,400mm-wide pick-up, 1,000rpm drive, electro-hydraulic in-cab controls for pick-up, reverse drive, chute and spout, and 10 knives.



Wilder Engineering's Meter Flail Forage Harvester was basically an updated version of the Sila-Master, able to cut direct or chop to near precision standards from a mown swath. Two models were available – 1.2-metre and 1.5-metre working width (FH 120 and FH 150), with hydraulic trailer hitch, electric chute controls and hydraulic lift as standard. Power requirements were 65-80hp and 75-100hp respectively.



Deere claimed that despite its size and output, only tractors of 69-120hp (DIN) were needed to power the 3765. This was thanks to the 'Dura Drum' – a closed-centre component that prevented material from entering the cylinder and enabling each of the 24 knives to throw exactly what it had cut. With the cutterhead acting like a paddle, there was no need for a blower fan, therefore meaning the power requirement was less.



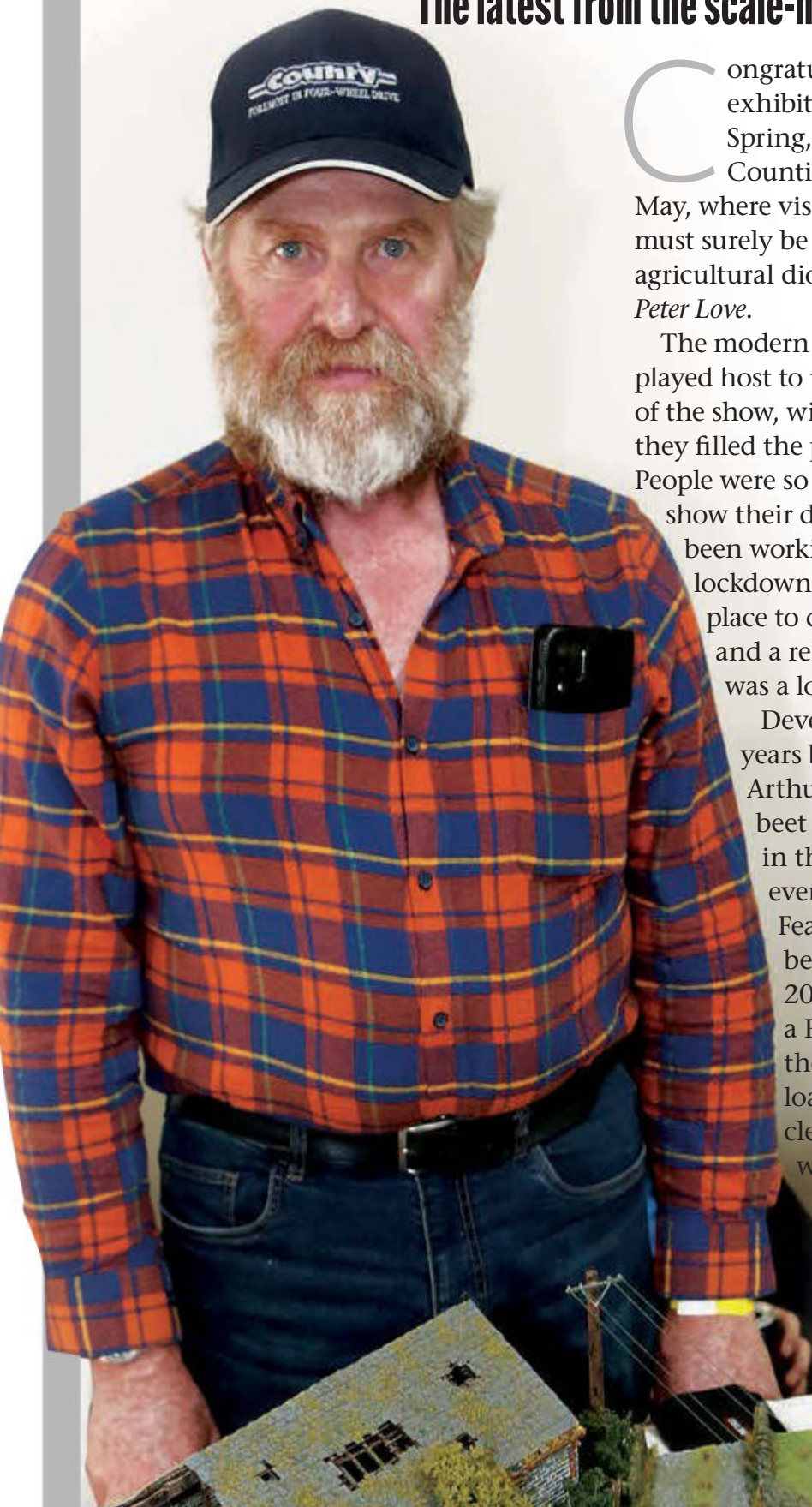
New Holland's popular 525 was around at the time of Ford's Series 10 Super Q cab tractors and was commonly seen in action with models from this range. Either 15 or 30 J-shaped knives were employed, with tractors of 75-135hp required – depending on the PTO speed. Other features included a heavy-duty gearbox with reverse (7), optional metal detector (1), combined slip and overrun clutch (5) and remote-controlled pivoting spout (11) with optional extension (10).



The Farm Equipment Division of the New Idea Corporation, based in Ohio, produced several forage harvesters during the 1990s, on what is believed to be an IH design. Two of which were the 660 and 680, with the smaller of the two driven by a 540rpm or 1,000rpm shaft, by a tractor of up to 95 PTO hp/140 PTO hp, and the larger at 1,000rpm only and requiring up to 190 PTO hp. An 18in-diameter cutterhead featured 12 knives of 20½in and 24½in respectively.

Model corner

The latest from the scale-model world



Left: Harold Poulton with one of his dioramas. He took home the award for the best scratch-built/modified model for his County 744.

Congratulations to the model exhibitors at Tractor World Spring, held at the Three Counties Showground on 21-22 May, where visitors were treated to what must surely be the largest ever display of agricultural dioramas in the UK, says *Peter Love*.

The modern and spacious Severn Hall played host to the scale model element of the show, with so many dioramas that they filled the perimeter of the building. People were so pleased to get out and show their displays that they had been working on during the various lockdowns and this was the ideal place to do it. With great weather and a relaxed atmosphere there was a lot to be thankful for.

Developed over the last 10 years by Dave and Shelia Arthur, the 1:32-scale sugar beet harvesting diorama based in the 1970-80s gets better every time you see it.

Featuring a Ransomes sugar beet harvester and an MF 200 tipping trailer pulled by a Ford Series TW tractor, there is also an MF 50B to load the beet into the cleaner-loader and on to the waiting lorry. There's so much going on that it keeps you mesmerised for some time!



Developed over the last 10 years by Dave and Shelia Arthur's sugar beet scene looks great.

Not far away, Harold Poulton, who is considered by many to be the pioneer of such displays in the United Kingdom, had three dioramas in various scales for visitors to admire. His late 1960s forage harvesting display saw Ford and Massey Ferguson tractors heading the implements that looked a treat in the scene.

The detail is exceptional and although his dioramas are not overly large, they are very detailed and you need to look closely to get the best out of all the work Howard puts into them. He was rewarded with the trophy for the best scratch-built/modified model for his County 744.

Michael Cann, from Crediton in Devon, had his 1990s-based, 1:32-scale New Holland dealership diorama at the show and, as always, it looked great. The roof of the workshop was removed to enable visitors to look inside, where a selecting of machinery could be found – just like the real thing.

Michael's father, Walter, was exhibiting his 1:32-scale Bluebell Farm display, while Colin Drew displayed his lovely 1:32-scale diorama that features models built by Replicagri, Universal Hobbies, Wiking and Britains.



The award for best model display went to Alex Wells and Michael Seager for their stunning JCB dealer display.

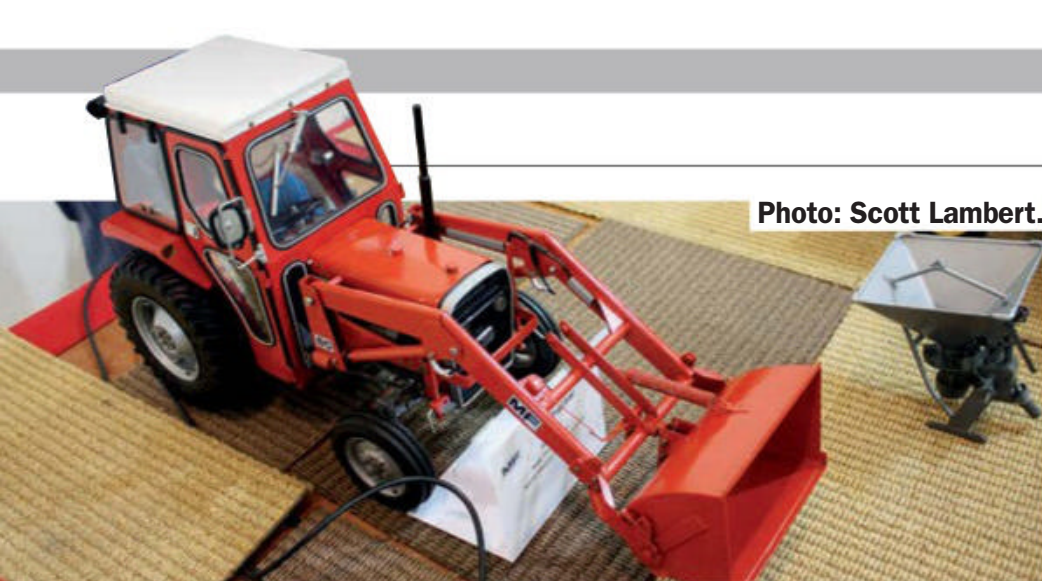


Photo: Scott Lambert.



This MF 80 loader was new to those familiar with Alan Clapp's amazing collection of scratch-built, 1:8-scale Massey Ferguson models.

The more detail you put into your diorama, the more authentic it looks, as Bethany Pullen will testify.

Bethany Pullen, aged 11, and family were showing their 1:32-scale diorama that featured a nice trio of weathered Fendts, and David Simcock also had a Fendt theme with more up-to-date tractors and implements in a weathered style. Both proved popular.

Sue Morgan had her amazing display of Claas-related models and memorabilia at Tractor World, too. It gets bigger every time you see it, as does the Marsh family's themed 1:32-scale tractor display – which was centred around John Deere.

Jack Bartlett and family had a 1:32-scale 'live' model display where the tractors were radio controlled and created great interest for everyone., while Alex Wells and Michael Seager showed off their

incredible JCB dealership diorama – taking home the award for best model display.

Chris Tipping displayed his very detailed 1:32-scale diorama, with some fine farm buildings, that he built in 2020, and John Williams' 1960-70 Britains display certainly brought back many memories.

Massey Ferguson fans were treated to Alan Clapp's amazing collection of 1:8-scale scratch-built models, with a couple of new ones to excite and intrigue. Many of them are motorised

and really captivate the imagination.

Phillip Webb was showing his fairground display, but it was his wife that took the spoils in the non-agricultural model category – picking up the prize for her amazing knitted village.

There were others here, but space has prevented us from sharing them with you. It was encouraging to see so many model dioramas and displays at the show – more than I have seen at any show in the UK before.

Massey Ferguson fans were treated to Alan Clapp's amazing collection of 1:8-scale scratch-built models

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Stuck between legends

Jonathan Whitlam acknowledges the Massey Ferguson 600 Series as it celebrates its ruby anniversary.

Despite being successful, both mechanically and in terms of sales, the Massey Ferguson 600 Series that first began to appear on farms 40 years ago, in 1982, did not have enough distinctiveness to gain legendary status and, although not forgotten, is a range often overlooked by history.

Sandwiched between the 500 Series, that was the first MF range to feature an integrated quiet cab, and the revolutionary 3000 Series with its electronic wizardry, the poor 600 Series range could not compete in terms of features and memorability. Perhaps one of the reasons for this is the fact that the range was basically a 'MkIII' 500 Series!

PREDECESSORS

The Massey Ferguson 500 Series itself had a lot of living up to do following on from the fantastic 100 Series tractors. It managed to do so, but not without a few missteps!

Unusually, the first in the range to appear was the largest. The 88hp (DIN) 595 model was a French-built machine that replaced the rather temperamental 1080 model in 1974, two years before the rest of the 500 Series models were launched.

As the 595 made use of the same Perkins A4.318 engine as the 1080, which was largely responsible for that model's downfall, it was perhaps not surprising that the 595 continued to have issues in

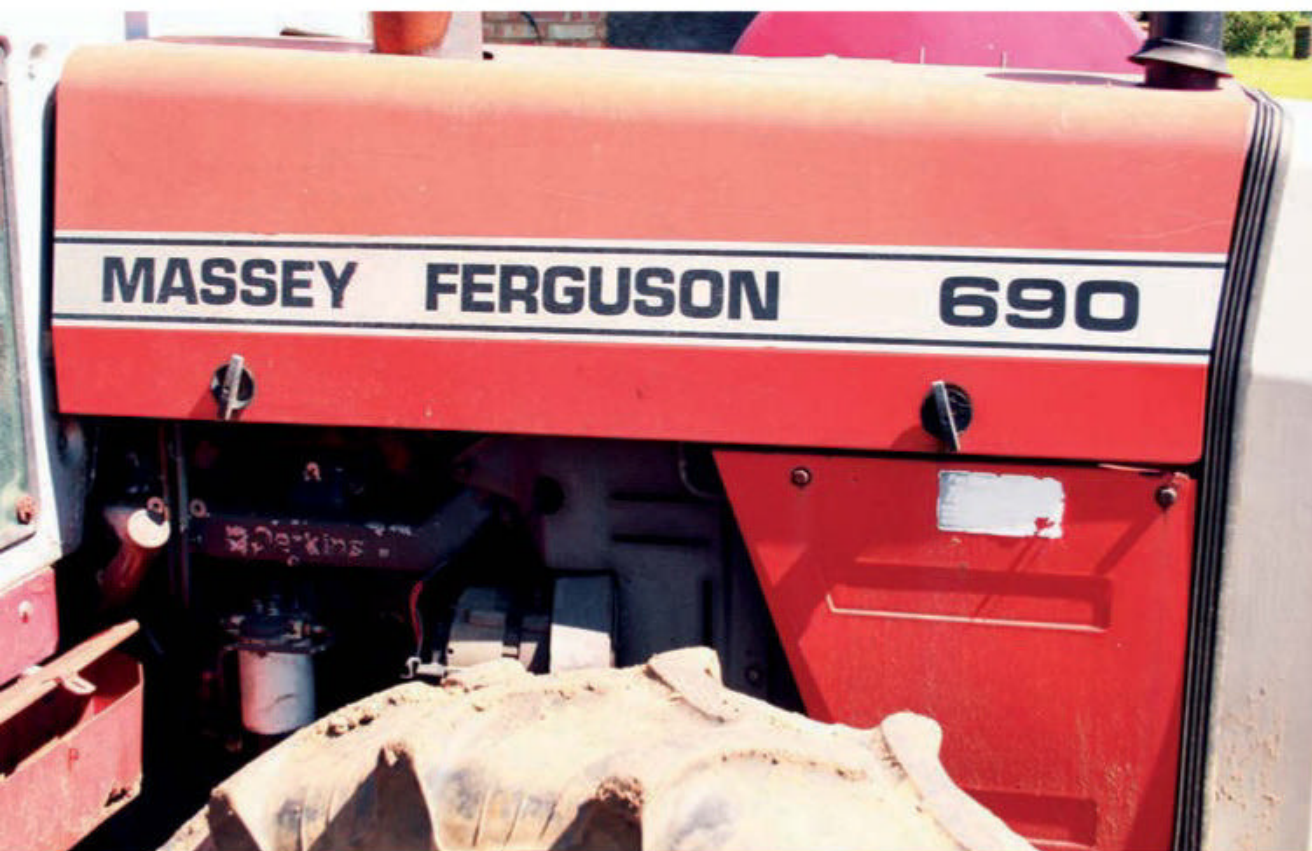
that department. It did, however, spearhead the way for the rest of the range – with its new styling and the cab that was fully integrated into the design of the tractor, rather than being an afterthought, as had been the norm previously.

The rest of the 500 Series duly arrived in 1976, just in time for the new quiet cab legislation that came into effect in Britain in that year. Built in both Coventry and Beauvais, the 500 Series looked completely new with its 'hard nose' design, tinwork and striking, single-door cab, despite the fact that mechanically speaking it was quite similar to the older 100 Series models that were being replaced.

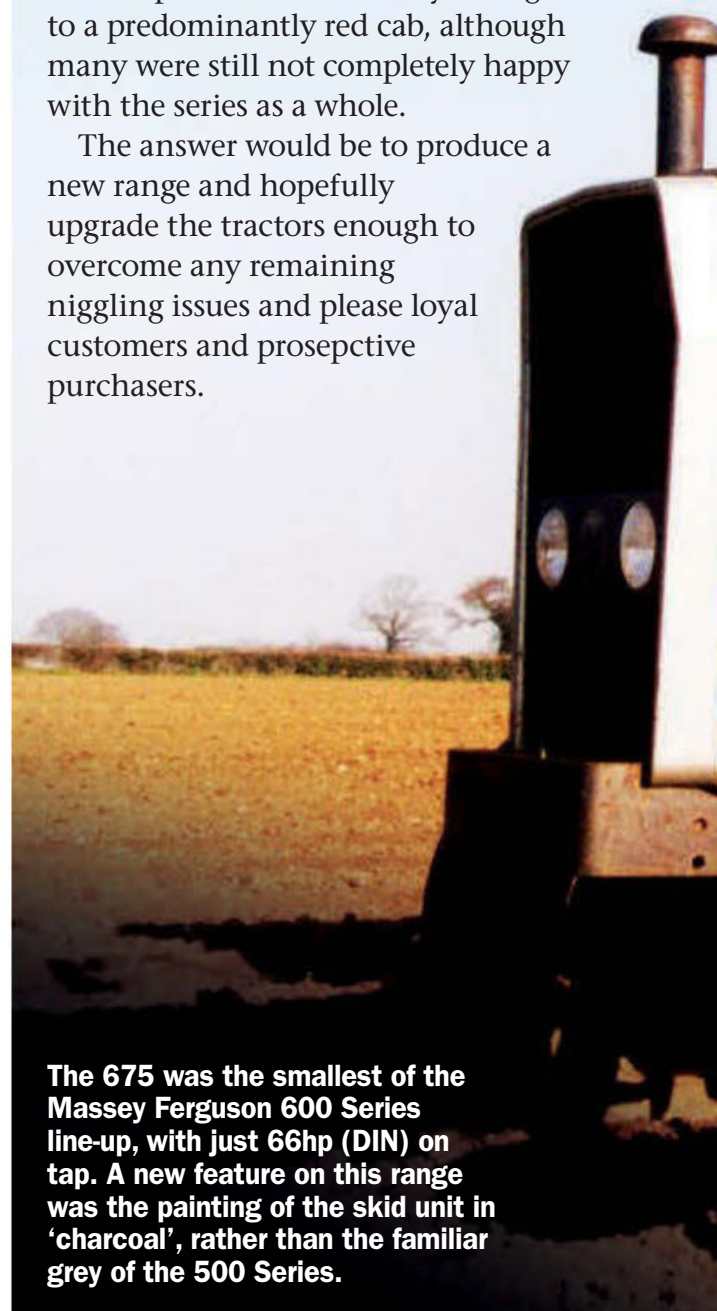
The 565, 575 and 590 were all four-cylinder tractors, while the little 550 was a three-cylinder machine. All were powered by Perkins powerplants.

As the 1980s dawned, revisions were made to the 500 Series to address issues and criticisms levelled at the range, including a two-door cab. Several other small items were updated as time passed and the livery changed to a predominantly red cab, although many were still not completely happy with the series as a whole.

The answer would be to produce a new range and hopefully upgrade the tractors enough to overcome any remaining niggling issues and please loyal customers and prospective purchasers.



The bonnet of the 600 Series had a lift-up top section for better access to the Perkins engine.



The 675 was the smallest of the Massey Ferguson 600 Series line-up, with just 66hp (DIN) on tap. A new feature on this range was the painting of the skid unit in 'charcoal', rather than the familiar grey of the 500 Series.

600 SERIES

It was 1982 when the 500 Series finally ceased production and the new replacement, although technically a 'MkIII' version of the 500 Series, was first seen on farms. Sufficiently different to be graced with its own number range, the new models were, fittingly enough, dubbed the 600 Series, keeping a continuity with the old order.

Unlike the earlier range, the 600 Series would be built solely in Beauvais in France, and although a few 675s and 690s were built during 1981, production proper got underway the following year.

This was at a time when MF was already planning for the future and the next few years would see much investment in developing a whole new range of models using electronics to control many functions automatically.

The 600 Series did not play a part in this and was a purely mechanical range and, as such, could perhaps be considered as a stopgap measure to tide things over until the new machines came online. This would be a bit disingenuous to the 600 Series though, as it was certainly improved compared to the 500 Series and offered a reliable and up-to-date alternative to competitive marques in the early 1980s.

Hindsight can make quite a difference when looking back at the introduction of new tractor ranges when you know what came next, and in this case it makes the 600 Series look much less important than it actually was at the time of its introduction.

In 1979 Massey Ferguson introduced the new 200 Series tractors that offered a variety of options and features in an affordable package. These were sold alongside the 600 Series tractors which, taken at face value, looked very different to the 500 Series it replaced, predominantly because of a new cab sourced from Italy.

This unit was used by Landini, an Italian-based tractor manufacturer of long standing that had been acquired by Massey Ferguson. This acquisition also provided a range of steel-tracked

crawlers that Massey Ferguson then sold in red colours and MF branding in many different countries.



BASIC SPECIFICATION: Massey Ferguson 600 Series

Model	Engine	Cylinders	Power*	Transmission	Weight	Price (new)
675	Perkins A4.236	4	66hp	12 fwd, 4 rev (manual change) or 12 fwd, 4 rev (Multi-Power)	2WD: 2,836kg 4WD: 3,224kg	2WD: £12,667 4WD: £15,694
690	Perkins A4.248	4	75hp		2WD: 3,165kg 4WD: 3,561kg	2WD: £13,812 4WD: £17,283
698	Perkins A4.3182	4	88hp		2WD: 3,501kg 4WD: 4,077kg	2WD: £14,635 4WD: £17,986
698T	Perkins AT4.236	4T	90hp		2WD: 3,290kg 4WD: 3,791kg	2WD: £14,710 4WD: £18,010
699	Perkins A6.3544	6	95hp		2WD: 3,666kg 4WD: 4,075kg	2WD: £17,118 4WD: £20,748

Note: List prices (excluding VAT) for tractors with manual change transmission, March 1985 (except MF 698: July 1983).
* DIN



The 690 was a 75hp (DIN) tractor and a model that many purchasers found to be a little underpowered.

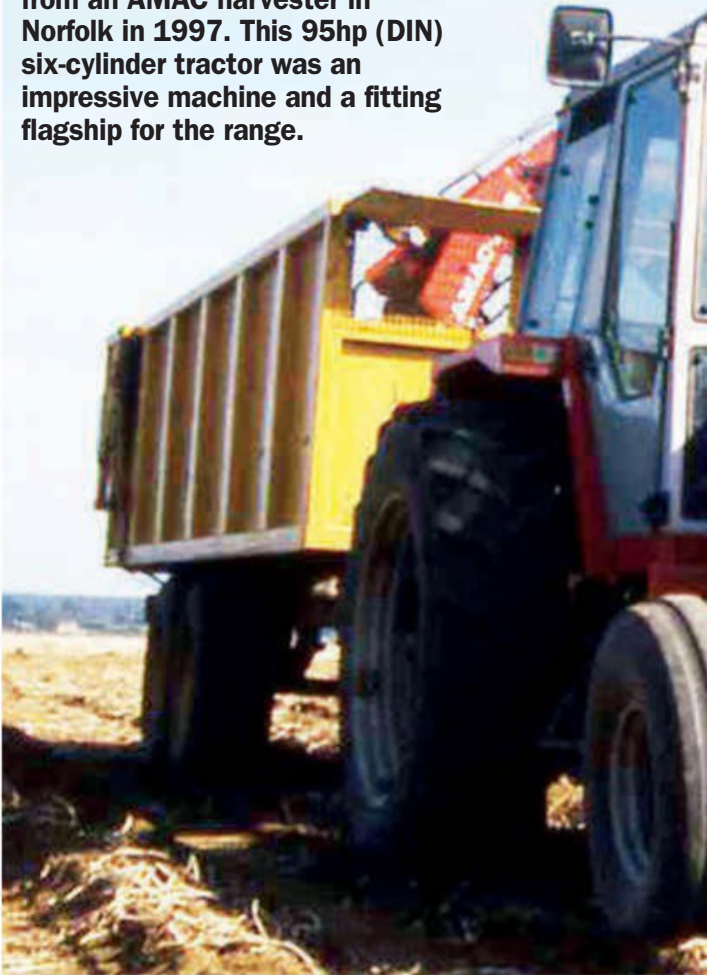
The 600 Series cab was an improvement on the old 500 Series cab, featuring larger amounts of glass for better visibility, a flat floor and better isolation from the skid unit to reduce noise and vibration. Another bonus was the fitting of openable side windows that provided much more controllable ventilation, but not everyone liked the front-hinged doors. The bonnet featured new styling with a liftable top section to gain access for routine maintenance, while the silencer and air intake above the bonnet line remained much as before. Four-wheel drive had begun to become a factory-fitted option on some models in the 500 Series and with the launch of the new 600 range this feature became an option on the whole line-up and somehow seemed to be an integral part of the design, rather than an add-on, as it had with the outgoing tractor range.

MODELS

The three models that introduced the 600 Series to the farming public were the 66hp (DIN) 675, 75hp (DIN) 690 and the 88hp (DIN) 698. This equated to the 675 replacing both the 60hp (DIN) 565 and 66hp (DIN) 575, the 690 replacing the 75hp (DIN) 590 and the 698 the 88hp (DIN) 595. Specification wise, the Perkins four-cylinder engines drove through a 12-speed synchromesh transmission as standard, while a 12-speed Multi-Power option was also available. The hydraulic system was classed as an 'Advanced Ferguson System' design and consisted of a three-point linkage, two spool valves, drawbar and Auto Hitch as standard. An independent power take-off offered high power, producing more than 59hp on the MF 675, 67hp on the MF 690 and 81hp on the MF 698.

In comparison with other Massey Ferguson tractor ranges, the presence of only three models was quite unusual. The 600 Series was designed to bridge the gap between the larger members of the 200 Series family and the big, six-cylinder 2000 Series models. The 60hp (DIN) 265 was the reason that the 675 replaced the two older 565 and 575 models and used the same Perkins four-cylinder power plant as the 675 in the shape of the A4.236 unit, while the larger 75hp (DIN) 290 offered an alternative to the 690 and was the largest 200 Series model at that time – fitted with the same Perkins A4.248 engine as the 690. The smallest of the 2000 Series was the 93hp (DIN) 2620 which thus offered a slightly more powerful six-cylinder alternative to the 698. Launched in 1981, the new 600 Series took its place between the 200 and 2000 Series machines as they began to roll out onto farms during 1982 and must have seemed a big leap forward over the old 500 Series tractors when it arrived – the new look and features being instantly appealing, while the tried-and-tested mechanical units were reassuring to many exiting 500 Series customers. One issue that remained though was the relatively low power outputs of these models, a criticism that had also been

AN MF 699 catching potatoes from an AMAC harvester in Norfolk in 1997. This 95hp (DIN) six-cylinder tractor was an impressive machine and a fitting flagship for the range.



levelled at their predecessors. The answer for many customers being the fitting of aftermarket turbocharging kits, such as those supplied by Opico, that boosted power significantly from the Perkins four-cylinder engines. This practice carried over to the 600 Series and many tractors, especially the 690 and 698, were fitted with turbochargers. Indeed, many Massey Ferguson dealers would fit these at the request of the purchaser.

It took until 1984 before this issue was addressed by Massey Ferguson more comprehensively, when the 698 was replaced by the 698T. The successor dispensed with the Perkins A4.3182 and used the turbocharged AT4.236, producing 90hp (DIN). Despite the small increase in output, the 698T was a very successful model and sold well, especially in Britain where farmers had begun to embrace the idea of a tractor of around 100hp with four cylinders and a turbocharger – a trend started by Ford with the 7000 in 1971.

Another new 600 Series tractor appeared in 1984 in the shape of a new flagship model. The 699 was a 95hp (DIN) tractor was powered by a six-cylinder A6.3544 engine and replaced the larger MF 2620, which was deleted from the 2000 Series line-up at the same time. This was a timely move, as many farmers, especially in continental Europe,

were moving away from the four-cylinder turbocharged format in favour of a lightweight six-cylinder tractor. The 2620 certainly did not fit in the lightweight category being based on the same heavy build as the largest 2720 model, and so MF's designers came up with putting the six-cylinder Perkins engine in the 698 chassis and ended up producing a real winner.

The 699 sold extremely well, because if you wanted a straight six, 100hp tractor with plenty of power in a light, compact package, then the 699 was the one for you.

The 698T and the 699 thus became the best-selling models in the 600 Series line-up and also took Massey Ferguson in directions it had not hitherto explored when it came to tractor models that were gaining in popularity at that time. In many ways it was ahead of the game with the lighter, six-cylinder 699.

It proved a successful formula, but one that would only last a further two years, as by 1986 a new range was ready to be introduced by Massey Ferguson that would do nothing short of revolutionise the tractor industry forever!

SUCCESSORS

The big news of 1986 was the launch of the Massey Ferguson 3000 Series. These were new from the ground up and owed extremely little to the outgoing 600

Series, breaking the mould as the first new Massey Ferguson models in this power bracket since the company had been formed. They would also prove to be the beginning of a whole new era of tractor design and use.

Out went the 66-95hp (DIN) 600 Series and in came a five-model range from 71-107hp (DIN) with new styling, a brand-new cab and the new Autotronic electronic control features, as well as the Datatronic option with on-board computer system. The 675 was ousted by the new 3050, the 690 the 3060, the 698T the 3070 and the 699 the 3080, while the new flagship 3090 was a higher-powered entry. Most were four-cylinder tractors with the two largest models featuring a naturally-aspirated, Perkins six-cylinder engine.

The 3000 Series would grow and develop as the 1980s gave way to the 1990s and was in many ways the first modern range of tractors that featured the use of electronics from the very beginning of the design process. The concept and execution of the new range made the 600 Series look very dated overnight, and so began the decline of the 600 Series in the minds of farmers – the range now no longer looking as new and fresh as it once did and much more like the last of the old order – which in many ways it was.

This 95hp (DIN) six-cylinder tractor was an impressive machine and a fitting flagship



Ironically, the 3000 Series tractors had been the result of a long-ranging and comprehensive canvassing of farming customers by Massey Ferguson to produce the tractors that were wanted by the farming community, and the first advertising campaigns making use of this fact were actually produced featuring the likes of the Massey Ferguson 699, back in the mid-1980s.

LEGACY

With such a milestone following hot on its heels, the 600 Series quickly faded from the minds of most people – except those that still ran examples on their farms. In fact, the memory of this range would even be edited out of some promotional films later produced by Massey Ferguson that showed most of the tractor ranges of the past. This was perhaps not surprising given the seismic effect on the industry of its successor.

The fact was that there were also problems with the 600 Series, although most of the mechanical issues that were part of the earlier 500 Series had been ironed out. The big issue was the cab.

It had seemed a good choice at the time of the 600 Series development to go with the Italian-sourced cab, but the structure soon proved to be far too prone to corrosion. Rusting doors and

pillars were an all-too-common sight with the 600 Series tractors and one that signalled the early demise of many examples, either being cut up for parts or having the whole cab removed and then exported to third world countries that did not need, or want, a fully-enclosed cab.

Although most 600 Series machines suffered the ill effects of the dreaded tin worm, many examples have survived and some are in fine condition, provided they were given lots of loving care by their former and current owners. Indeed, some examples can even still be found at work, as well as in the hands of collectors.

The numbers of survivors are not huge when compared to, say, the 500

Series, but many do remain to remind us of a range of tractors that was designed as a stopgap measure, but proved to be not only an excellent final version of the old 500 Series, but also a trendsetter, in particular with regard to the later 699 model which was one of the first really successful lightweight six-cylinder tractors.

So, perhaps it is about time that this, long-time unheralded tractor range was given a bit more respect when it comes to tractor history. After all, it did very well keeping Massey Ferguson at the forefront of the best-selling end of the tractor market from 1982 to 1986.

It may have had its faults, but it was still a successful product in so many ways. ■



An MF 698, retrofitted with an Opico turbocharger kit, seen working in 1985 in the ownership of a contractor in East Anglia.

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A superb example of the turbocharged 698T model seen at a show in Norfolk, and not showing a single trace of the dreaded tin worm! It was a successful model and sold well during its relatively short production life.



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Quality at Carrington

Back on the agenda, for the first time in three years, the 61st Carrington Rally Steam & Heritage Show, near Boston in Lincolnshire, was an event of the highest quality – supported by excellent clubs and friends, says *Peter Love*.

Staged on the Crawford family's farm for many years, the rally has totally transformed itself – with the committee pulling together to put on an excellent event, led by chairman Alex Bell.

It was good to see a wonderful stationary engine section and the largest commercial/car section seen since I first attended the show in 1962. These were bolstered by excellent food, courtesy of the WI, and other great attractions – but,

sadly, two stalwarts of the event were missing. We have lost both Robert Crawford and Herbert Epton in recent times – well-known enthusiasts and collectors in their own right.

To this end, at least 35 Marshalls were present, in memory of Robert, including the 1910 Marshall Colonial E that was brought back from Australia by Major Henry Marshall, and a 1931 Marshall E 15-30 that R H Crawford bought new at £315.

My two highlights in the Marshall display were Bob Shaw's 1938 Marshall 12-20 contractor, which still has its original block and features hydraulic brakes, a winch and sprag. It's one of six produced with hydraulic brakes and suggested to be the only survivor. The

Babbings family were next door with their 12-20 example, and were helpful to everyone, as always.

Also seen for the first time at the rally was a 1938 Marshall M (no. 852) from the Stow collection in Cranleigh, Surrey. This very original condition tractor is a stunner and was exciting to see.

The tribute to Herbert was just as impressive, with a line of around 25 John Deeres led by his stepson Alan with Herbert's rare, Mannheim-made 3120. L Parker was proudly exhibiting a 1953 John Deere 40S that he has just restored, along with a lovely 290 corn planter that was a winner at Newark last November.

A total of 9,473 40S models were made between 9 January 1953 and 17 October



What a sight!
Preparations are made
for the Crawford/Epton
memorial service.

Right:
An original Standard
N-based Automower
winch tractor, made
near Bath.



1955. All told, some 54,000 JD 40 variants are said to have been made, featuring a 25bhp engine.

As for the Massey-Harris display celebrating 175 years of the marque, Malcom Robinson had assembled a wonderful array of machines and types from various people, with Gordon Carson showing a 1922 Wallis OK, MH 12-20, ex-Hunday late GP 15-22 and an unstyled Challenger, along with more delights representing the anniversary well. The adjoining Ferguson and MF display was excellent too.

Congratulations to everyone involved. The show had plenty going on in all sections and was a great tribute to those who are sadly no longer with us ■

Above right: Seen in the colour John Moffett had the tractor in when part of the Hunday Collection, this Massey-Harris 15-22 was sold in 1938. After a refresh, the tractor went on to win at the GDSF for current owners Beba and Carson.



Above: Alan West, Herbert Epton's stepson, leads the parade with the 1970 John Deere 3120, Mannheim's first six-cylinder tractor.



It was great to see the Fowler crawlers at the show – many of which were from the Crawford collection.

Spring run

With Spring well and truly in the air, Saturday 5 March saw a dry, sunny day with a cool, keen wind for the running of the reorganised,

renamed Coombes' Spring Charity Tractor Road Run, writes Anne Bates.

Starting from Chadwell Grange, Newport, by kind permission of Mr & Mrs Richard Maddocks, 81 tractors and six four-wheel drive vehicles descended on the potato farm for the run, which had been delayed from its usual Christmas week date due to the Covid-19 restrictions. It was, once again, supporting the fundraising efforts of the Gnosall & Newport Lions Club – which was raising funds for Prostate Cancer testing and awareness.

Roger Perry led the way in his David Brown 1390, turning left out of the farm and along the lane towards the junction at Chadwell Mill. The tractors turned left, following the lane to join with the A41. Here, after a short stretch of main road, the run turned right onto the B4379 towards Heath Hill. It was at this point that the tractors picked up their first off-road section, along a farm track and fields to meet Pitchcroft Lane. It was also the site of a slight driver error, when Nick Cox of Great Wyrley inadvertently

dropped the front wheel of his Ford 7700 (adorned with lucky womble mascot), into an irrigation trench, which in turn pulled the rear wheel in. Luckily, the landowner, Mr Bubbs, was on hand to pull the tractor out to enable Nick to continue on his merry way!

Now crossing the roundabout of the A518, the convoy continued through the hamlet of Brockton, to Edgmond. Here the tractors encountered the second off-road stretch, the aptly-named Birch Moors, to circumnavigate the western side of Edgmond to turn right onto the B5062. Heading for the mid-morning coffee stop, the procession paraded past the campus of the famous Harper Adams University and climbed up the avenue to the home of the Newport Showground at Chetwynd Deer Park, where waiting Lions Club members were on-hand to park the convoy.

Here was a chance for a comfort break, warming drink and biscuits and some much-needed time to fettle tractors after their long lay-off. Amongst the drivers was David Brown specialist Peter Williams, who had made the trip up from Ross-on-Wye to drive an 850 borrowed from route leader Roger Perry. A couple of participants came from Wales – John



Tom Palin, from Bishops Offley, with his Marshall 702, and in the background the Claas illustrates the adverse camber.

Roberts of Forden, with his David Brown 885, and Garry Llewellyn from Welshpool with his Fendt 308LS.

Time for the off again, the run retraced the last part of the route back to the edge of Edgmond before taking a right turn across Chetwynd Road, to the village of the same name. Crossing Chester Road (A41), the leader headed towards Puleston before turning onto Gorsy Lane (the old Roman road) and climbing slightly to Fernhill and onto Sutton.

Now heading homeward, through the hamlet of Moreton towards Lymm, the route passed over the worst adverse camber road in the country and retraced its steps to the welcoming site of Chadwell Grange. Here, after the drivers had parked up, they settled down to their fish or pie dinner and pudding before the drawing of the raffle.

The Coombes family wishes to thank the landowners and participants for helping raise a magnificent £2,185 towards the Gnosall & Newport Lions Club fundraising for Prostate Cancer testing and awareness ■



Nick Cox with his Ford 7700 and muddy wheels, following a mishap.



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We bring you a round-up of the action from what has become one of the largest events of its type in the United Kingdom – Tractor Fest at Newby Hall, near Ripon in North Yorkshire.

Plus, Peter Love finds a Fordson E27N that was so close to becoming a victim of the scrap man. Thankfully, it was saved and has recently returned to the farm it resided on for five decades.

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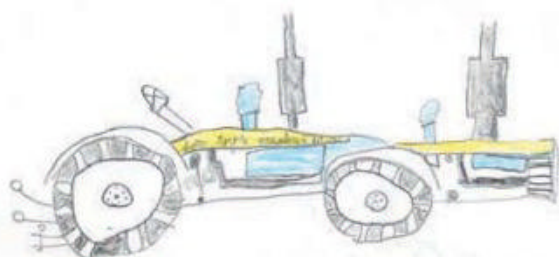
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PICK OF THE CROP



I drew a picture of my granddad's tractor
William 8

TRIPLE DELIGHT

I love it! Well done!

Dear Junior,

I have drawn a picture of my granddad's Triple-D model tractor.
William Ellis (aged 8), West Yorkshire



SETTING THE SCENE

A great tractor in lovely scenery... what's not to like?

Dear Junior,

I hope you like my picture.

Cora Leamy, Co. Tipperary



END OF THE RAINBOW

Detail everywhere – fantastic!

Dear Junior,

I have drawn this picture for you.

Robert Leamy, Co. Tipperary



Ruby age 10

GREEN MACHINE

It's hard to draw in three dimensions, but you've mastered it!

Dear Junior,

Here's a drawing I have done for your Junior page.

Ruby (aged 10)

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

The horse farm features a 1:50 Fendt 939 with loader, building, two trees, two horses, fences and six bales, which you can pick up using the loader's bale grab. The two-storey building has space for the tractor, a hayloft and stable, and can be put together easily thanks to a push-fit construction system.

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





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64 780 RESCUE

The seat, a seemingly minor sub-assembly as far as tractors of this era go, becomes a project in itself!

68 EXPERTS' ADVICE

The T&M team aims to provide the answers to the questions you have asked regarding your tractors and implements.

70 NEW PRODUCTS

Items of interest to suit your tractor and your posterior!

72 E27N REVISITED

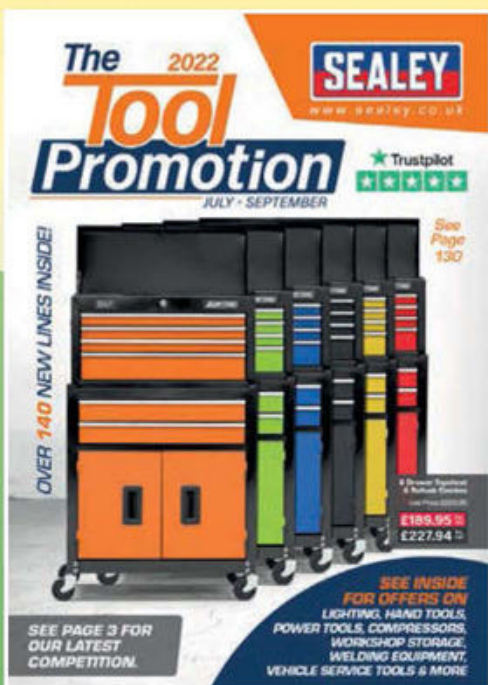
The radiator is prepped, painted and refitted and there's other suspect paintwork to address, with the realisation that a bad batch of paint must have been the cause.

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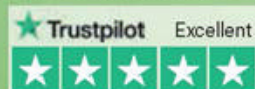


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780 rescue part 17

With the work on the tractor well advanced, Andrew Hall turns his attention to rebuilding the seat, which has been more involved than first envisaged.



The DB 780 being towed from its resting place of around 20 years. It has taken nearly three years to get it its current state, so not too much to do now!

When the tractor first arrived, back in 2019, the controls were either seized or very rusty, due to it having languished in brambles for around 20 years.

As part of the original equipment, the tractor features a Rest 'O' Ride seat, which has two bonded rubber adjustable springs to enable the seat to be adjusted according to the weight of the tractor driver. The condition of the seat was no exception to the rest of the tractor, as the seat pan was rusty, and the whole mechanism beneath was seized up.

I could, perhaps, have taken the easy route and replaced the seat assembly as a complete

unit, but in the interests of originality I chose to retain the original seat and strip and completely renovate it.

BROKEN SPRING

Heat was required to free off man of the adjustment components and the two springs, which are retained by roll pins and soon yielded to a hammer and suitably-sized punch. Unfortunately, one of the springs was broken due to the bonding between the steel and the rubber separating, and I knew that it couldn't be repaired, so set about ordering a pair of new springs.

The considerable investment has meant I have been committed to repairing the seat, despite at times

feeling I should have replaced it with a more modern sprung seat from one of the aftermarket suppliers.

BRONZE BUSHES

During dismantling it was noted that there are six bronze bushes that take the load on the swivelling arms of the seat. Two of these were cracked and broken, and had lost their flanges, so I considered making some fresh bushes. The problem was that I couldn't obtain any bronze of suitable dimensions to make them efficiently in the lathe.

A call to my local agricultural engineer and friend Tony Davies soon had some bushes coming in my direction. They did, however,

require some modification, as they were $\frac{5}{8}$ in bore and needed to be bored out to a $\frac{3}{4}$ in clearance to match the swivel arms.

BORING TOOL

To increase the bore diameter I used the lathe with a boring tool, as I could proceed with a series of fine cuts rather than using a drill and a reamer to finish the hole size. The wall thickness wasn't going to be very thick after the machining, so too much force could possibly damage the bushes, and also I needed a $\frac{3}{4}$ in clearance and didn't have a suitable reamer to achieve it.

Each bush was turned to size and then assembled on the swivel arms, after



Rusty seat

1 The Rest 'O' Ride seat, which is the topic of this issue, was very rusty and the spring mechanism seized solid.



New rubber springs

2 When dismantled, one of the springs had become un-bonded, so a new pair was sought, and the bronze bushes were too far gone to re-use too!



Laid out

3 The new springs and replacement bushes were laid out in order, along with the rest of the support frame and seat pan, ready for preparing for fresh paint.



Boring job

4 The centre bores of the bushes needed to be bored out from $\frac{5}{8}$ in to $\frac{3}{4}$ in clearance, to fit over the swivel arms.

removing the corrosion on them and cleaning up the contact areas. The flanges on the new bushes needed to be machined to reduce their thickness, as they were thicker than the originals to allow the seat support to be reassembled. A small spacer was made to facilitate assembly and smooth movement of the swivel arms.

REASSEMBLY

At this point all the prepared parts were primed in red oxide and allowed to dry before reassembly took place. With all the components ready, they were laid out in

sequence, together with the new rubber springs.

To get the position of the rubber springs correct I took a look at one of the early photographs, as it showed their correct positions with the diagonal braces in place. I had two braces, but the spigots on which the braces locate weren't long enough to accommodate the two braces together, so I had no option other than to use just one of them, but it shouldn't make any difference.

THREADED ADJUSTER

A threaded adjuster screw attaches to the back of the

springs and had a right-hand thread one end and a left-hand thread the other, with a $\frac{3}{4}$ in gap unthreaded in the centre. This is screwed to tighten or slacken the tension on the springs.

During assembly I had to determine the correct orientation of the swivel arms, as they are cross-drilled to accommodate roll pins where they attach to the base plate of the seat assembly. They are handed left/right and won't operate correctly if transposed!

FIDDLY JOB

The swivel arms were placed onto the base plate and the

nylon bushes they ride in were aligned with the base plate and the holes in the swivel arms, whilst fresh roll pins were inserted. This procedure was rather fiddly and took two or three attempts to get it right, after which the two rubber springs were placed in position at the front end of the frame and their roll pins also fitted.

The assembled seat frame was temporarily bolted to the tractor to hold it secure for the fitting of the threaded adjuster, which proved to be rather a headache. I lifted the swivel arms to bring the holes where the adjuster fits



Measuring up

5 Some measuring up was done to ensure the bushes were opened up to the correct diameter. The swivel arms were to be polished up during the seat restoration.



Boring tool

6 A boring tool was used in preference to a drill and reamer to obtain an accurate clearance size for the bushes, which allowed a series of shallow cuts.



Part way there

7 An initial pass set at zero was done, followed by five more passes to get the desired diameter. The bushes are 'Oilite' and have been soaked in oil.



Temporarily assembled

8 With the bushes successfully machined, the springs were temporarily assembled to check for a correct fit.



Ready for cleaning up

9 Satisfied with the progress, the support frame components were now ready for some pre-painting preparation.

together as much as possible before attaching it to them, but the seat pan support wouldn't sit straight and looked crooked. No amount of adjustment/ removal and refitting would bring any improvement, as one swivel arm sat lower than the other.

I studied the distance each nut was located along each of the adjuster threads and after trial and error I was able to position them to bring the pan support level and adjust the tension to suit driver weight.

SEAT PAN

Next was the cleaning and preparation of the steel seat

pan for painting. It was rather pitted with rust, so was treated to a thorough rotary wire brushing and finishing off with a flap wheel to smooth the surface.

Any pitting still present was then filled with filler and sanded back to provide a smooth substrate, followed by the usual prime in red oxide. The seat pan will be finished in DB Orchid White, whilst the seat support frame is to be finished in DB Chocolate Brown.

REAR AXLE & PTO HOUSING

The next task on the agenda was to clean, prepare and

prime the rear axle and PTO unit. David Brown tractors feature many nooks and crannies on their skid units, which makes cleaning rather a chore, but to paint over dirt and hardened grease isn't an option.

The effort with a rotary wire brush and scraper was well worth it, and enabled a coat of red oxide to be brushed on, providing a good substrate for the subsequent coats. The pick-up hitch parts were painted separately, and then mounted on the tractor after it had been primed.

Also, the front weight frame was primed and fitted

to the tractor, along with the steering drag link and track rod, which benefitted from some new rubber gaiters.

A coat of red oxide will be sprayed over the whole of the tractor before applying the David Brown Chocolate Brown ■

PARTS SUPPLIER

Parts for the David Brown 780 project are being supplied by David Brown Parts Ltd., which supplies a range of quality parts for all eras of David Brown tractors - from the VAK1 to the 1694. Tel: 01989 562743 or visit: www.davidbrownparts.com



Cleaned up

10 Some vigorous rotary wire brushing was required on most of the parts, seen here with the task partly completed.



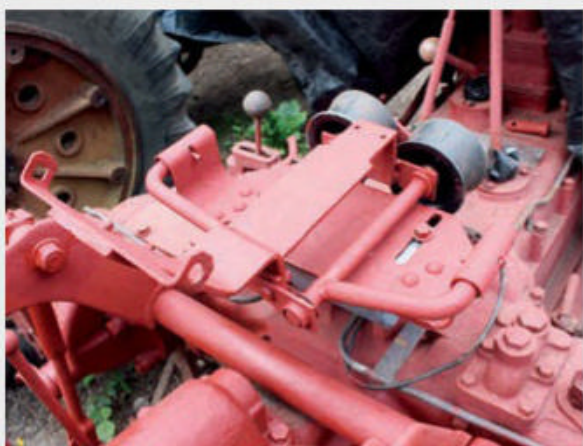
All primed

11 Each part was brush painted with red oxide before the reassembly took place. A further coat will be applied to the frame by spraying when the whole skid unit is painted.



Seat pan

12 The seat pan was welded where it had rusted into holes, followed by wire brushing and smoothing with a flap wheel, and filling any pitting with filler paste prior to priming.



Seat support frame

13 The reassembled seat frame was bolted into place on the tractor skid unit ready for the aforementioned further priming and top coat application.



Rear axle & PTO unit

14 Much effort was required to access the various nooks and crannies before applying the first coat of primer by brush.



Pick-up hitch

15 The components of the pick-up hitch were assembled onto the back end of the tractor to be sprayed along with the rest of the chassis.



Thread cleaning

16 The $\frac{5}{8}$ UNC threads of the front casting were cleaned with a suitable tap to enable the fitting of the front weight frame.



New gaiters

17 Four new rubber gaiters were obtained before fitting the steering drag link and track rod.



Weight frame

18 The weight frame is now in place, whilst the steering drag link and track rod still await fitting.

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

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.



Photo: Dick Coupland

Oliver 500

I have a 1962 David Brown 850 diesel tractor converted to an Oliver 500. I have had the injector pump recalibrated (a DPA), plus, all injectors reset and cleaned professionally.

My problem is bad starting. The engine whines and whines before firing, giving out loads of smoke. A cold start has been fitted to retard the pump, but makes no difference. Even when the tractor is running it still discharges lots of smoke. Any advice on the problem would be useful.

Dick Coupland, via e-mail

A With a recalibrated injection pump and reconditioned fuel injectors all should be well. However, you don't say whether you have had the engine rebuilt or not. To have the injection pump serviced it would have been removed from the engine, and this is a possible clue to your problem.

When installing the reconditioned pump, was it set up as it was before removal? It could be that the pump has been mis-timed when fitted and this is causing the symptoms

you describe. Before removing the pump to rectify the issue it would be a good idea to spill time the engine statically. The static spill point for your engine is 11 degrees before top dead centre (TDC). To check the spill timing, follow these instructions:

When number one piston is on compression stroke and the indentation in the flywheel coincides with the peg aperture marked 'SP' on the left-hand side of the clutch housing, the line marked 'C' on the injection pump rotor should be exactly in line with the line through the eye of the body circlip (to access the pump rotor you need to remove the side cover of the injection pump).

To make an adjustment, if necessary, slacken the three mounting nuts of the pump flange and rotate as necessary until the pump rotor aligns as previously stated, then re-tighten the mounting bolts and refit the pump side cover.

If, however, you cannot obtain the desired alignment, it indicates that the pump may have been fitted too far out of time and further investigation should be carried out by inspecting the alignment of the timing gears in the engine.

Fordson Major E27N

I have a question relating to the fuel to use in my 1947 Fordson Major E27N tractor. Until recently I have been using E5 to start my tractor, but since the arrival of E10 fuel I was wondering if this can be used satisfactorily.

When hot, I run my tractor on a mixture of heating oil and petrol in a ratio of four units of oil to one petrol, and this has always worked well. The higher price of E5 has put me off using it in the Major and nobody I've spoken to can give me a definite answer regarding E10, so if *T&M* can advise me it would be most welcome.

Michael Sanders, via e-mail

A It is still rather early days regarding the use of E10 petrol in our vehicles. The extra Ethanol is purported to absorb moisture, which in turn can cause corrosion to vulnerable metal components of the fuel systems, and may attack older rubber fuel pipes, causing them to leak.

If your E27N has its original metal piping from the tank to the carburettor it'll be less vulnerable than if rubber is present. I would recommend lining your fuel tank with one of the proprietary tank linings such as 'Slosh' or similar, which is Ethanol proof. This would reduce the vulnerability of the fuel tank.

Another tip is not to over-fill your starting tank and drain it down after use, and also to drain the carburettor bowl of fuel before leaving the tractor idle.





Fordson Major Diesel

Q We run a work-worn Fordson Major Diesel tractor and recently bought a brand-new topping mower to run on it. When we attempted to fit the PTO shaft of the mower to the tractor it was observed that the splines of the tractor PTO shaft are nearly worn out and

we felt they are too far gone to put a nice new PTO fitting onto them.

We have held off with any mowing until such time as we can either replace or repair the worn PTO shaft on the tractor. Our question is, how difficult is it to remove and replace the shaft, and would

it be more economical to repair the shaft rather than replace it? Any advice would be most welcome.

W & J Smith, via e-mail

A If your shaft is badly worn you are wise not to fit a new yoke to it, as the slop in the worn shaft will

cause premature wear and tear to the new item.

Removal and replacement of the Fordson PTO isn't a difficult task. You will need to drain the rear transmission oil, of which there is around 10 gallons (45 litres). The bearing housing around the PTO shaft is retained by four bolts. After removal, the shaft can be withdrawn complete with the bearing and the hydraulic pump drive gear.

A good, second-hand shaft can be fitted, but in the absence of a fresh shaft the splines can be built-up using hard-facing welding rods and ground back to the original profile of the splines.

If you choose the latter option it is still a good idea to remove the shaft and the bearing housing/oil seal from the shaft before doing any welding, as the heat may damage the oil seal. However, it is always a good policy to replace seals if you are dismantling and rebuilding anything mechanical!

Massey Ferguson 590

Q My old Massey Ferguson 590 has a problem with its PTO shaft, as it appears not to turn off, and remains turning even though the operating lever is in neutral. I think the PTO is independent, as I don't have to depress the clutch to engage/disengage it.

Why would the shaft refuse to stop when disengaged, and is it an easy job to repair it myself?

Alan Carter, South Yorkshire

A You have an independent PTO on your 590, which

is operated by a hydraulic clutch pack supplied from the auxiliary hydraulic pump. When the clutch is disengaged, oil is diverted to a small brake pad on the outside of the clutch pack, which holds the shaft stationary whilst disengaged. It sounds as if the pad on the brake unit has worn to the degree that it won't hold the shaft, and could do with replacing.

Reaching the brake unit is quite involved, and requires the removal of the hydraulic pumps and the PTO shaft to access the brake. If you have the means to dismantle the tractor and appropriate mechanical knowledge to do the job yourself, it can be done.



However, I would recommend you obtain an official workshop manual for the tractor before embarking on the work and study it well!

The alternative is to seek a technician with experience of the MF 590 model to do the work, as this is often easier with tractors of this period!

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

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E27N revisited

Andrew Hall makes more progress with his 1947 Fordson Major E27N, with the cleaning, painting and refitting of the radiator.



Pictured before the engine was repainted and the radiator fitted, the tractor is now coming back together nicely, and will soon be finished.

At last, after nearly seven years of working on my Fordson E27N, I have made some progress!

After rebuilding the gearbox and fitting new bearings, and replacing the rear axle oil seals, further work was carried out on the brakes, which were relined and treated to some new operating cables. New retaining springs were also fitted to the clutch thrust bearing carrier, and the two halves of the tractor were then mated together!

WATER PUMP REBUILD

Turning my attention to the front end of the tractor, I stripped and rebuilt the engine water pump using a new seal gland. The engine itself wasn't in need of any serious attention, as it is a reconditioned unit, which I had fitted a few years ago from an old Lincoln welder.

The cylinders are 0.020in (20-thou) oversize and have no wear whatsoever. I did, replace the valve springs, as the originals were a little tired. All the aforementioned work was covered in *Ford & Fordson Tractors* magazine, and more recently in *T&M*.

PAINTWORK

I started to refinish the tractor in primer, undercoat and top coat in E27N blue, and had worked from the rear forward and progress was looking good. This is where it all stopped, and for the last five-plus years nothing has been done at all until very recently, when the project was resurrected!

RADIATOR

Much of the new paintwork had suffered from peeling, and has been revisited, the results of which I am very pleased with. This has spurred me on to finish the

tractor and enjoy it once again.

The radiator was removed from the tractor with the intention of re-coring it, which would have been an interesting feature in itself. Reality kicked in and the cost of a new core alone is now prohibitive and as the radiator didn't leak at all I feel it would have been an unnecessary expense.

In the meantime the radiator has languished up against the workshop wall and had a nice crop of nettles growing around it.

As anyone with experience of Fordson tractors will know,



Footplates

1 Refinished footplates are ready to refit to the tractor, but not before adjusting the brake units, as access will be easier.



Hiding up

2 The radiator had been removed a few years ago and has been hiding up against the workshop wall, soon to be behind the nettles!



Lifted clear

3 My engine crane was used to lift the radiator clear and move it to a clear site to prepare it for fresh paint.



Very dirty

4 Dust, cobwebs and spiders were carefully removed to enable the core to be examined for any damage. Thankfully none has been seen, as a new one is prohibitively expensive.



Wire brushing

5 All external surfaces were thoroughly cleaned down with a rotary wire brush, taking extreme care not to damage the vulnerable radiator core.



Nearly ready

6 The radiator is nearly ready to receive some paint. To reduce the amount of moving around, all accessible surfaces were painted first, then turned over for the remainder.

the radiators are extremely heavy to handle. When I removed mine I used an engine crane to lift and lower it safely to the ground.

Way back in 1986, when I first purchased the tractor, it had been standing in a wood where it had previously powered a saw bench, and had stood without the radiator cap fitted. The result of this was a nicely built mouse nest in the header tank.

Filled with enthusiasm and less than half my current age I unbolted and lifted it down to clean out the debris by inverting the radiator. I found

it heavy at the time, but now I have no hope of lifting the radiator single-handed.

The current radiator came with the reconditioned engine and was used because it was cleaner than the original.

PREPARATION

The engine crane was used once again to extract the radiator from its resting place and enable me to set about cleaning it up in preparation for some fresh paint.

A close inspection of the core showed no damage caused during its period against the workshop wall,

but of course the true condition won't be known until I refill the cooling system with water when it is refitted.

Taking care not to damage the core it was dusted down and freed of cobwebs, and the outside of the header tank casting, side panels and bottom tank were all attacked with a rotary wire brush to remove all the green covering and dead paint etc.

Taking advantage of the warm sunny weather, the prepared radiator was dusted down again and brake cleaner used to wash the surfaces due to be primed. As the radiator

is heavy I decided not to move it around more than necessary and prime all accessible surfaces twice, before then applying two coats of E27N blue top coat.

This was done in a short succession to facilitate keying of the various coats and hopefully not see a repeat of the problem I have encountered.

The unit was then carefully turned to one side to treat the remaining surfaces. It was then allowed to dry overnight before any further movement.

In the meantime I prepared the engine block, which ➤



Lifting into place

7 A piece of stainless steel rod was used through the headlamp holes to safely lift the radiator into place in front of the tractor, ready for fitting.



Engine block

8 Next was the engine block, which was cleaned and prepared to receive two top coats before fitting the...



Back in place

9 ... newly-painted radiator, which was lifted manually, as the engine crane didn't have adequate height to lift it safely!



Mudguards

10 These are in a crusty and dirty state, and will require some local repair before refitting to the tractor.



Corrosion

11 Corrosion in the mudguard tops, such as this, will be dealt with using oxy-acetylene welding, as this is the easiest form of welding to use for this type of damage.



Splits & holes

12 The mudguards aren't as bad as I first thought, and it will be good to retain some original tinwork on the tractor, rather than replace it.



Drawbar

13 Another target is the drawbar assembly, which is to be repainted, as it too has suffered from peeling paint together with...



Clevis

14 ... the swinging clevis. The cause of the peeling appears to be a faulty tin of paint used earlier on in the project.

had been primed way back in the project. This was cleaned of dirt, dust and any other debris before roughing up to key the top coat, and treated to two coats of top coat as per the radiator.

Once dry, new gaskets were used for the header tank and the bottom tank, and the radiator lifted into place. Unfortunately the engine crane couldn't attain the desired height, so it was lifted into place manually with two people and now looks good once again.

Further work on the mudguards and engine air filter is to come, bringing the project, all being well, to a close very soon! ■

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

Mid-mounted mower set-up

Problems with the MF 51 disc mower mean the FE-79 mid-mounted mower has to be pressed into action this year. Andrew Hall demonstrates the sequence of mounting it onto the MF 35 tractor.

DIFFICULTY
★★★★
RATING



The MF 35 will be used for the hay cutting this year, using the FE-79 mid-mounted mower, as the disc mower is out of action.

Back in 2020 I benefitted by the return of my Massey Ferguson 51 disc mower, which I'd swapped for a disastrous SIP 185 drum mower, which had lasted only two seasons before breaking up terminally.

The MF 51 completed the 2020 season with no hitches, but halfway through the 2021 haymaking I caught the concrete surround of a drain, which caused some damage to the outer rotor. A strip down of the mower brought the bad news that the bearing housing of the rotor was worn

badly and beyond easy repair, as the bearings were running loose in the housing, allowing the rotor to rock dangerously!

With no parts to hand to repair it, I've had no option but to revert to using the FE-79 mid-mounted mower this year.

NICE TO USE

The mower was renovated about eight years ago and saw some service prior to the return of the disc mower. It is a nice mower to use, as one has a clear view of the cutter bar without having to look over the right shoulder, and ending up with a stiff neck as a result!

Being a knife mower, however, it is a little slower than a disc mower and requires a bit more routine maintenance than a disc mower, but when set up correctly does an excellent job of cutting.

BRACKETS

I have two sets of mounting brackets with the mower, one for a TE-20 and the other for my 35, which is approximately one inch longer between the footplate brackets and the rear face of the PTO housing, where the rear casting bolts onto the tractor.

The brackets bolt between the footrest and the clutch housing and have been left on the 35, knowing they'd be needed at some stage.

FITTING THE MOWER

Firstly, all the mower components were laid out and checked over before bolting the front casting to the mounting brackets under the centre of the tractor. There are two 1½in AF setscrews that secure the casting, and these were tightened well to prevent them loosening in service. There are two rubber pads located under the mounting brackets to cushion the side thrust of the mower knife.

With the front casting in place, I then turned to the rear of the tractor and removed the linkage check chains and brackets, and fitted the rear casting to the four studs around the PTO shaft. There are four special nuts that replace the check chain ►

WORKSHOP



Laid out

1 The front and rear castings, together with the main frame, were laid out ready for fitting to the tractor.



Cutter bar

2 This was stored separately and will be fitted after the main frame has been fitted to the tractor. Note the safety guard and wooden swath board.



Front casting

3 The front casting is bolted to the two brackets attached to the gearbox sides. There are two rubber pads present to cushion the side thrust of the mower knife during use.



Rear casting

4 Check chain brackets were removed from the tractor and replaced with the rear casting bolted to the four studs. The drive pulley is also provisionally in place here.



Main frame attached

5 The tractor was rolled backwards over the frame and then it was lifted and clamped to the front and rear castings.



Mounting spigot

6 The cutter bar attaches to this spigot, which requires cleaning to remove old grease and abrasive debris accumulated during storage.

nuts that locate the rear casting, and extra leverage was used with care to ensure they don't loosen due to vibration.

The two castings support the main frame of the mower, which was positioned behind and in line with the tractor, which was then rolled backwards over the frame until it lined up with the castings. It's too heavy to lift into place, so rolling the tractor over it is easier!

The frame was then lifted up and clamped into place. At this point the lift/lower bracket was placed over the right-hand lower link and clamped in place. This lifts and lowers the

mower in and out of work using position control.

CUTTER BAR

Next was the fitting of the cutter bar to the frame. It sits on a spigot, which was cleaned up to remove any abrasive debris and coated in fresh grease to lubricate it before aligning the cutter bar with the spigot and sliding it on. Two 1½in AF setscrews then hold the cutter bar in place and have a locking tab to keep them tight.

DRIVE PULLEY

The drive pulley and matched belts were then fitted over the

PTO shaft and tensioned by revolving the eccentric collar behind the smaller pulley, followed by fitting the belt guard, which prevents grass wrapping round the shaft when in use.

SHARP KNIFE

A sharp knife was then fitted to the cutter bar. This was fed from the left-hand side under the tractor and slid into place along the bar. It was then secured to the connecting rod and cranked over by hand to check for correct operation with neither any tight spots, nor being too loose in the bar. The knife should run with

each section close to the fingers for crisp cutting action, and the wear plates adjusted to allow minimal, but free movement of the knife. Knife register was also checked, as it should run between the centres of each finger to give a clean, full cut!

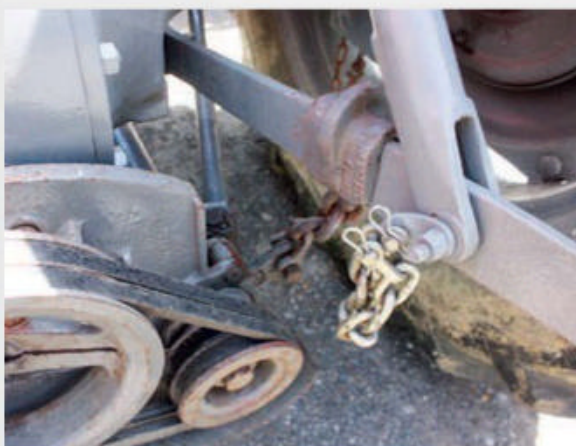
SAFETY DEVICE

The mower incorporates a safety break back if it hits an obstruction and features a cable attached to the clutch pedal that pulls the pedal down, thus stopping the forward motion. This was set up, leaving the mower ready for use – subject to greasing. ■



Cutter bar lined up

7 Cutter bar was lined up with the main frame ready to be fitted, after swivelling it into the working position.



Lift/lower bracket

8 This is attached to the right-hand lower link arm, and lifts the mower in and out of work via the chain. The check chains have been stowed on the lower links out of the way.



Cleaned & greased

9 The spigot mentioned in image six has now been prepared to accept the cutter bar. The engine was started and the height set to line up with the cutter bar.



Sharp knife

10 A sharp knife has been inserted from the left-hand side of the tractor and checked for free movement and correct adjustment to provide a clean cut.



Safety device

11 This cable attaches to the clutch pedal and pulls it down to stop forward motion if the mower breaks back due to overloading or an obstruction.



Cable clamp

12 The cable is clamped to the front casting and routed as straight as possible to prevent any kinks forming in it.



Belt tension

13 Drive belts are tensioned by revolving an eccentric collar behind the small pulley, and clamping it to the rear casting.



Ready for work

14 The mower is now ready for work, subject to lubricating all the necessary grease points and filling the drive shaft casing with oil to lubricate the bearings.

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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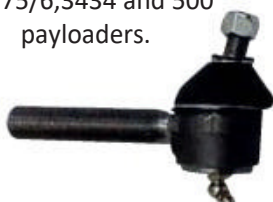


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YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

WELCOME!

As you will see across the following pages, Massey Ferguson tractors have been hot at auction recently! As have many of the classic Fords, but there is not as much variety with this marque compared to what MF has made over the years, when you get down to it. Thanks to the IH clubs, the

prices for this marque are better than they were, but there are still bargains to be had, although later classics are now out the price range of many.

As for County and Roadless, prices are still high, but I see some levelling out in places – particularly for unrestored stock needing work and a few restored

tractors that have been offered around at various sales but not made the owner's reserve price.

In most cases people are buying for future commodity investments, as well as having some fun with the object they have just bought.

In the vintage market, things are not quite so hot, and in some cases high

reserves are being placed on restored stock, making it stick.

As for the veteran market, it is still softening.

Amongst some of the other marques, one of the recent highlights was an off-farm Marshall 904XL that was sold at Darlington Farmers Auction Mart Collective sale on Saturday 29 April. It reached £14,500 +VAT.



Massey Ferguson models are extremely popular at the moment. Here, crowds gather around an MF 1250 that sold for £70,000 at the Alan Bancroft sale.

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.

TRACTOR GRADING SYSTEM

VETERAN, VINTAGE & CLASSIC

1: Non-runner, rough **2:** Running, needs work **3:** Original & perfect **4:** Older restoration **5:** Restored **6:** Concours

MODERN 7: Rough **8:** Tatty & running **9:** Running, needs some work **10:** Average condition **11:** Very good **12:** Like new

GET IN TOUCH

If you have a tractor you would like to be featured in our successful Sales Highlights section please get in touch with: **Peter Love** Phone: 01323 833125 E-mail: peterlove@kelsey.co.uk

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

Everything set for Sutton

The second Cheffins Vintage Collective of the year is all set for Saturday 23 July, at Sutton in Cambridgeshire, and has some interesting lots for you to follow and go for. This includes yet another stunning, well-restored County 1474, in grade 5 condition.

Others to excite include a David Brown 996 with loader in clean, original condition. A late-type International 10-20 Titan and an early-style John



The late-type International Titan 10/20 is an ideal starter tractor for the veteran fan.



Short-nose County 1474 is another gem that's been restored to a good standard.

Deere D on steels will be offered along with a restored County Super-6.

Massey Ferguson 35s, 135s, Fergusons and the usual selection of Fords are all part of the sale too. There is also a good

smattering of fairground equipment added in from the late Roger Austin collection, and all makes this event worth attending or bidding online.

Please visit the website for further details: cheffins.co.uk

SALES HIGHLIGHT

MAKE: FIELD-MARSHALL
TYPE: MK 1
YEAR: C1946
PRICE: MAKE A GOOD OFFER
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David Philpot, of Bedfordshire, has been restoring and rallying since the 1960s. He has decided to have a clear-out of various things and this well-respected engineer has decided to sell his Field-Marshall Series I and Fowler VF crawler.

He has owned the Series I since 1968, when he rescued it from a scrapyard. He sorted it out and has rallied it off and on since that time. It is not a concours machine, but does what it should. It was sheeted when I called in, but the pictures give you a good idea what it is like.

He also has a Fowler VF that came from Buckinghamshire, in the early '70s. The original crawler runs and looks the part, but has a cracked block, which I am sure can be sorted. The tracks appear to be good.



DB 996 with loader is a genuine machine.

Welland Steam & Country Show

Friday 29 July sees H J Pugh & Co. back at the Welland Steam & Country Show for the ever-popular mammoth sale.

The entries we know about at this stage are very good, particularly in the stationery engine, steam and tractor selection.

There is, however, still time to enter lots in the sale, which is likely to see a good crowd attend.

FORTHCOMING MACHINERY SALES
SATURDAY 16th JULY – 10:30AM – ON FARM RETIREMENT SALE OF VINTAGE TRACTORS, ASSOCIATED PARTS & EQUIPMENT AND CONTENTS OF AGRICULTURAL ENGINEER'S WORKSHOP
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"Kivells are delighted to have been instructed to carry out this important unreserved retirement sale on behalf of Mr Peter Dymond. Peter was a well respected agricultural engineer with 40 years experience based at Trengune with a busy workshop and good staff. Unfortunately, on 19th April 2011 Peter suffered a stroke and has been confined to his kitchen chair since coming out of hospital in that year and has since received care at home. Most recently, Peter has been well respected and known on the vintage circuit and ran an annual tractor event in aid of Cornwall Air Ambulance, the last event being in 2017. Our thanks must also go to Henry Johns for all his help in preparing this sale. The auctioneers recommend the sale to respective purchasers and would ask them to bid charitably."

ENTRIES INCLUDE: 2006 BMC mini tractor & loader, 1959 Nuffield Universal 3 tractor, Nuffield tractor (restoration project), petrol/TVO Nuffield MAF 403 Universal, Nuffield Universal 4 (restoration project), Nuffield diesel Universal 4 (restoration project), SIP air compressor single phase, Karcher steam cleaner, 2 x water pumps, 2 x pillar drills, pasture drinker, various garden tools, fence pullers, milk churn, shelving, chimney flues, oil burner parts, earth scoop, Teagle cement mixer, Ferguson fingle mower, Ferguson disc harrows, Bamlett trailed mower, Hayter ride on mower, cement mixer, shelving & parts, car ramps, chain harrows, mobile lister 2.5 KVA generator, 2 x hedgetrimmers (1 Twose), fertiliser spinner, fuel cans, seed fiddle, 2 x Nuffield diesel engines, pallet forks, bowser, qty of Nuffield parts, circular saw, Nuffield axle, Dexta axle, barbed wire, roller, qty of scrap, Massey sunshine binder, allen scythe, engine lift/hoist, bench grinder, paint sprayers, Fordson Major block & sumps, steel cutter, various lister/petter/wolseley engines, Enfield water pump, actor fingle mower, Ferguson link arms, 2 x diesel tanks, 2 x trolley jacks, tyre remover, various iron tube/hose/flat/angle & hydraulic hoses, Allis Chalmers Parkins P6 engine, bolt croppers, chairs, 3 x angle grinders, 2 x welders (1 Mig, 1 Oxford), various rams & belts, starter motors, tractor lights, gaskets, PTO parts, generator, various hydraulic fittings, strimmer, greaser, workbench, wheelchair, Nuffield engine, Leyland engine (for restoration), parts store full of parts & shelving, scaffolding, trailer, rotovator, BBQ & electric lawnmower.

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The big one on the day was this 415-hour MF 135 with Sekura cab.



This lovely 1966 pre-Force Ford 3000 reached £7,600.



The Ferguson-Brown A, no. 1109, sold for £22,000.

Massey Ferguson 135 sells for £25,000

At least 1,300 lots made up the Tractor World Spring sale on Saturday 21 May, held in warm weather at the Three Counties Showground. This auction usually takes place in the depths of winter, with numerous layers of clothing, but it was certainly not necessary in late May.

There were some good lots entered in this sale, particularly in the first half when an original, locally-supplied and used 1966 Ford 3000 went on to sell for £7,600. A new record was set for a well-restored Ford-Ferguson 9N, when some £7,000 was paid for it, but the Ford-Sherman plough behind it did not sell.

A restored, 1966 Ford Force 4000 Select-O-Speed, in grade 4 condition, changed hands at £5,000, but the big one was a Massey Ferguson 135 with Sekura cab that has apparently had two owners from new. It was a tractor that people certainly wanted to own, particularly as it only had 415 hours on the clock, and the hammer came down at £25,000. It is now part of a Scottish collection.

There was a well-sprayed David Brown 25 Cropmaster diesel in the sale, but it really needed more repairs to the panels, before the lovely coats of paint went on. It sold for £4,600. Two very well-restored International 8-16 Juniors were brought back from North America last year. The

better one was sold in April and this example changed hands at £11,000.

As for a fine, 1982 John Deere 3140, which suffered some door damage as it was unloaded, it sold for £9,500 and is to be used as a winter road run tractor.

A restored Ferguson-Brown A, no. 1109, on steel wheels (grade 4) sold for £22,000 and a 1969 Massey Ferguson 135, HEC 548G, with V5C (grade 5) was knocked down at a good £11,400.

A late entry from East Sussex was a 1978 MF 590, TAS 974S, in restored condition. It was let go at £7,900 and is to be put back to work on a smallholding.

The sale went very well, when all's said and done.

Results (abridged) *record price:

901 1962 Fordson Super Dexta, original, 3, £2,800
902 1966 Ford pre-Force 3000, original, low hours, 3, £7,600
903 1969 Ford Force 4000, restored 4 years ago, 4, £5,000
904 1956 Ferguson TE-F 20, 2, £2,800
905 Ford-Ferguson 9N, original-style tyres, 5, £4,600
907 1976 MF 135, Sekura cab, Irish log book, 415 hours, 3, £25,000
908 1951 DB Cropmaster diesel, very glossy, 4.7, £4,600
909 1945 Field-Marshall Series 1, DMW 198, wrong front wheels, 2, £7,700
910 IHC 8-16 Junior, IC1458, ex-USA resto, sold last year, 4.9, £11,000
914 1982 John Deere 3140 Power Synchron, SRN 245X, 50 Series engine fitted, damage to door, 10, £9,500
915 1959 Fordson Dexta, ex-Italy, cleanish, 2/3, £2,000 +VAT
916 Cantatore/Nuffield Fieldboy (Perkins), 2/3, £1,000 +VAT
917 1969 Ford 3000 4WD, clean, 2/3, £7,800 +VAT
918 1938 Ferguson-Brown A, no. 1109, on steels, so so, 4, £22,000
919 1960 David Brown Trackmaster 50, 2/4, £10,000
920 Field-Marshall Series 2, no. 6152, with Boughton winch, 2, £11,000
921 Ford-Ferguson 9N, well restored, 5, £7,000*
922 1969 MF 135, HEC 549G, with V5C, 5, £11,400
923 1940 Fordson Standard N, Perkins conversion, runs well, 2/4, £4,000

924 Nuffield Universal Three, VTH 839, 2, £2,800
926 BMB President, STP297322, 1.7/3, £900
928 1959 Fordson Dexta, so so, 2/4, £2,000
929 1974 David Brown 885, 2, £2,400
930 1958 MF FE 35, SWO 346, 4.7, £4,900
931 1967 Eicher ES202 hop garden tractor, 4.6, £2,600
932 1976 MF 165 Multi-Power, V5C, 4.8, £6,400
934 1967 MF 135, RAB 811F, 6,300 hours, 2/4, £4,000
935 1962 Fordson Super Major, 1.6, £3,000
936 1944 Farmall A, older resto, 2/4, £1,600
938 Winget, MSW 550, no. 88083, 2, £1,600
939A 1975 Ford 7000, JYA 968N, 2/9, £14,200
940 MF 298 4WD, 5,850 hours, Duncan cab, so so, 9.1, £9,000
941 1983 Fendt 612LS 4WD, with Trima loader, NDF 481W, 9.2, £9,500
942 1964 Fordson NP Dexta, BUY 828B, with roll bar, 2/3, £2,800
943 MF 135, with Sekura cab, 2/9, £4,300 +VAT
945 Nuffield 10/42, no. 64859, with roll bar, 3, £2,800
946 MF 35, restored well, 5, £6,100
947 1938 Allis-Chalmers B, SNP 893, 5, £2,300
948 1978 MF 590 2WD, TAO 974S, restored, 4.9, £7,900
949 Fordson Dexta with loader 2 £2,000
950 MF 188 2WD, PAVT wheels, 8.9, £6,400
951 Fordson E27N, p/TVO, electric start, 4, £2,000 +VAT
952 1944 International W-4, barn stored, 2, £2,200 +VAT

953 1981 Fendt Farmer Turbomatik 308LS 4WD, LEF 331W, V5C, £8,300 +VAT
954A 1953 Bristol 20, 159 XVE, 1.8, £1,700
955 1989 Massey Ferguson 3080 4WD, £5,000
956 Zetor 3545, so so, 1.6, £1,600
959 New Holland T5.95, WX13 KBP, 5,650 hours, 9.2, £10,800, +VAT
960 1973 Leyland 255, V5C, original style, 2/3, £1,200
961 1954 Fordson E1ADKN Major, petrol, painted, much work done, 5, £4,000
962 Fordson E1A Diesel Major, so so, 1.6, £1,200
964 1979 John Deere 3130 with loader, EWV 258T, 9, £5,250
9671989 Ford 8630 4WD, G491 PAA, Belgium made 9.5, £12,200
970 1964 Nuffield 4/60 six-cylinder conversion, 1.6, £2,400
971 1926 Advance-Rumely 20/30 Lightweight, no. M2524, 2/3, £8,100
985 1972 MF 135 Multi-Power, ERL 855L, V5C, 4.6, £7,400
988 1962 Fordson Super Major, Lambourn cab frame, 2/3, £2,800
989 John Deere 2140 4WD, SG2 cab, 9.4, £7,900
991 1971 MF 135, with roll bar, 1,500 hours, 4, £8,500 +VAT
994 Ford 3000 4WD with Selene conversion, 2, £4,000
995 1961 Fordson Dexta, 625 CMJ, original, 3, £3,200
998B MF 135, restored, 4.5, £6,600 +VAT
999 1945 Oliver Cockshutt 70, no. 310702, restoration started, 2, £2,400

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New MF records at Bancroft sale

We knew it was going to be big and it certainly lived up to its expectations! The second of Alan Bancroft's dispersal saw original and clean MF tractors go under the hammer, with record prices along the way.

Held near Skipton, North Yorkshire, on 7 May, a large crowd was present as well as numerous online bidders. Everything sold, and although all but two tractors were subject to VAT, bidders were not put off – with impressive prices achieved throughout the sale.

The traditional auction bell rang at 10am, with Bill King and Oliver Godfrey of Cheffins taking it in turns to sell the various items. One of the first items to cause a stir was a Ferguson mounted



This 1994 MF 342 is fitted with a creeper box and has 5,005 hours on the clock. In very good condition, it sold for £13,500.

two-furrow plough with slatted mouldboards, discs and skimmers. This implement was in very good condition and the bidding reflected that fact when it reached a selling price of £3,500!

There were numerous other ploughs on offer too, many of which went on to break auction records. Starting with a Massey Ferguson 150 two-furrow mounted conventional plough with discs and skimmers. That sold for £1,600, while an MF 797 two-furrow reversible plough made £2,100. Then came an MF 24 chisel plough that made £500 and MF 412 three-furrow conventional plough that sold for £900.

Continuing to set new records were three ploughs – an MF 46 two-furrow reversible and a three-furrow reversible that sold for £800 and £1,200 respectively, while best of all was a Massey Ferguson 86 five-furrow semi-mounted model at £2,600 – another record.

As would be expected, there were numerous items related to cultivators and planters in the sale, most bearing the Ferguson name. Starting things off, a couple of potato planters caught the eye and achieved record prices. The first was an MF 718 that sold for £1,400, while a 728 with bell did somewhat better when it made £2,400. Also doing well was an MF

32 five-row precision drill with seed units that was in original condition and sold for £1,500, while an MF 721 mounted grader blade and depth wheel went for £2,100.

To round things off, a Massey-Harris 561 mounted tipping buckrake, that had been on the farm from new, sold for £1,300. An MF 30 disc coulters drill with Reekie end-tow kit made £1,100.

They were followed by a rare, Massey Ferguson 711 single-row potato harvester with elevator that sold for £3,000, while an MF 37 PTO-driven crimper made a record price of £3,600. The most expensive implement though turned out to be a Massey Ferguson 39 folding spring-tine cultivator that had been supplied by A Burrell & Son of Haxey. Retaining its original condition, it sold for a record price of £5,900.

Records also fell among the selection of disc harrows in the sale – notably an MF 28 mounted set that sold for £1,700, while a 12ft trailed set that had been supplied by Peacock & Binnington made £1,800.

Among a fine selection of original-looking balers, the MF 20 was sold for £1,400, while a 128 sold for £4,000. Coming out on top though was a Massey Ferguson 124 baler in original condition that went for £4,300.

Results (abridged) *record price: Implements

- 105 Ferguson two-furrow plough c/w slatted mouldboards, discs & skimmers, 4, £3,500
- 116 Tamkin (Ferguson), PTO-driven cement mixer, 3, £2,750
- 121 Ferguson manure spreader, 5, £2,200
- 122 Ferguson 30 cwt trailer, 5, £3,200
- 125 Ferguson winch c/w top link, 3, £1,950
- 156 MF 797 two-furrow reversible plough c/w discs & skimmers, 3, £2,100
- 160 MF 728 potato planter c/w bell, 3, £2,400*
- 161 MF 721 grader blade and depth wheel, 3, £2,100
- 164 MF 702 tipping transport box, 5, £1,300
- 167 MF 32 five-row precision drill c/w seed units, 3, £1,500
- 169 MF 717 single-axle trailer, 3, £1,000
- 170 MF single-axle trailer, c/w wooden MF grain extension sides, 3, £3,000*
- 174 MF 793 four-furrow conventional plough, 14in, 3, £550*
- 185 M-H 561 buckrake, 3, £1,300*
- 186 MF 150 two-furrow conventional plough c/w discs & skimmers, 3, £1,600*
- 188 MF 46 two-furrow reversible plough, c/w manual trip, 3, £800*
- 189 MF 30 three-furrow reversible plough, 3, £1,200*

- 190 MF 86 five-furrow semi-mounted plough, 3, £2,600*
- 191 MF 24 chisel plough, 3, £500*
- 192 MF 28 disc harrow, 3, £1,700*
- 193 MF 41 three-furrow conventional plough, 3, £900*
- 194 MF trailed disc harrow, 12ft, 3, £1,800*
- 195 MF 718 potato planter, 3, £1,400*
- 197 MF 39 folding spring-tine cultivator, 3, £5,900*
- 198 MF 711 single-row potato harvester, c/w elevator, 3, £3,000
- 206 MF 20 conventional baler, c/w triple packer, 3, £1,400*
- 207 MF 124 conversional baler, c/w rope pull, 3, £4,300*
- 208 MF 128 conventional baler, 3, £4,000*
- 210 MF 30 disc coulters drill, 3m, c/w Reekie end-tow kit, 3, £1,100*
- 213 MF (Weeks) 200 single-axle hydraulic tipping trailer, 10, £3,200*
- 214 MF 18 (supplied by Eastern Tractors) single-axle tipping trailer, 10, £2,800
- 215 MF 712 manure spreader, 3, £3,000
- 218 MF 100 single-axle vacuum tanker, 10, £4,300*
- 225 MF 37 PTO-driven crimper, £3,600*
- 244 James Barraclough 12 tandem-axle low-loader trailer, c/w hydraulic ramps, 11, £7,500

Tractors

- 260 2008 Caterpillar 330B telehandler YX57 LHL, 3,392 hours, 10, £25,500
- 285 1948 Ferguson TE-A 20, KWB 979, Perkins P3 engine, solid rear wheels, 3, £3,000
- 286 1956 Ferguson TE-F 20, 4, £2,800
- 287 1962 MF 35, 113 BVN, 5,097 hours, 5, £5,800
- 288 1962 MF 65 Mk2, 90 LEW, 3, £7,200*
- 292 1967 MF 130, LUD 489E, 3, £3,900
- 293 1965 MF 135 c/w MF 35 front loader and brackets, BEB 592C, 3, £6,400
- 294 1975 MF 148 Multi-Power c/w MF 40 loader, LNO 523P, 10, £10,200
- 295 1976 MF 165 c/w MF 80 loader, JUO 750P, 3,328 hours, 10, £17,000*
- 298 1975 MF 168 Multi-Power, KRY 238P, 2,585 hours, 10, £10,500*
- 300 1971 MF 178, VTA 948J, c/w wheel weights, 5,884 hours, 3, £8,000
- 301 1971 MF 178 Multi-Power c/w MF rigid cab, WFU 442J, 3, £12,000*
- 302 1972 MF 185, wheel weights, MDM 254L, 4,026 hours, 3, £13,000*
- 303 1975 MF 185, Goodyear tyres, JUA 887N, 10, £10,500



In great condition, following restoration, this Ferguson 30cwt trailer did well when it made £3,200.

The tractors went on to set record many records for the condition they were in. Doing well was a 1986 Massey Ferguson 675 that was fitted with extended mudguards and was showing 3,050 hours on the clock.

It sold for a record £20,000 – a type that doesn't normally get many fans. This tractor was in very good condition, but still retained its originality, as did a 1986 Massey Ferguson 698T Multi-Power with 4,298 hours behind it that did even better when it sold for £25,500.

In a similar vein, the final section of tractors on offer all achieved new records. The first was a 1988 Massey Ferguson 3050E with 1,615 working hours behind it. Getting a lot of attention, it sold for £22,500, while a 1996 MF 6120 Dynashift that was showing 1,280 hours made £27,800. With 3,284



This 1980 MF 575 has been fitted with larger rear wheels with Goodyear tyres. With 3,248 hours on the clock it sold for £14,500.

hours on the clock and in similar condition was a 6150 from 1997 that sold for £18,000, while an 8110S Dynashift from 1996 went on to make £18,500.

The tractor that everybody wanted to see being sold was Alan's 1982 Massey Ferguson 1250 that had got 2,245 hours on the clock. Bidding certainly created a tense atmosphere with the price rising quickly, then slowing down before creeping up to the amazing selling price of £70,000, with a well-deserved round of applause following.

It was certainly a fitting highlight to an extremely interesting sale. It is rare for an incredible line-up of Massey Ferguson tractors and implements like this to go under the hammer, with so many quality machines on offer and records being broken continuously.

SALES HIGHLIGHT

MAKE: Massey Ferguson
TYPE: 135 YEAR: 1973
PRICE: £9,000 ono
TEL: 01483 473154

Tim Price does good work with his restorations and this is yet another one. This tractor came in a very sorry state but, amazingly, the rotten radiator still held water! This was just one item on a long list of parts that had to be replaced to make this fine Massey Ferguson 135 a machine to be proud of once again.

Having now been completely restored to a very high standard, both mechanically and cosmetically, it is available to purchase by anyone that cherishes this highly sought-after model.

On careful inspection, the engine had recently been overhauled, and the clutch replaced, but a significant amount of mechanical work had to be done. The hydraulics were not working, the diff lock and hand brake lever were both seized, leaking fuel lines had been patched up with rubber hose and the wheel rims were rotten.

A new hydraulic pump, draft control spring kit and quadrant have been fitted and the hydraulics are now perfectly adjusted. There is no play in the steering or the rear linkage. All suspect fuel lines have been replaced together with a new lift pump and filters.

Electrical work includes a replacement starter, dynamo, regulator, switches, instruments, lights, wiring and battery. New lower link arms, knuckle joints and clevis pins have been fitted because so much was completely seized. There are new wheels and tyres all round and the brakes have been replaced and are working well.

Most of the tin work is new and shiny, and the tractor has a V5C and registration plates. This tractor is now in excellent all-round condition.



306 1974 MF 188, SBT 272N, c/w MF 40 loader, 3,716 hours, 10, £20,000
307 1976 MF 188 4WD, 9,400 hours, 3, £11,500
308 1984 MF 230, A958 MBV, Duncan safety cab, 824 hours, 10, £11,000
309 1981 MF 240, TEC 178X, Duncan safety cab, 3,957 hours, 10, £11,500
310 1986 MF 250, 8-speed gearbox, turf tyres, 3, £6,500
311 1982 MF 1250, LCU 757X, Goodyear tyres 2,245 hours, 5.5, £70,000*
312 1994 MF 342, L489 OAV, c/w creeper box, 5,005 hours 10 £13,500
313 1987 MF 355, E317 YNM, c/w early 300 cab, 2,276 hours, 10, £11,000
314 1997 MF 362, P430 DHG, 1,431 hours, 11, £20,500*
315 1992 MF 365, J902 LMW, c/w creeper box, 3,060 hours, 11, £15,000
325 1996 MF 372, P741 LFM, 3,226 hours, 10, £15,800
326 1995 MF 375, M118 HFE, 2,565 hours, 11, £20,000
327 1996 MF 382, N742 WUP, 3,621 hours, 11, £16,500
329 1995 MF 390, M936 KKH, 4,981 hours, 10, £15,000
331 1995 MF 390T, M652 TAJ, 2,691 hours, 11, £26,000
333 1987 MF 398 2WD, E595 KVN, 4,250 hours, 10, £11,500

335 1995 MF 399, N375 DRH, 4,041 hours, 10, £28,000*
340 1982 MF 550 ABW 846X, red cab, 3,482 hours, 10, £14,800*
342 1979 MF 565 Multi-Power, 4,468 hours, 10, £11,000
344 1980 MF 575, KAO 556V, c/w larger wheels, 3,248 hours, 10, £14,500
346 1978 MF 590 Multi-Power, XVX 206S, c/w large tyres, 4,287 hours, 10, £15,500
348 1986 MF 675 4WD, C603 CTC, extended mudguards, 3,050 hours, 11, £20,000
349 1985 MF 690, B131 FTU, 5,203 hours, 10, £12,500
350 1984 MF 698 Multi-Power, A45 RFL, £5,039 hours, 10, £11,500
351 1986 MF 698T Multi-Power, C223 GUR, 4,298 hours, 11, £25,500
352 1988 MF 699, E725 MAS, 900 hours, 10, £15,500
353 1988 MF 3050E, F711 FPW, c/w Goodyear tyres, 1,615 hours, 11, £22,500*
354 1996 MF 6120 Dynashift, N794 LDK, 1,280 hours, 11, £27,800*
355 1997 MF 6150, P278 BCT, 3,284 hours, 11, £18,000*
356 1996 MF 8110S Dynashift, P909 ACT, 3,588 hours, 11, £18,500*
360 1974 MF 135 c/w straight axle, 5, £8,000 (entered lot)



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PLOUGHS INC; RNDH7 horse plough; Single furrow continental horse plough; Cockshut Dux Canada horse plough; Carruthers swing horse plough 1880; Robinson of Cockermouth swing match horse plough; YL 2 furrow horse plough; Ransome RNE7 horse plough; Ransome IRDCP horse plough; Ransome LCP horse plough; Teasdale horse plough for spares; Virginia swing horse plough; TCP digger horse plough; Hornsby long board horse plough; Ransome No15 RSLD tractor high cut match plough; Hornsby 2 furrow horse plough, new steel shares; Pierce of Wexford swing horse plough; Huxtable reversible horse plough c/w steel share, good working order; Ransome IRDCP lever horse plough, good working order; Ransome RNE7 match horse plough; The 'Dixon Family' Ransome RNE4 match horse plough circa 1890 used by both Tom & John Dixon of Billingham-on-Tees to win over 480 ploughing competitions. Ransome YL match horse plough; Ransome RNE7 match horse plough; Ransome YL horse plough; Stalker of Penrith c/w land wheel lever horse plough; James Glass of Ballycastle swing horse plough; Cooke of Lincoln wooden horse plough; Ransome reversible horse plough; Ransome YL 2 furrow horse plough; Ball Criterion Royal Letters Patent horse plough; American Moline prairie sod buster horse plow; Cameron of Tillymet Scottish high cut match horse plough; Ransome GP horse plough; Ransome IRDCP horse plough; Ransome TCP horse plough; Mole horse plough; Ransome GP horse plough; Kell horse plough; Ransome IRDCP horse plough frame c/w board.

IMPLEMENTS INC.; Horse drawn turnip lifter; Horse drawn sugar beet topper; Horse drawn sugar beet lifter; Roeslev horse drawn beet harvester; Horse drawn stitch grubber; Horse drawn stitch grubber; Horse drawn ridge harrow; Ransome single row horse drawn ridger; Joe Rickerby of Carlisle horse drawn ridger; Ransome horse drawn potato lifter; Bamford Gold Medal horse tedder in very good condition; Bamford 2 horse mowing machine c/w seat; Powell of Wrexham potato digger; Hornsby horse drawn binder 4'6" cut, 1918, good working order; McCormick International horse drawn binder 5' cut; McCormick International 2 horse mower c/w pole & swingle trees, good working order; Bamlett of Thirsk 2 horse mower c/w pole & swingle trees, very good working order; Joe Rickerby of Carlisle horse drawn turnip drill; J Wallace & sons Glasgow 2 row potato planter; Blackstone horse drawn side delivery rake & turner; Blackstone & Jeffries (1877-1889) horse tedder in need of repair; Albion 2 horse mower; Albion 2 horse mower with 2 speed gear box; Pierce 2 seat single horse mower c/w knife; International tractor corn drill; Wooden horse drawn harrows; Single row horse ridger; Howard of Bedford horse ridger; Horse drawn stitch harrow; Single row horse grubber c/w back ridger; David Brown 3 row tractor ridger; Ransome tractor trailer discs; Garvie of Aberdeen tractor grass seed broadcast; International tractor corn drill disc coulters; Garvie of Aberdeen tractor grass seed broadcast; Two Single row turnip drills; Horse drawn set of 2 spike harrows; Bamford horse drawn hay rake; Horse drawn single row ridger; Horse drawn ridge harrow; Blackstone & Co horse drawn hay turner c/w shafts; Horse drawn spring tine harrows; Deering single horse mower; Horse drawn ridge rollers c/w shafts; Horse drawn pike bogie; Horse drawn single row ridge harrow; Robinson of Cockermouth horse ridger; Lister elevator C/W petrol engine and extension; Horse drawn set of 3 duck foot harrows; Horse Gin wheel; Horse Gin wheel gearing c/w pulleys; Horse drawn potato saddle harrows; Horse drawn discs; Pair tractor plough discs c/w skimmers, etc.

CARTS INC.; Buxton & Co hermaphrodite 1911; 4-wheel dray c/w pole & shafts; 2-wheel Scotch grain cart; Rainford of Lincoln 4-wheel dray; Cumberland tip cart; Gig.

PLUMES INC; Two Pair red, white & blue plumes (one new); Two Pair red & white plumes; Pair blue & yellow; Single red & white plume; Pair white metal red, white & blue plumes & Single white metal red, white & blue; 3 small flat red, white & blue plumes; Red & white mane flights; 2 red & white jug handles.

PARTS & SPARES INC.; Several swingle trees; Binder poles c/w wheels; Several lots of plough wheels; Plough disc coulters; New frogs for YL horse plough; Pair of metal hay turner shafts; 2 cart wheels; Two Pairs of metal shafts; 2 horse poles; Two Horse poles c/w Ransomes & Howard potato digger toolboxes; Tractor RSLD no15 119 boards; Mould for RNF No2 horse plough share; Pair of iron wheels; Box horse plough coulter bolts; YL plough parts for spares; Cooke plough parts for spares; Hornsby plough for spares; 2 Ransome tractor skimmers; 2 Ransome bar point reversible plough wings; 4 Epic points; 9 Epic wings; Qty press wheels & boats for high cut ploughs. the Blaydon ploughing Society on 31st Jan 1894; Scotch, Brass buckle & Leather bellybands; Pair of white metal show backbands silver medal Midlothian Show made by T. Prentis Carluke & One Other.

HARNESS SETS INC.; Brass ploughing set made by Fernie of Aberfeldy, pre-1926; White Metal ploughing set made by D. Shaw Lancaster 1890; Brass mounted trace harness, pad & crupper, leader set; Manchester brass mounted cart harness set, no collar; Brass mounted show ploughing harness by S. W. Halford & Sons, Crowland (no collars).

BRIDLES, BACKBANDS, CART SADDLES & BELLYBANDS INC.; Pair of white metal open bridles by Lauder & Son, Greenock; Pair of brass mounted blinker bridles by Barclay of Milnathort; Pair of brass mounted blinker bridles by W. Peel of Shrewsbury; Pair of open brass mounted bridles by McHardy saddler Dunfermline; Pair of brass mounted open bridles by W. Lovett Bangor (show condition); Brown leather military head collar by Harvey & sons Walsall 1939; Four Shire leather head collars; Brass mounted & Old Lancashire cart saddles; Two Scotch, Lancashire & Two Brass cart saddles; Brass mounted Vanna pad saddle; Scotch cart breeching show condition; Pair of brown backbands. Presented by James Carter and won by Walter Williams at the Blaydon ploughing Society on 31st Jan 1894; Scotch, Brass buckle & Leather bellybands; Pair of white metal show backbands silver medal Midlothian Show made by T. Prentis Carluke & One Other.

COLLARS & HAMES INC.; Lunt of Liverpool show collar 25"x 10"; Trapnell & Co Liverpool, work collar with check lining 25"x 10.5"; CWS Newcastle show collar with check lining 24"x 10"; W. Culshaw Bootle show collar with white lining 24"x 10"; Terry Davis Shropshire show collar with check lining 26"x 11"; Robert Isaac Liverpool work collar with new check lining 24"x 9"; Turner & Sons Lazenby horse collar; Six other Show Collars; Two Driving Collars; Three Working Collars; Pair of brass high peak collar plates; Pair brass collar plates; Two Pairs of Scotch chrome hames; Pair solid brass No2 hames with acorn tops; Two Pairs of brass cart hames; Pair of chrome hames (show condition) & Two Others; Pair of chrome pony driving hames; Pair of steel hames with brass acorn tops; Two Pairs of solid brass No2 hames show condition; Pair of white metal cart hames.

MARTINGALES, REIN BEARERS, HAME PLATES & STRAPS INC.; Pair of brass mounted rein bearers; Two Pair of brass mounted heart shaped martingales; Pair of brass mounted shield shaped martingales; Pair of martingales with 4 brasses & bells; Pair of brass mounted black and red leather rein bearers circa 1920 & face plates circa 1920; Pair of brass mounted short rein hangers; Pair of brass mounted black and red leather side straps; Two Single brass mounted martingales circa 1900; Pair of brass mounted rein bearers by W. Barclay Milnathort; Pair of brass mounted Edward VII shoulder straps by Millican Dumfries; Pair of brass mounted black & red leather hame plates; Pair brass mounted red leather rein hangers; Pair of white metal martingales by T. Prentice Carluke; Pair of Scottish white metal straps by McNair & Munroe of Oban for Edward VII coronation in 1902; Pair of Scottish red leather white metal side straps with red buckles & Others; Pair of brass mounted red leather loin straps, 10 studs & crescent brass; Scottish Black & red leather brow band, horseshoe & whip; Two brass mounted hame straps & White metal plates; Pair of brass and leather tie backs; Pair of brass mounted studded side straps with fringes & One Other; Pair of brass mounted long side reins with brass chain ends; Pair of leather straps with 55 brass hearts; Pair of brass hame plates complete with leather straps; Brass hame plate with garter star.

BELLS, ROSETTES, FLYERS & CHAINS INC.; Rare brass terret consisting of 7 bells with plume holder set in an oak base; Single brass flyer with red plume set in a wooden base; 4 red ceramic rosettes with brass bells circa 1900; Pair of brass rosettes with Edward VII crown & One other; Three Pairs of brass rosettes with red, white & blue ceramic centre circa 1900; Set of 8 & Set of 6 matching brass beehive rosettes; Pair of cornet brass rosettes; Pair of chrome rosettes; 3 & 2 brass rosettes with bells; 2 brass rosettes; 5 Misc. brass rosettes; Two Pairs of brass rolling pins complete with double bells; Pair of rare white metal four branch bells complete with red, white & blue plumes circa 1900; Pair of brass bells with acorn finials & Others; Pair of brass crescent moon flyers; Pair of rare silver mirrored rosettes circa 1900; Pair of blue & yellow leather beehive rosettes; Two Pairs of triple & Two Pairs of Double brass bells; Pair of brass flyers with horseshoe and thistle design circa 1900; Two Pair of brass flyers, one spiked, one crowned circa 1900; Pair of ornate brasses with crest; Pairs of brass triple, spiked & chrome dumbbells; 5 brass acorn finials for hames; Sets of 4 brass & silver hame finials; One Pair & Odd brass hame finials; Qty of screw in acorns for brass bells; Two Pair of brass rein chains with spring clips; Pair brass chains with spring clips each end; Pair of stainless-steel ploughing chains; Quantity of back chains, shoulder chains & breeching chains; Pairs of chrome breeching & shoulder chains; Asstd Chrome chains.

HORSE BRASSES INC.; 2 victory brasses; 8 pairs pressed brasses circa 1900; 2 pairs, 1887 VR jubilee brasses & Edward VII coronation brasses; 4 RSPCA brasses; 3 royalty brasses inc. Coronation of King George VI & Queen Elizabeth 1937; 5 God save the King, Edward VII brasses; 3 Jubilee brasses; 7 horseshoe design brasses; 6 brasses inc. 3 Prince of Wales feathers; 5 matched crescent brasses with star centre; 8 matched crescent brasses; 7 crescent brasses; 2 hollow heart brasses; Three lots of ploughing brasses; 2 brasses with ceramic centres; Box of 39 Horse Brass Society brasses; Seven further lots of asstd. brasses.

MISCELLANEOUS; Fordson Major E27N headlight; Quantity of new rotavator blades; Lewis & son Kettering sack lifter & weigher; Two 'Mexican hat' type cast iron pig troughs; Hand seed sower; J B Pash Ltd of Chelmsford sack lifter; 3 Rotox Motor Co London lamps; Atco lawn mower; Billy goat sweeper for spares; Ferguson spanner; Joiner's bench; Pair ornate wrought iron gates & one other; 4 Lorry container jacks; Weighing scales; Three Stilts; Two brace & bit; Two milk sieves; Two butter churns; Paraffin heater; Three Cox sheep hoof trimmers; An interesting collection of Brass & Copper jam & other pans of assorted sizes; Nose bag; Pine harness box with drawer; Two Miniature carriages; Asstd Carriage lamps; Electric chain cleaner c/w stand; Cashiers' desktop; Box of wood workers tools; Carriage foot warmer; Vintage gentleman's bicycle with solid tyres; Pair Morris chrome wheels hub plates; Galv seed lip; 3 pairs leather gaiters; Compressor; 4 saws in wooden toolbox; Pigeonholes; Qty asstd. books; Pictures; Several lots of Red Star binder twine and many other interesting lots from a bygone age too numerous to mention. Pitchforks, etc. etc.

VIEWING DATE: FRIDAY 15TH JULY FROM 10AM - 5PM

Additional entries by kind permission must be submitted to the auctioneers for consideration
Catalogues for this important sale will be available from the auctioneers from 11th July and photographs of
selected lots will be available at www.hexhammart.co.uk

On-line bidding will be available via the 'Mart Eye' Platform and distant purchasers should download
the 'App' prior to the sale.

Contact Auctioneer Chris Armstrong for further enquiries on **01434 605444**.

PART N-T

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.

WHAT OUR CODING SYSTEM MEANS

We have laid out the guide in six bands and a more detailed explanation of these is set out below. However, please note that in our sale review pages we sometimes use a double number code, for example 2.4. This would mean, needs work (2) and is an older restoration (4).

Band 1

A tractor that normally isn't running, but can be restored.

Band 2

A tractor that is running and needs some work.

Band 3

The critical one, it's for original-type tractors – tractors that are essentially very straight and original, have good tinwork, have in most cases not been re-sprayed during their working lives, run well and normally have low hours. There can be exceptions to the rule, but original-type tractors in most cases command higher prices and in some cases it's more than a good restored tractor.

Band 4

This represents an older restored tractor that normally runs with a little recommissioning, but perhaps hasn't been looked at for a while.

Band 5

A restored tractor that does everything it should and looks good with average paintwork.

Band 6

The ultimate. These are concours tractors that have been gone right through and are finished to perfection, but not customised.

All the prices quoted are what we call hammer prices and don't include UK VAT, commission or value added tax in the USA. If you cannot find your make or model for any reason, or need any advice, you are welcome to call our compiler, tel: 01323 833125.



The line-up of classics at the Rodney Cowle sale, on 28 May, was impressive!



The Steve Kitkart sale, on 28 May, started with a TM 56 that was yours for £1,800.



The one they all wanted at the Steve Kitkart sale was this original LTD-6. It made £7,600.



Caterpillar D4 and D2 respectively were sold for £4,200 on 28 May.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
NUFFIELD							
4/25	1968-69	£850	£2,950	£4,850	£3,100	£4,200	£5,900
3/45	1968-69	£950	£2,950	£4,900	£3,400	£5,600	£6,400
4/65	1968-69	£1,000	£2,600	£5,800	£3,800	£5,750	£7,100
4170 4WD Cantore	1964-67	NA	£7,400	NA	£8,600	NA	NA
OLIVER							
Oliver 18-28	1930-36	£1,900	£2,500	£4,600	£2,800	£4,300	NA
Oliver 28-44	1930-36	£2,000	£2,200	£5,000	£3,200	£4,500	NA
Oliver 90	1930-37	£2,100	£2,900	£5,600	£5,900	£5,400	£7,000
Oliver 99	1938-48	£1,900	£2,300	£4,900	£3,800	£4,800	NA
Oliver 80 Standard	1938-52	£1,900	£2,500	£6,400	£3,200	£5,100	£8,800
Oliver 80 V rowcrop	1938-52	NA	NA	NA	£3,100	NA	NA
Oliver 70 V rowcrop	1938-52	NA	£2,600	£3,400	£3,100	£5,200	NA
Oliver 70 Standard	1937-48	£2,300	£2,900	£4,100	£4,900	£7,300	NA
Oliver 60 Standard	1935-48	£1,700	£2,100	£4,000	£3,900	£4,000	NA
Oliver 60 rowcrop	1935-48	NA	£1,700	NA	£2,500	£3,000	NA
Oliver 77 Fleetline Petrol	1948-52	£1,900	£1,800	£3,200	£2,600	£3,600	NA
Oliver 88 Fleetline Diesel	1948-52	£1,900	£2,700	£3,900	£3,800	£7,200	NA
Oliver 99 Super Diesel	1954-58	£2,000	£3,600	£4,500	£4,200	£5,900	NA
Oliver 99 Super GM Diesel	1954-58	£3,900	£4,800	£6,400	£6,200	£7,300	NA
Oliver 55 Super Diesel	1954-58	NA	NA	NA	£5,100	£10,000	NA
Oliver 770	1958-63	NA	NA	NA	NA	£5,200	NA
Oliver 880	1958-63	£1,600	£2,100	£3,600	£2,900	£3,100	NA
Oliver 990 GM Diesel	1958-61	£1,800	£2,900	£3,900	£3,100	£5,800	£11,000
Oliver HG crawler	1944-51	£1,600	£2,100	£3,300	£2,300	£3,400	NA
Oliver OC-3 crawler	1944-51	£950	£1,200	£3,600	£2,900	£3,100	NA
Oliver/Cletrac FDE w/blade	1945-52	NA	£2,900	NA	NA	£6,750	NA
Oliver OC-6D	1953-60	NA	NA	NA	NA	£3,100	NA
Oliver-OC18 with blade	1952-60	NA	NA	NA	NA	£8,000	NA
Oliver-OC4	1956-58	NA	£1,850	NA	NA	NA	NA
Oliver-OC-46	1962-65	£1,600	£2,300	NA	NA	NA	NA
Oliver G1355	1969-71	£2,700	£3,800	£6,900	£5,600	£7,200	NA
Oliver	1955	1970-74	£1,900	£2,300	£3,500	£2,900	£3,600
Oliver 2255 V-8	1972-76	£3,400	£4,600	£9,100	£8,100	£10,300	£15,700
OPPERMAN MOTO CART							
Tipping Cart JAP Tricycle	1948-56	£120	£450	£1,800	£1,200	£1,700	NA
OTA (OAK TREE APPLIANCES)							
Row Crop three-wheeler Monarch	1949-55	£560	£900	£1,400	£1,200	£1,800	£2,100
PAMPA (ARGENTINA)							
IAME 55hp hot-bulb Bulldog copy	1951-55	£4,800	£7,200	£9,800	£5,900	£8,900	NA
DINFIA 60hp hot-bulb Bulldog copy	1955-60	£3,900	£6,900	£5,900	£6,300	£9,250	NA
PARRETT							
12-25 H	1918-20	£26,600	£32,000	£46,000	£37,600	NA	NA
PATTERSON (GOLF COURSE TRACTORS)							
Ford AA/B	1929-39	£650	£1,200	£2,900	£1,900	£3,800	NA
Bedford W	1934-39	£900	£1,400	£3,000	£2,000	£2,400	NA
Ford 10hp MK14	1939-50	£650	NA	NA	NA	£2,700	NA
MK12SB Land Rover eng conv	1939-56	NA	NA	NA	£1,800	NA	NA
PETERBRO							
Peterbro 18-35	1920-28	£28,600	£48,000	£55,000	£36,000	NA	NA
PIONEER							
30	1910-27	NA	NA	NA	£145,350	NA	NA
PORSCHE							
Allgaier AP17	1950-53	£3,100	£4,600	£9,800	£4,950	£12,600	£16,200
Porsche A111	1952-57	£2,250	£4,800	£10,600	£7,200	£9,200	£17,400
Junior 108-9	1957-63	£2,100	£4,900	£9,800	£8,600	£15,400	£18,300
AP Standard & Star & 122	1952-63	£1,950	£5,900	£9,100	£8,200	£15,900	£22,900
Super 308 range	1957-63	£1,900	£8,100	£12,900	£17,500	£18,900	£16,900
Super Export 329	1957-63	£2,750	£8,200	£10,200	£19,950	£16,200	£17,200
Master 408 range	1958-63	£8,250	£12,750	£34,700	£15,900	£24,700	£29,800
RANSOMES							
MG2	1936-48	£480	£700	£1,650	£1,300	£1,500	£1,900

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
MG5	1948-53	£490	£750	£1,400	£1,200	£1,250	£2,250
MG6	1953-60	£520	£900	£1,600	£1,050	£2,000	£2,200
MG40	1960-65	£690	£1,200	£2,000	£1,300	£2,100	£2,600
MGITC	1953-60	£800	£1,900	£2,600	£2,000	£2,800	NA
RENUALT							
PE-1	1926-30	£8,200	£10,300	£17,800	£12,400	£17,200	NA
YL-E Vineyard	1933-38	£2,800	£3,300	£6,900	£4,600	£7,400	NA
304E	1944-47	£1,100	£1,800	£2,400	£2,300	£2,800	NA
R3040	1947-48	£900	£1,600	£3,500	£1,900	£2,800	NA
R3041/3042 3043 3044 3045 3082	1949-55	£950	£1,600	£1,900	£2,200	£2,600	NA
3050 7050 7051 7052	1956-60	£1,300	£1,800	£3,000	£3,100	£3,400	NA
Master 717 4 x 4	1966-70	£720	£1,900	£3,400	£2,900	£3,900	NA
ROADLESS							
Fordson Irish & N crawler	1930-39	£3,900	£5,300	£9,600	£9,800	£11,200	NA
Fordson N crawler	1939-45	£5,700	£8,200	£18,700	£12,700	£15,700	NA
Fordson N RAF crawler f/winch	1939-45	£5,750	£9,200	£23,500	£14,200	£18,500	NA
Fordson E27N DG4 h-track p/p	1945-52	£5,100	£6,100	£8,200	£6,400	£10,400	NA
Fordson E27N DG4 h-track P6	1948-52	£5,900	£7,800	£12,100	£8,200	£11,800	£12,200
Fordson E27N Hi-clear p/p	1951	£6,200	£4,900	£8,200	£7,100	£8,600	NA
Fordson E27N E Full-track p/p	1950-52	£4,400	£16,000	£19,200	£12,800	£15,400	NA
Fordson E1A Major Half-track	1953-62	£3,600	£4,200	£11,400	£7,100	£9,200	NA
Fordson E1A Major J17 crawler	1953-64	£2,800	£3,800	£6,400	£4,600	£6,200	NA
Fordson E1A Major 'V' row crop	1955-64	£1,900	£2,900	£6,300	£4,100	£7,800	NA
Fordson Power Major H-track	1958-60	NA	£4,100	NA	NA	NA	NA
Power-Super-NP Major	1956-64	£3,800	£7,500	£12,900	£8,200	£14,200	£24,000
Dexta	1960-64	£5,900	£7,300	£12,100	£9,400	£14,800	NA
Super Dexta	1963-64	£5,900	£7,000	£14,500	£10,800	£16,200	NA
Ploughmaster 6/4	1962-64	£7,200	£13,000	£18,200	£16,000	£21,800	NA
Land Rover 109	1961-64	NA	NA	£14,500	NA	NA	NA
IH B-450	1963-70	£6,600	£9,200	£16,400	£13,200	£17,000	NA
IH B-614	1966-68	£6,800	NA	£18,400	NA	£16,000	£20,000
IH 634	1969-72	NA	£8,900	£18,700	£15,500	£18,200	NA
IH 444	1973-75	NA	£10,500	NA	NA	£14,500	NA
Ploughmaster 65	1964-68	£5,900	£11,500	£14,000	£12,900	£11,700	£19,400
Ploughmaster 90	1965-66	£7,400	£9,500	£16,500	£10,500	£13,200	£17,200
Ploughmaster 46	1966-72	£6,800	£8,000	£14,200	£10,750	£12,900	NA
Ploughmaster 75	1968-75	£4,200	£6,900	£16,500	£19,500	£14,650	NA
Ploughmaster 80	1968	NA	NA	£20,000	NA	NA	NA
Ploughmaster 95	1966-74	£7,600	£7,900	£16,600	£14,450	£19,700	NA
115	1968-75	£6,900	£8,600	£17,800	£12,600	£16,500	NA
115 High Clearance	1969-76	£6,900	£7,900	£16,100	£9,700	£10,900	NA
115 Long Wheelbase	1972	NA	£5,800	NA	NA	NA	NA
120	1971-83	£6,900	£12,600	£21,400	£13,900	£26,900	£31,000
94T	1971-75	£6,800	£9,800	£18,800	£9,800	£32,200	£34,900
105	1974-76	£5,300	£8,200	£16,000	£9,870	£15,700	NA
Ploughmaster 78	1975-83	£6,500	£9,600	£21,000	£12,800	£19,800	£30,200
98	1975-82	£9,650	£14,600	£23,400	£21,700	£25,600	NA
118	1976-82	£10,400	£15,900	£31,400	£26,200	£29,900	£32,400
780 & S	1979-81	£9,500	£11,500	£33,100	£24,600	£33,000	£36,200
980 & S	1979-83	£12,900	£15,000	£25,300	£19,000	£26,000	£34,200
116 Jewelltrac	1983-84	NA	£19,000	NA	NA	NA	NA
ROCK ISLAND							
F 18-35	1927-37	£1,850	£4,800	£10,300	£6,800	£10,600	NA
G-2 15-25	1929-37	£2,700	£4,700	£8,200	£7,400	£9,200	NA
ROLLO							
Croftmaster	1954-60	£650	£950	£1,900	£1,760	£1,980	NA
RUSHTON							
Rushton 14-28	1929-32	£14,000	£22,500	£26,400	£25,000	£31,600	NA
Rushton Roadless tracks	1932-37	£7,100	£14,300	NA	NA	NA	NA
SAME							
Sametto DA 25 (2WD)	1952-58	NA	£3,950	NA	NA	NA	NA
Sametto DA12DT 4x4	1953-56	£2,600	NA	NA	£5,500	NA	NA
Sametto DA25DT 4x4	1953-59	NA	£3,400	£5,400	NA	NA	NA
Leone	1962-72	£1,800	£3,900	£9,250	£6,400	£7,400	NA
Drago 4 x 4	1972-76	£1,900	£2,400	NA	£2,650	£3,800	NA
Saturano 80	1978-86	NA	NA	£3,500	NA	NA	NA
SAMSON							
Sieve-Grip 6-12	1916-20	£18,400	£27,500	£29,250	£67,500	NA	NA
Sieve-Grip 10/12-25/S-25	1917-20	£9,900	£24,500	£25,000	£21,500	£27,400	NA
Standard M	1919-22	£3,750	£5,738	£9,200	£6,700	£11,200	NA
SAUDERSON & MILLS & CROSSLEY							
Universal/Model G	1916-30	£19,760	£44,000	£54,000	£51,000	£51,000	NA

SAWYER-MASSEY

20-40	1917-22	NA	£73,770	NA	NA	NA	NA
27-50	1917-22	NA	£47,842	NA	NA	£32,200	NA
11-22	1918-22	£12,760	£23,760	£37,700	£33,400	£40,000	NA
30	1910-27	NA	NA	NA	£145,350	NA	NA

SCHLÜTER

DZM25-DS15F/H	1938-56	£2,050	£4,800	£8,900	£4,900	£7,800	NA
AS222	1958-59	£3,400	£4,900	£7,000	£5,300	£10,400	NA

SEARS ROEBUCK

New Economy	1938-40	NA	NA	NA	£1,300	NA	NA
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SFV

FV1 38-44	1946-50	£4,200	£6,800	£ 9,200	£8,800	£10,200	NA
201 25hp	1953-58	£2,000	£2,400	£3,800	£3,200	£5,400	NA
302 27-30	1950-58	£3,100	£4,100	£5,700	£4,900	£8,100	NA
401 40-45	1950-52	£3,900	£5,400	£8,700	£8,300	£9,800	NA
402 40-45	1953-58	£3,600	£5,600	£10,300	£10,900	£11,700	NA
551 55-60	1951-57	£8,900	£10,300	£11,200	£20,200	£24,200	NA
552 65hp	1957-58	£9,100	£12,500	£29,000	£16,200	£27,300	NA
Super 202 27hp	1958-60	£1,700	£2,400	£4,900	£4,100	£5,100	NA
403D 38-40 (some in Case colours)	1958-64	£3,600	£4,700	£10,800	£10,900	£13,600	£14,200
202 (some in Case colours)	1960-62	£2,300	£3,100	£5,200	£4,600	£7,400	NA
Super 204 (some in Case colours)	1960-64	£2,900	£4,200	£9,100	£10,800	NA	NA

SHEPPARD

SD-2	1950-57	NA	£3,200	NA	NA	£7,410	NA
SD-3	1950-57	£2,900	£3,400	£7,400	£3,900	£11,342	NA
SD-4 Model 16 engine	1950-58	NA	NA	£8,865	NA	£9,120	NA

SILVER KING

SR38	1937-39	£2,600	NA	NA	£3,900	£5,300	NA
SR42-234 (rowcrop)	1945-53	NA	NA	NA	NA	£4,600	NA

SINGER

Monarch Mk3	1953-56	£960	£1,000	£1,700	£1,600	£2,000	NA
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STEIGER

1700-2200-3300	1963-69	£5,400	£6,100	NA	£6,700	£9,900	NA
Wildcat Series 1 & II	1969-76	£5,900	£7,100	£12,100	£8,400	£12,200	NA
Cougar Series II	1973-76	£6,700	£8,500	NA	£8,100	£11,800	NA
Cougar ST270 Series III	1976-83	£8,400	£9,830	£17,600	£9,700	£14,400	NA
Panther ST310 Series III	1976-83	£7,300	£10,500	£14,500	£12,300	£15,800	NA

STEYR

180-180A	1947-59	£1,800	£3,800	£4,100	£3,400	£4,100	£4,200
80A	1950-56	£1,900	£2,950	£3,800	£3,100	£3,400	NA
84E	1956-64	£1,200	£2,000	£2,500	£2,800	£3,900	NA
280A	1958-72	£1,900	£2,200	£3,000	£2,800	£3,400	NA
188	1960-66	£1,550	£2,000	£3,100	£2,800	£3,400	NA
30B - 430B	1960-76	£1,600	£2,900	£3,300	£3,000	£3,400	NA
548 - 650	1968-81	£2,000	£3,700	£4,800	£4,600	£5,700	NA

JJ THOMAS

95-100	1973-80	£8,900	£10,800	£17,400	£13,900	£17,500	£27,500
95-120	1980-82	£9,800	£10,600	£11,200	£11,900	£18,400	NA

THIEMAN HARVESTER

Ford B & V-8 model	1936-40	NA	£3,100	NA	NA	£4,100	NA
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TILLSOL

18/30	1919-22	NA	NA	NA	£39,473	NA	£61,887
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TRACK-MARSHALL

Track-Marshall crawler	1956-59	£2,900	£3,200	£10,400	£5,500	£7,900	£10,000
55 crawler	1959-69	£1,800	£2,000	£8,100	£5,800	£6,900	NA
70 crawler	1961-69	£1,600	£1,700	£6,700	£5,900	£5,100	NA
TM 56 crawler	1970-75	£1,900	£2,800	£5,900	£4,200	£5,200	NA



£41,000 +VAT was paid for this MF 4880 at the Rodney Cowle sale, Devon, on 28 May.



The freshly-restored Ford 7810 Silver Jubilee sold for **£50,000 +VAT** on 28 May.



£12,800 was paid for the 1996 Massey Ferguson 375 on 28 May.

NEXT ISSUE: TRANTOR | TRUSTY | TURNER | TWIN CITY | URSUS

JULY

3 July

Online Machinery Sale.

York Auction Centre
ylc.co.uk

2 July

Auction of Vintage & Classic Tractors, Combine Harvester, Historic Vehicles etc.
Peterborough, Cambs. Cheffins
Tel: 01353 777767

4-12 July

Online Timed Collective Auction of Farm Machinery & Effects.
Symonds & Sampson
symondsandsampson.co.uk

6 July

Online Sale of Tractors, Machinery, Plant & Commercial Vehicles.
Harrison & Hetherington
harrisonandhetherington.co.uk

6 July

Online Auction of Huber brothers IH collection USA.
Aumann Auctions
aumannvintagepower.com

9 July

Monthly Live & Online Machinery Sale.
Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells
Tel: 01409 253275.

9 July

Summer West Meon Auction
Crossroads Sale Ground, West Meon Hut, Petersfield GU32 1JX. Wellers Auctions
Tel: 01483 802280.

9 July

On Farm Dispersal of Implements & Machinery.
Lane End Farm, Irthington Harrison & Hetherington
harrisonandandhetherington.co.uk

11 July

Cambridge Machinery Sale.
Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins
Tel: 01353 777767

14 July

Online Auction of the Melvin Heuer International Harvester Tractor & Implement Collection.
Aumann Auctions
aumannvintagepower.com

14 July

Online Timed Implement Sale.
Lawrie & Symington
lawrieandsymington.com

16 July

Sale of Horse Drawn Ploughs, Carts, Implements, Harness & Associated Parts.
Hexham Auction Mart, Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts
Tel: 01434 605444.

16 July

Farmers Summer Machinery Auction.
Adjacent to the A17/A52 Bicker Bar roundabout. Will Barker & Co. Ltd.
Tel: 01529 414555

20 July

Thainstone Online Collective Sale of Plant & Machinery, Tractors, Telehandlers, Excavators, Farm Implements, Light & Heavy Commercial, 4x4s, Trailers & Containers. Aberdeen & Northern Marts
anmarts.co.uk

23 July

Auction at Much Marcle Vintage Steam Rally - Tractors, Engines, Spares & Collectables.
Nr Ledbury. Herefordshire. H J Pugh & Co.
Tel: 01531 631122

23 July

Cambridge Vintage Sale.
Machinery Saleground CB26 2QT. Cheffins
Tel: 01353 777767

23 July

Farm Dispersal Sale of Machinery & Equipment.
Nunnery Stud, Euston, Thetford IP24 2QE. Lacy Scott & Knight
Tel: 01284 748600

26 July

Mid Devon Summer Collective Sale of Tractors, Vehicles, Farm Machinery, Livestock & General Equipment.
Uplowman Court, Uplowman, Tiverton EX16 7DW. Stags
Tel: 01769 572042

27 July

Dispersal Sale of 5 Massey Ferguson Tractors, Quads, Farm Machinery & Effects.
Elm Tree Farm, Westham, Wedmore. Greenslade Taylor Hunt
Tel: 01278 410250

28 July

Online Timed Auction of Tractors, Vehicles & Excavators, Farm Machinery, Livestock & General Equipment. Stags
stags.co.uk

29 July

Online Timed Machinery Collective Auction.
Edward Buckland
edwardbuckland.co.uk

29 July

Welland Steam Rally Vintage Auction.
Welland, Worcestershire. H J Pugh & Co.
Tel: 01531 631122

29-30 July

Auction - Bidding by Telephone, Internet & Commission Bids only.
Mathewsons
mathewsons.co.uk

30 July

Liskeard & District Collective Machinery & Sheep Sale.
Bolitho Farm, Liskeard, Cornwall PL14 3GR. Kivells
Tel: 07813 068935

AUGUST

3 August

Online Sale of Tractors, Machinery, Plant & Commercial Vehicles.
Harrison & Hetherington
harrisonandandhetherington.co.uk

5 August

Online Machinery Sale inc.
Vintage & Bygones. York Auction Centre
ylc.co.uk

6 August

Monthly Live & Online Machinery Sale.
Holsworthy Livestock Market, Holsworthy, Devon EX22 7FA. Kivells
Tel: 01409 253275

6 August

Charity Auction of Vintage Tractors, Machinery & Collectables.
Rylands Farm, Holnest, Sherborne, Dorset. Symonds & Sampson
Tel: 01935 382909

8 August

Cambridge Machinery Sale.
Machinery Saleground, Sutton, Ely, Cambridgeshire CB6 2QT. Cheffins
Tel: 01353 777767

11 August

Collective Machinery Sale.
Sedgemoor Auction Centre, North Petherton, Bridgwater, Somerset TA6 6DF. Greenslade Taylor Hunt
Tel: 01278 410251

11 August

Neil Signer Collection Online Auction Tractors, Snow machines, Cars, Implements, Parts & Toys.
USA. Aumann Auctions
aumannvintagepower.com

13 August

Sale of Implements, Plant, Machinery etc.
Dingwall. Dingwall & Highland Marts Ltd.
Tel: 01349 863252

15 August

Sale of Tractors, Quad Bikes, Commercial, Implements, Tools & Equipment.
Longtown Mart, Townfoot, Longtown, Carlisle CA6 5LY. C&D Marts
Tel: 01228 791215

17 August

Thainstone Online Collective Sale of Plant & Agricultural Machinery, Light & Heavy Commercial, 4x4s, Trailers & Containers.
Aberdeen & Northern Marts
anmarts.co.uk

19-21 August

Ireland Online Machinery Auction.
Hassall Brothers
hbireland.com

20 August

Harrogate Vintage Sale.
The Great Yorkshire Showground. Cheffins
Tel: 01353 777767

20 August

Collective Sale of Farm Machinery, Associated Tools & Equipment.
Tyne Green, Hexham, Northumberland NE46 3SG. Hexham & Northern Marts
Tel: 01434 605444.

26 August

Online Timed Machinery Collective Auction.
Edward Buckland
edwardbuckland.co.uk

27 August

East Devon Autumn Collective Sale of Farm Machinery, Livestock & Equipment.
Honiton Showground, Stockers Farm, Gittisham, Honiton EX14 3AW. Stags
Tel: 01769 572042.

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.

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<https://www.kelsey.co.uk/privacy-policy/>

TRACTORS AND MACHINERY

ALLGAIER A22



POA. Allgaier A22 – 1951. This is a good runner. Please call 32 56 61 62 60 , Rest of the world. (T)

114431

ALLIS-CHALMERS HD7

£2,000. For restoration. Please call 07778 525037, South East. (T)

114725

ALLIS-CHALMERS M



Allis Chalmers M starts and runs well. Please call 07855 399487, South West.

114407

ALLIS-CHALMERS B



1949, £2,200. 1949 Allis Chalmers model B. Lift arms, pto, pulley, front side weights. Restored a few years ago, stored inside. Please call 07870983478, North West.

114414

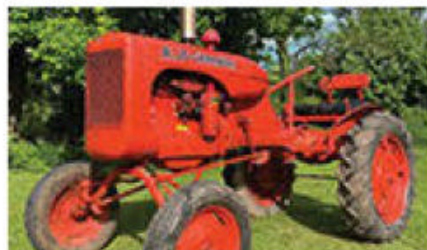
ALLIS-CHALMERS B



1945, £3,800. Old restoration, TVO tractor fitted with electric start, runs well, mid mounted mower, two drawbar, pulley, pump and hydraulics. Some tyres cracked. Please call 07754 792967, South West.

114508

ALLIS-CHALMERS B



£1,450. This little Allis was restored some years ago and then stored in barn until our purchase. This B is an early American example featuring the Bow Front Axle and hand brakes. Please call 07966881985, South West. (T)

114610

ALLIS-CHALMERS WF



£3,750. Tidy unstyled, goes well. Please call 07831 347400, South West. (T)

114627

ALLIS-CHALMERS M



POA. Allis Chalmers M starts and runs well, tracks move both ways. Please call 07855399487, South West.

114657

TWIN BRIGGS STRATTON ENGINE TROLLEY

£250. Twin Briggs Stratton engine trolley. 3.75 and 4hp, 3ft and 9 ft long. Is on 8 wheels and fully restored, ready to go with infoboard. Please call 07934 085291, North West.

114455

CASE MODEL C



1937, £4,200. 1937 on Steel Wheels. Please call 07778 525037, South East. (T)

114726

CASE 500



POA. 6 cylinder diesel, restored. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

114426

CASE 956 X L



POA. Straight and tidy tractor, new back tyres, new mud guards, new lift arm, new battery. Please call 07967340184, Yorkshire and the Humber.

114528

CASE IH 785 2WD TRACTOR



£5,500. IH 785 2wd tractor with quick power loader 6350 hours runs drives well clutch at the top. Please call 01249 740377, South West. (T)

114590

CASE C



POA. Case C starts and runs well and is one of the last built. Please call 07855399487 , South West.

114656

CASE-IH IH 956XL 2WD TRACTOR



1984, £9,999. IH 956xl 2wd tractor 1984 a reg clean and tidy tractor 6 cylinder 100 hp clean tractor for age. Please call 01249 740377, South West. (T)

114593

BEWARE SCAMMERS!

We value your advertising in **Tractor & Machinery** and want to remind you be aware of scammers.

Scammers are clever and can often seem genuine so please remember :

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- Kelsey are not responsible for any transactions between seller and buyer.

MACHINERY CATERPILLAR 428B



1993, Cat 428B. Original 650 Genuine hours. Collectors unit. All original. Please call 07879600050, East Midlands.

114977

CATERPILLAR D4D CAB REAR LINKAGE



£14,999. Caterpillar d4d tracked crawler cab rear linkage direct drive restored. Please call 01249 740377, South West. (T)

114588

CITROËN MICROMAX



POA. To be restored, engine turns. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

114423

COUNTY 754 4WD TRACTOR



£11,999. County 754 4wd tractor with bomford loader brockworth shuttle bucket runs well 1969. Please call 01249 740377, South West. (T)

114603

CROSSLEY GAS ENGINE



POA. Crossley gas engine. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

114425

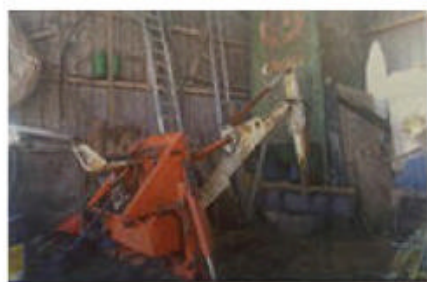
DAVID BROWN CROPMASTER



£3,350. In good working order. Ideal for tractor runs, shows and local work. New front tyres. New brake linings. Body work good. Please call 01509 414498, East Midlands.

115009

DAVID BROWN DIGGER



£1,500. David Brown Digger c/w subframes own pump, 3 buckets c/w ejector good working order, stored inside, can be seen working. Please call 07958372696, North West.

115042

DAVID BROWN 4X4



POA. runner. Please call 32 56 61 62 60 , Rest of the world. (T)

114419

DAVID BROWN 1210



1976, £5,250. Only 2 owners from new! C/w Front weights, pick up hitch, good rear tyres, fronts aren't matched but sound. Runs and drives well, recording 447hours - presumed to be 10447 hours Serial No: 11152627 Registration Number: PRO 904R Price: £5250+VAT. Please call 01763 780440, East of England. (T)

114601

DAVID BROWN 1210 2WD



1977, £4,750. c/w front loader, pallet forks and muck fork. Recording 3283 hours but clock has stopped. Starts, runs and drives, the brakes do need some attention. Serial No: 11155832 Registration No: VEX 237S Price: £4,750+VAT. Please call 01763 780440, East of England. (T)

114605

DAVID BROWN 990



£3,500. David Brown 990 with VQ cab been barn stored, runs and drives well, hydraulics need checking, an unusual example £3,500. Please call 07821184799, South West. (T)

114615

DAVID BROWN 1200



David Brown 1200, ex barn find, starts, drives well, hydraulics don't work, a great project. Please call 07821184799, South West. (T)

114616

DAVID BROWN CROPMASTER



David Brown Cropmaster, good sound example, starts well, hydraulics work. Please call 07821184799, South West. (T)

114617

DAVID BROWN 885



POA. David Brown 885, with loader, power steering all in good working order, just rusty not rotted out. Please call 07821184799, South West. (T)

114619

Piet Verschelde.com
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PIET VERSCHELDE, Mannebeekstraat 1, 8790 Waregem Belgium



Ford 7000 Turbo – original engine – low hours



Allgaier A111 – completely restored



Lamborghini 2R – good runner



Waterloo Boy – 1920 – good runner



International 1046AF – only 4297 original hours



Ford 2000 – good runner



Richier diesel roller – good runner



John Deere 730 diesel hi-crop



Hornsby 9 HP engine

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DEUTZ-FAHR 5120



£39,000. 18 reg, power shuttle, power loader, a good spec good size loader tractor !. Please call 01539 620636, North West. (T)

114734

DEUTZ-FAHR 410



£23,000. 13 reg, one local owner from new, low hrs. Please call 01539 620636, North West. (T)

114735

FARMALL CUB



POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

114428

FERGUSON TE-F



1953, £2,200. Ferguson TEF. Original tractor, not run for many years, ki-gass pump in place, ripe for restoration or leave as is, all tyres hold air, no cracks in the block. Please call 07759 918265, Yorkshire and the Humber.

114671

FERGUSON FE35

£2,650. Good Runner, very tidy. Please call 07778 525037, South East. (T)

114722

FERGUSON P3



£500. Needs work complete mechanically except for starter motor no frost damage. Please call 07860 237598, Scotland.

114292

FERGUSON TE-D



POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

114427

FERGUSON TE-F



1954, £3,500. Older restoration, lighting set, wiper motor and blade, as new tyres, no cracks in the block, ki-gass pump, tidy little tractor. Please call 07759 918265, Yorkshire and the Humber.

114665

FERGUSON TEF



£2,600. New front tyres, new electrics on starter motor, new hoses, working hydraulics and brakes, rear tyres approx 50%, no cracks in the block, ki-gass pump, straight tinwork. Please call 07759 918265, Yorkshire and the Humber.

114666

FIAT 80 R



1959, POA. Good runner. Email info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

114416

FORD FERGUSON 9N

£2,000. Good ex-farm for restoration. Please call 07778 525037, South East. (T)

114723

FORD 4600



£6,500. M reg, 4600, recently restored, runs well, would probably sell for more in a Auction!! Please call 01539 620636, North West. (T)

114736

FORD 5610



£10,500. E reg, LP cab, good tyres, Floor Gear Change, classic Ford. Please call 01539 620636, North West. (T)

114737

FORD T5060



£31,000. 11 reg, power shuttle, MX U8 loader, one owne. Please call 01539 620636, North West. (T)

114738

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 6640 SL DUAL POWER TRACTOR



£13,999. Ford 6640 sl dual power tractor year 1995 2wd one owner 9538 hours out of genuine farm sale. Please call 01249 740377, South West. (T)

114595

FORD 4110 2WD



1990, £6,450. C/w Bomford front loader, and on grass tyres. Starts, runs and drives well but has a reasonable amount of rust around the rear of the cab and on the wings. Still a very useful 58hp loader tractor! Comes with front bucket. Is road registered on G138 BJM. £6450 + VA. Please call 01763 780440, East of England. (T)

114598

FORD 5610 2WD TRACTOR



£9,500. Ford 5610 ap cab 2wd gear sticks on the floor 7200 hours power steering pick up hitch rebuilt engine 2 years. Please call 01249 740377, South West. (T)

114600

FORD 4100 Q CAB 2WD



1977, £7,950. Very original tractor, done only 1,893 Hours! A tidy and complete tractor with very little rust. The tin work is very good for its age. Paint has been touched up in a couple of spots. In good shape mechanically with the only things to note is that the foot throttle is not currently working and steering ball joints could do with replacing. A nice little tractor for work or play! Serial No: B977120 Registration: SCD594R Price: £7,950+VAT. Please call 01763 780440, East of England. (T)

114602

FORD 4100 Q CAB 2WD



1977, £7,950. Very original tractor, done only 1,893 Hours! A tidy and complete tractor with very little rust. The tin work is very good for its age. Paint has been touched up in a couple of spots. In good shape mechanically with the only things to note is that the foot throttle is not currently working and steering ball joints could do with replacing. A nice little tractor for work or play! Serial No: B977120 Registration: SCD594R Price: £7,950+VAT. Please call 01763 780440, East of England. (T)

114606

FORD 8210 SERIES 3 4WD



1991, Big, blue and beautiful, one for the Ford fans! One of the last 8210 ever made. A late registered tractor hence the N reg plate A very complete 8210 in good mechanical order. Cosmetically fairly tidy, a small amount of damage to the n/s front and some surface rust here and there but no rot. The engine does breath a little however starts with no hesitation and runs very well. 7460 Hours, Serial No:BC80209 Price:£POA. Please call 01763 780440, East of England. (T)

114609

FORD 3000



£3,750. This is a useful little tractor which holds a lovely shine, having had a fresh coat of paint by its previous owner. Please call 07966881985, South West. (T)

114612

FORD 6610 LOADER TRACTOR



£12,000. We are delighted to bring you a fantastic example of an early Q Cab Ford, fitted with a Power Loader, 5ft Bucket and Pallet Forks. The engine has just been subjected to a full rebuild which included re-boring, re-sleaving, new pistons, injector pump and injectors. It now runs really well. Please call 07966881985, South West. (T)

114618

FORD 4110

1987, £9,900. Gear sticks on floor. LP cab. Please call 01606 592639, West Midlands.

114630

FORDSON CHACESIDE

£2,000. New wire board, goes well. Please call 01932 877556, South East.

115070

FORDSON N

1944, £1,800. Runs well. Please call 07855 399487, South West.

114406

FORDSON E27N

1949, £4,275. 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.

114507

FORDSON FORDSON

£2,850. For Sale at Tamar Vintage Tractors - Fordson. This is a very nice 'Wide-Winged' Fordson, presented as an older restoration. It has been fitted with the 22/44 transmission, making it an ideal ploughing tractor. This tractor still has its original engine block, which is crack-free, along with its correct manifold. Please call 07966881985, South West. (T)

114608

FORDSON SUPER DEXTA

1963, £5,600. Super Dexta New Performance. Matching numbers. Award winner. Please call 07306 771501, West Midlands.

114181

FORDSON DIESEL MAJOR

1957, £3,750. Tidy, goes well, new tyres. Please call 07831 347400, South West. (T)

114621

FORDSON N

POA. Fordson N none runner ideal for farm entrance or children's playground. Please call 07855399487, South West.

114659

FOWLER 11/2HP

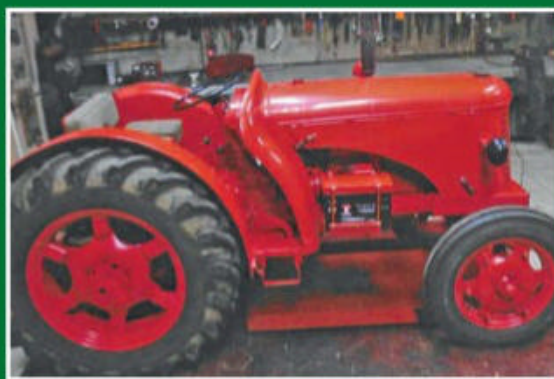
£95. FOWLER P 1 1/2hp, unrestored runner, aluminium crankcase door, repaired hopper, no starting handle, spare hopper. Please call 01789 268114, West Midlands.

114247

GUALDI 30

POA. The Italian Field Marshall. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

114421

SALE Highlight

MAKE: DAVID BROWN
TYPE: CROPMASTER DIESEL

YEAR: 1950

REG: MMB 143 WITH V5C

PRICE: £7,500ONO

TEL: 07771501593 (EAST ANGLIA)

The most iconic David Brown tractor has to be the post-war Cropmaster; there are plenty of petrol/paraffin examples, but not the more desirable diesel example, as seen here.



Owner Brian Fotheringham purchased the tractor in 2012 from a farm near Stansted Airport in a poor dilapidated state. It's the 360th off the line and went to Bellington, Macclesfield, Cheshire originally.

Brian gave the diesel engine a total rebuild, remembering it has a good solid block to start with, but a new crankshaft went in and so much more, plus a new clutch was fitted. The transmission had new bearings, as did the final drive, new brakes went on and the drums were skimmed at the same time.

All the tyres were renewed, new loom, along with lights and a battery the dynamo and starter were overhauled. The panels are still all the original, which were rubbed down and fully repainted in the correct shade of Hunting Pink.

"You don't find them this good," said Brian, who has spent £1,000s on the spares to rebuild the tractor. It has been used to plough and on road runs and has never let him down and certainly comes highly recommended.



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.

**HART PARR HART PARR**

£8,000. Hart Parr 12,24 nice original tractor that has been running. Please call 07855 399487, South West.

114403

HART PARR 12,24

POA. Hart Parr 12,24 nice original condition. Please call 07855399487, South West.

114658

HURLIMANN XA SPIRIT 90

£38,000. New Hurlimann XA spirit 90, command space cab, Utility spec tractor, ideal for park work. Please call 01245250341, East of England.

114733

INTERNATIONAL FARMALL M

£2,750. 3 wheel rowcrop. Excellent original condition. Please call 07778 525037, South East. (T)

114724

INTERNATIONAL 400

£2,250. Rare American tractor petrol. All electrics fitted starts, runs, drives has pulled draw bar 2 spool valves. Wheel weights. Steering good. Brakes. Need new disc s tyres, some cracks but good tread. Have novel papers. Please call 07759254695, South West.

114728

INTERNATIONAL B275

£3,000. International B275. New tyres all round, lights need wiring. Please call 07432 399788, South East.

115069

INTERNATIONAL 706

POA. INTERNATIONAL 706 very straight and original. Please call 07855 399487, South West.

114402

INTERNATIONAL W9



£6,500. Really nice restored tractor with new tyres all round. Electric start, runs well. Please call 07855 399487, South West.

114404

INTERNATIONAL HARVESTER 475



£5,000. Mechanically restored with engine rebuilt. Working lights, brakes, hydraulics and power steering. Good tyres. Ideal for livery yard, working and rallies. Please call 01993 846890, South East.

114515

INTERNATIONAL 1056XL



1985, £17,250. 1985 International 1056XL 4WD Tractor A smart classic on brand new tyres! This has had a cosmetic restoration and been done quite well. Tyres are brand new BKT, 340/85 R28 fronts and 460/85 R38 rears. Comes with set of front weights and towing eye, and front fenders too. Starts, runs and drives well, although 4WD not engaging. Linkage, PTO, hydraulics working well. RPM gauge not working so although recording 6428 hours it would have done more. Serial Number: D0 30836FQG 7951 £17,250 + VA. Please call 01763 780440, East of England. (T)

114594

INTERNATIONAL 444



£1,895. This International 444 has the basis for a good project, or could be put to work as it is. The front grille is missing and the wings are rusty, but this doesn't effect the functionality of this tractor, which starts easily, and runs and drives well. The PTO and hydraulics are also in working order. Please call 07966881985, South West. (T)

114613

INTERNATIONAL 634



1971, £7,000. Restoration painted a few years ago, done very little since. Starts well, all works as it should. New rear tyres and battery. Only done local road runs. Please call 07836332162, South East.

114180

INTERNATIONAL IMT 578



£1,750. Starts and runs, brakes need attention. Please call 07831 347400, South West. (T)

114622

INTERNATIONAL B-275



£2,750. Starts and goes well, new front tyres. Please call 07831 347400, South West. (T)

114624

INTERNATIONAL B-414



£2,750. Starts and goes well. Please call 07831 347400, South West. (T)

114625

INTERNATIONAL IH FARMALL H



£3,200. Tidy goes well. Please call 07831 347400, South West. (T)

114626

SALE *Highlight* FORDSON E27N

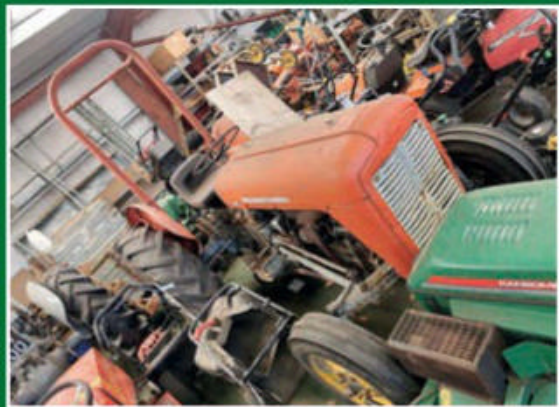


This 1948 Fordson E27N petrol paraffin tractor has been restored by Friedel Willims in 2017 and has done little since, hence its sale. The electrics were gone through and the magneto was rewound, the leads were renewed and new plugs were fitted. The water pump was refurbished along with a new radiator 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**



INTERNATIONAL FCC



£2,000. Tidy and original with a pair of ploughs. Please call 07831 347400, South West. (T)

114628

INTERNATIONAL W30



£2,500. Tidy and original, for restoration. Please call 07831 347400, South West. (T)

114629

INTERNATIONAL W9



POA. International W9 electric start tow pack paint, new tyres. Please call 07855399487, South West.

114655

ISEKI TU2100DT



£6,200. Iseki TU2100DT. Please call 01458 269210 / 250978, South West.

114713

ISEKI COMPACT TRACTOR

£4,750. 4WD 3 speed. 3 point links with 4ft rotavator 650 hrs excellent condition 90% tyres. Please call 01865407920, South East.

114305

JOHN DEERE B ROWCROP



£3,750. Early restoration, original import. Please call 07778 525037, South East. (T)

114721

JOHN DEERE 3050



£16,800. K reg, John Deere 3050, very clean, one to use and collect, a good investment. Please call 01539 620636, North West. (T)

114739

JOHN DEERE 224T BALERS

£1,500. 2 small square hay balers. 1 working order with many new parts fitted. Other for spares or repair. Please call 01307467131, Scotland.

114320

JOHN DEERE 730 D



POA. Hi Crop. Please call 32 56 61 62 60, Rest of the world. (T)

114420

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**

JOHN DEERE D



1945, POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

114429

JOHN DEERE 6150R



2012, POA. 2012 John Deere 6150R Autoquad Tractor 50kph, Air Brakes, Autotrac ready, only 4253 hours! This is a nice spec tractor with front linkage, TLS and cab suspension, 50kph Autoquad gearbox with air and hydraulic brakes, 3 electric double spools, Isobus, Autotrac Ready, Power Beyond, Panoramic doors, passenger seat. In tidy order for the age, this is a 1 owner since dealership tractor that has plenty of life left in it yet! On new Alliance tyres, 480/70 R28 fronts and 580/70R38 rears. Please call 01763 780440, East of England. (T)

114596

JOHN DEERE 6930 PREMIUM



2010, POA. 50kph Autoquad, Air Brakes, 6400 hours. This is a high spec tractor with front TLS suspension, rear cab suspension, Air and Hydraulic brakes, 3 x double spool valves, Isobus, Power Beyond and it is also Autotrac Ready c/w cab mount. Also fitted with passenger seat, Air conditioning and field office! 420/85R28 front tyres, 520/85R38 rear tyres all in good condition. 1 owner since dealership, this seems in nice order! Serial No: L06930N643559 Registration Number: AU10 DZD Price:.. Please call 01763 780440, East of England. (T)

114599

JOHN DEERE 2040



£8,999. wd tractor year 1984 brand new tyres 3200 hours runs drives well just needs tidying up 80hp. Please call 01249 740377, South West. (T)

114604

JOHN DEERE 5010 2WD



1964, POA. The first 2WD tractor over 100hp! One for the John Deere, 6-cylinder enthusiasts. Fully restored John Deere 5010 with only 5130 hours on the clock. Comes on brand new firestone 650/75R32 rear tyres and 11.00-16 front tyres. An extensive cosmetic and mechanical restoration was carried out around 10 years ago which included a full respray and an engine rebuild (including new crank shaft). On completion the tractor was run up on a dyno and produced a healthy 112hp and 686 lbf-ft. Road registered with V5. Serial No: 5010 32T 1508 Registration: ANH 319A Price: £POA. Please call 01763 780440, East of England. (T)

114607

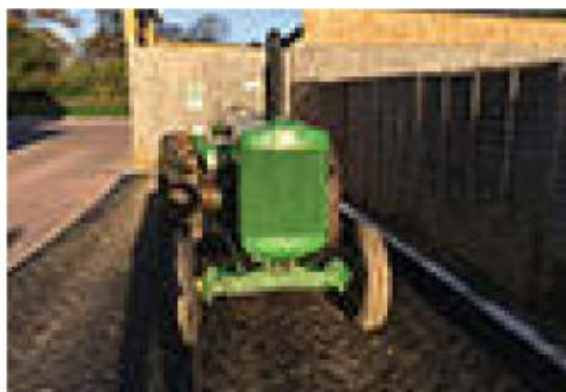
JOHN DEERE 2130



£4,250. This John Deere starts, runs and drives very well. It features the 16 speed gearbox. The hydraulics and PTO are also in excellent working order. Please call 07966881985, South West. (T)

114620

JOHN DEERE A, R



POA. John Deere A,R styled electric start runs very well. Please call 07855399487, South West.

114653

JOHN DEERE 1075 COMBINE

£2,000. 14ft header. Good strong header trailer. In working order when last used. Please call 07935229269, West Midlands.

114660

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



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.

**KUBOTA M9540**

£23,000. Kubota M9540 90hp Good working order 2500hrs 2012 year. Please call 07768 891320, West Midlands.

114384

LAMBORGHINI 2R

POA. Good runner. info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

114430

LANDINI L25

POA. Good runner. Email info@pietvershelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

114417

LANZ D2416

POA. Lanz D2416 – 1956. Engine overhauled. Please call 32 56 61 62 60 , Rest of the world. (T)

114432

LEYLAND 154

£5,000. Leyland 154. Show condition V5. Please call 07855 136712, South East.

114191

M.A.N 4N1

POA. M.A.N 4N1 – 1957 – restored. Please call 32 56 61 62 60 , Rest of the world. (T)

114434

MARSHALL 802

POA. Good starter and runner comes with replacement cab, ready to fit. Please call 07967340184, Yorkshire and the Humber.

114534

MASSEY FERGUSON 35

1959, £4,500. Massey Ferguson 35, 4 cylinder 4 good tyres, lovely straight tinwork, front lights, starts and runs well, under swept exhaust, industrial hitch, has V5, clean tidy tractor. Please call 07759 918265, Yorkshire and the Humber.

114670

MASSEY FERGUSON 41 SERIES 2 FURROW PLOUGH

£350. Massey Ferguson 41 series 2 furrow plough, fair condition with some original red paint and decals still present, supplied by Ben Turner of Ripley. Please call 01403 822412, South East.

114993

MASSEY FERGUSON 165 SQUARE AXEL



1972, £7,499. In totally original condition. All tin work totally rot free. In extremely good mechanical condition. Good tyres and all hydraulics and pto in working condition. Please call 07787882204, South East.

115081

MASSEY FERGUSON 352 2WD TRACTOR



£14,750. Massey Ferguson 352 2wd tractor cab power steering pick up hitch 1994 done only 2718 hours from new very clean 40 hp. Please call 01249 740377, South West. (T)

114591

MASSEY FERGUSON 2620 2WD TRACTOR



£6,999. Massey Ferguson 2620 2wd tractor 6 cylinder perkin engine came out of genuine farm sale. Please call 01249 740377, South West. (T)

114597

MASSEY FERGUSON 165



£8,995. This is a very late model 165, featuring the late square rear axle with the improved oil immersed brakes. This tractor also benefits from power steering and includes a pick-up hitch. Please call 07966881985, South West. (T)

114611

MASSEY FERGUSON 165



£5,000. Original condition. Been on family farm for the last 30 years. PTO, hydraulics, brakes work. Bonnet lovely patina, mudguards rusted in places. V5 registered, metal number plate. No VAT. Please call 07702 333087, South West.

114171

MASSEY FERGUSON 35



£3,250. Petrol Tvo with loader, new tyres. Goes well. Please call 07831 347400, South West. (T)

114623

MASSEY FERGUSON 235



£9,500. lights and switches, new tyres and a complete engine rebuild with new cylinder sleeves, pistons, bearings, injectors and rebuilt fuel metering. The starter and dynamo were rewired and the radiator was re cored. It has only covered 237 hours since the rebuild. The tractor comes complete with an auto hitch, drawbar, workshop manual an original owner's manual and a large collection of parts. Please call 07860 885532, South West.

114662

MASSEY FERGUSON 35X



1963, £5,500. Lovely original condition, never been painted, straight tinwork, been on the same farm since new, good oil pressure, historic block repair, no leaks. Please call 07759 918265, Yorkshire and the Humber.

114663

MCCORMICK X5.40 POWER PLUS TRACTOR



£32,999. mccormick x5.40 power plus tractor with loader 2016 3084 hours 105 hp one owner very clean. Please call 01249 740377, South West. (T)

114592

MITSUBISHI AND FLEMING TOPPER D1850FD



£4,995. Just taken in part exchange a perfect small holders compact tractor and topper Tractor sold in good working condition the heavy duty topper has been used twice, lots of new and second hand equipment available for this machine. Please call 01458 269210 / 250978, South West.

114716

NEW HOLLAND TRACTOR AND LEWIS LOADER



£5,500. New Holland Loader Sold as seen in working condition. Please call 01458 269210 / 250978, South West.

114718

NEW HOLLAND TS90



2001, £23,500. New holland TS90 quickie Q940 loader. Please call 01606 592639, West Midlands.

114631

NEW HOLLAND T6.180



2017, £58,500. 2017 New Holland T6.180. Electro Command, Front and Cab Suspension. Please call 01606 592639, West Midlands.

114633

NUFFIELD 10/60

£5,000. Nuffield 10/60. First restored in 1997 and kept in first class condition with parts renewed as necessary. Please call 01524 221675, North West.

114707

NUFFIELD UNIVERSAL 4



1958, £3,800. Hydraulics overhauled. New battery and voltage regulator. V5 available. Runs well. No leaks. Please call 01270 767499, West Midlands.

114990

NUFFIELD UNIVERSAL 4



£4,850. This particular tractor has been subjected to a full mechanical overhaul by the previous owner, including an engine re-build as well as hydraulics and steering overhaul. Please call 07966881985, South West. (T)

114614

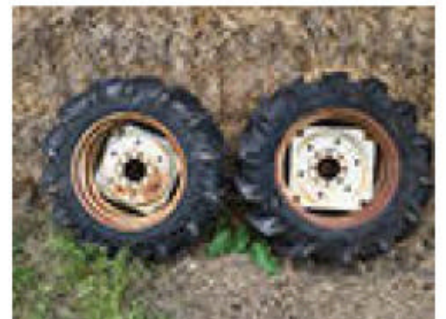
OLIVER 60



£3,000. Oliver 60 Petrol row crop tractor lovely sounding engine, fast tractor, good tinwork, starts and runs well, fitted with belt pulley. Please call 07759 918265, Yorkshire and the Humber.

114669

OLIVER 550



£325. Pair of Oliver tractor rear wheels c/w Bridgestone 12.4-26, 4-ply tyres, to fit Oliver model 550 (may fit others). Surface rust only, requires paint. Very good tread but some age crazing. 8-stud rims with 6-inch centre hole. Any viewing or more photos welcome. Please call 07775713002, East Midlands.

115053

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TAMAR VINTAGE TRACTORS

Call Matt on 07966881985
Tavistock, Devon

Nationwide delivery available



**MF 65 MK1
£6750**

Lovely tractor, has been used for light duties on a smallholding. Starts, runs & drives well. Brakes, PTO & hydraulics all work well. V5.



**John Deere 2130
£4250+VAT**

A useful 75hp tractor featuring a 16-speed gearbox and power-steering. Hydraulics & PTO working well. Solid cab & wings.



**Allis Chalmers WF
£2995**

Exceptional example of a true 'barn find' - stored for 30 years. Clutch, steering, brakes work well. Full service. Starts & runs.



**MF 135
£8995**

Recently restored. New rear wings, new clutch & 4 new tyres. 3-cylinder Perkins engine - starts instantly, pulls well. Drives well in all gears.



**Ferguson TED 20
£2450**

A fantastic petrol/two Fergie, still fitted with its original 6V electrics. Runs, drives well with good oil pressure. Brakes are responsive. Pick-up hitch. V5.



**Nuffield Universal 4
£4850**

A very nice Diesel example. Recent engine rebuild, hydraulics & steering overhaul. Runs and drives superbly, lights working correctly

MANY MORE TRACTORS AVAILABLE. PLEASE GET IN TOUCH

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PAIN RELIEF DELIGHTS DAVID!

David Revill of Nottinghamshire had been in constant pain for years. He had problems with his fingers, hands, neck, spine and elbow. When his friend, George, recommended that he try a Bioflow Elite magnetic therapy wristband, David felt he had nothing to lose by giving it a try so he contacted distributor, Jenny Ryan.

David was thrilled by the improvements he felt. He said 'My hands and fingers have had a total improvement and my arm and elbow are much more mobile. The pain in my spine is also much less. I'm delighted that I bought a Bioflow wristband. It's really improved my life! The service I received was excellent. My wristband arrived the day after I ordered it. I would recommend anyone else with aches and pains to try one.'

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S YORKS, S10 5PD

jennyryan@magneticpower4u.com
www.magneticpower4u.net



ORSI ASTORE



POA. Good runner. info@pietverschelde.com. Please call 32 56 61 62 60 , Rest of the world. (T)

114422

PETTER M TYPE 4HP

£160. Petter M type 4hp Victory Model. Please call 01323 440359, South East.

114226

PETTER 3HP

£280. petter 3hp. Please call 01323 440359, South East.

114227

DANIA TRAILER COMBINE



£3,250. In good working order. Barn stored. Has been used every year on small acreage. Comes with cleaner, screen and new belts. Please call 01548 830302, South West.

114673

FORDSON E27N REAR WHEEL SPIDER LUGS

£60. Fordson E27N rear wheel spider lugs. Please call 01323 440359, South East.

114228

BENTALL GRINDING AND CRUSHING MILL

£125. Bentall grinding and crushing mill. Please call 01323 440359, South East.

114229

BAMFORD ANDSON OAT ROLLER AND CORN MILL

£135. Bamford andSon oat roller andcorn mill. Please call 01323 440359, South East.

114230

TEMPLAR TILLER GARDEN ROTAVATOR



£130. Briggs andStratton 4HP petrol engine, easy spin starting, 2 sets of blades. Good working order. Buyer to collect. Please call 01245 464905, South East.

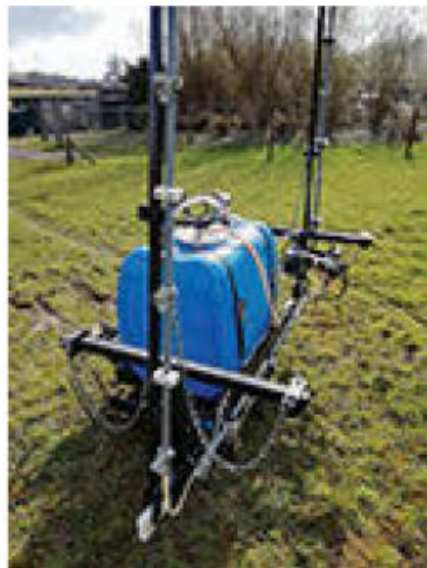
114680

COVENTRY-CLIMAX ENGINE AND RADIATOR AND GENERATOR

£40. Coventry-Climax engine and radiator and generator. Please call 01323 440359, South East.

114232

LINKAGE SPRAY UNIT



£775. Ramsay 3 Point Linkage Spray Unit. 6 Metre boom, 12v switch off boom control. 55 gallon tank. To suit small holder. Please call 07726 664689, West Midlands.

114234

PREDATOR CUB PRO P00 PICKER



£500. Overhead gantry, 2 hoses, split in the top of one, and scoop. 13hh Briggs Stratton Engine, not currently working, 65m3 capacity. Has stood for over 3 years. Operators manual included. Please call 02476 383103, West Midlands.

114248

MOWER



£450. Countax ride on Mower, 36inch deck, 12.5hp Briggs andStratton engine. Please call 01787 461695, East of England.

114251

IFOR WILLIAMS 18FT TRAILER

£2,750. Ifor Williams 18ft Trailer, Twin Axle complete with sides. Please call 07778 525037, South East. (T)

114727

HORSE DRAWN SECTION ROLLER

£125. Historic horse drawn section roller made by Grist and Steele of Horsham. In need of complete restoration but steel work complete. Please call 01403 822412, South East.

114992

THWAITES ALL DRIVE 3000



£350. Hydraulic tip and steer, all works except brakes, need restoring. Engine not original. Please call 01962 777305, South East.

114997

GARDEN ROTAVATOR, WOLSELEY MERRY TILLER



£60. Wolesley Merry Tiller restoration project. Sold as seen; with attachments. Honda G150 petrol engine. Collection only. Please call 07753 326164, East of England.

114998

WOLSEY TITAN ROTATOR

£200. Wolsey Titan Rotator. Please call 01634371686, South East.

115025

RANSOME TRAILER PLOUGHS

£250. Have rust but are still in good condition. Please call 07810511733, South West.

115030

DOWDESWELL



£3,500. Dowdeswell roller mower. Rebuilt with new hood/skids, bearings, seals, belts and blades. Used once. Ideal for recreation grounds, paddocks, orchards etc. £3,500 ono. Tel: 07814 742568. Somerset. Please call 07914742568, South West.

115058

FERGUSON POTATO PLANTER



£250. In good working order with good mould boards and planters. Used every year for last 5 years to plant allotment which has now been sold. Has LED flashing light to replace bell and custom built box and seats. Please call 07476438844, Yorkshire and the Humber.

115061

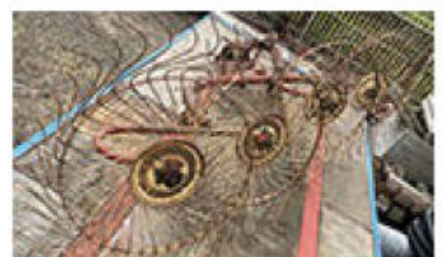
BAMFORDS WUFFLER



£250. Rare 5ft model. Cambridgeshire. Please call 07850 338053, South East.

114389

VICON ACROBAT



£100. Good order, but a few tines broken/missing. Cambridgeshire. Please call 07850 338053, East of England.

114390

WICKSTEED POWERED HACKSAW

£375. Heavy 3 phase powered saw with coolant pump, hydraulic counter. in working order. Please call 07850 848372, South West.

115064

FARMHAND F12CX LOADER

£1,000. Farmhand F12CX loader to fit Ford 5000. Call for more information. Cambridgeshire. Please call 07850 338053, East of England.

114391

DOWDESWELL ROLLER MOWER

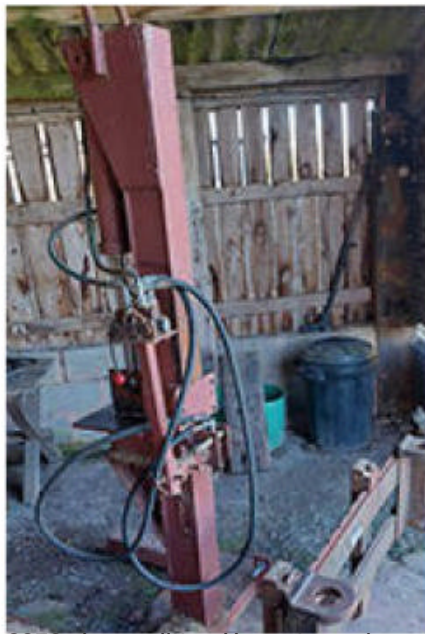
£3,500. Dowdeswell roller mower. Rebuilt with new hood/skids, bearings, seals, belts and blades. Used once. Ideal for recreation grounds, paddocks, orchards etc. Please call 07814 742568, South West.

114392

HOWARD GEM ROTAVATOR

£650. Howard Gem Rotavator 24" Kohler Petrol engine with electric start, New battery and has reverse gear. Ready for work. Please call 07726664689, West Midlands.

114399

LOG SPLITTER

£350. Log splitter. Very strong home built. Please call 07825439779, South West.

114412

ABC MARINE ENGINE

POA. (Anglo-Belgian corporation) 3-cylinder marine engine with reverse gear. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

114424

BMB PLOWMATE

£130. BMB Plowmate with plough. Please call 01323 440359, South East.

114437

BMB CULTMATE

£40. BMB Cultmate. Please call 01323 440359, South East.

114439

BMB HOEMATE

£40. BMB Hoemate. Please call 01323 440359, South East.

114440

BMB TWO-WHEEL TRAILER

£40. BMB two-wheel trailer. Please call 01323 440359, South East.

114441

BMB RIDGED RING ROLLER

£25. BMB Ridged Ring Roller. Please call 01323 440359, South East.

114442

GRINDING AND CRUSHING MILL

£125. Bentall grinding and crushing mill. Please call 01323 440359, South East.

114447

OAT ROLLER AND CORN MILL

£125. Bamford and Son oat roller and corn mill. Please call 01323 440359, South East.

114448

INTERNATIONAL HARVESTER

£300. International harvester manure spreader. Please call 07788631051, Wales.

114461

NINETINE CULTIVATOR

£100. Ferguson Ninetene Cultivator. Please call 07788631051, Yorkshire and the Humber.

114464

WESSEX LOG SPLITTER

£450. Wessex log splitter. Please call 07434781697, West Midlands.

114473

BROTT FLAIL LAWNMOWER

£95. Flail with 2ft cutter runs well. Please call 07762 318588, East of England.

114477

DAVID BROWN 885 PUMP

£50. David brown 885 hydraulic pump. Please call 01207 233141, North East.

114479

AVELING MARSHALL

£3,500. Aveling marshall, 6 cylinder engine good reversible plough. Please call 01207 233141, North East.

114489

WESTWOOD 1012

£150. Garden tractor, no cutter bed, buyer collects. Please call 07762 318588, South East.

114511

PLOUGH

£600. Ransome plough multitrack. Please call 01202 876795, South West.

114170

TIPPING TRAILER

£950. Tipping trailer. New tyres and hoses, good wood, good framework. A very good condition trailer for show or work. Please call 07729 691092, South East.

114173

TIPPING TRAILER

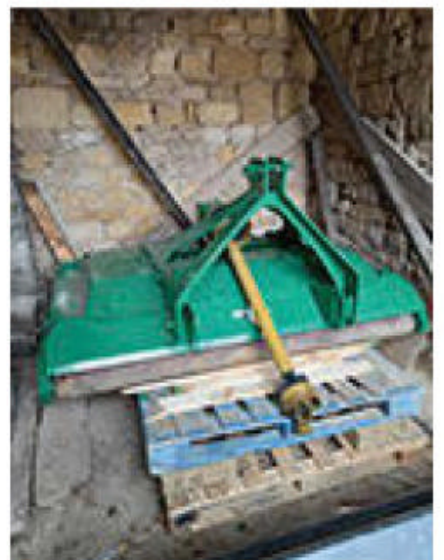
£1,750. Tipping trailer, hinged sides and rear, box 86x53x15 inches, 10.0/80-12 tyres. Suit smallholding or livery. Has had almost no use. Please call 01248 601004, Wales.

114177

CASE 580K

POA. CASE 580K 1989, 4x4, 4in1 Front Bucket with Pallet Forks, Extending Back actor, 8600 Hours, Cummins Engine, Good working order, Full set of Buckets Available. Please call 01629 640340, West Midlands.

114192

WESSEX ROLLER MOWER

£1,785. For sale Wessex roller mower 1.80 mtr wide, good for sports grounds maintenance or similar. Please call 07711508200, Yorkshire and the Humber.

114195

TIPPING TRAILER



£1,150. Weeks tip trailer for sale, new LED lights and wood floor. Please call 07711508200, Yorkshire and the Humber.

114197

MASSET HARRIS 701 BALER



1958, £2,300. Massey Harris 701 Baler approx. 1958 Armstrong Siddeley Diesel Engine. Barn stored, original condition. Known history, last used 2008 harvest. Please call 01270 524170, West Midlands.

114198

TYRED



POA. Vintage 4 Wheeled Rubber Tyred Dray. Good order. Please call 07926 191272, Yorkshire and the Humber.

114215

COMBINE



POA. international combine in good working order. Transport can be arranged. Please call 07850 565545, North West.

114217

ATCO MOWER



£70. Atco motor mower. The machine was dismantled by the current owner a number of years ago but is believed to be complete except for one of the drive-chains and the wooden part of one of the handles. The engine was tested prior to dismantling and started easily. A list of the parts and photographs showing the machine before it was dismantled is available for prospective purchasers. Available for collection. Please call 01732 458643, South East.

114218

PLOWMATE

£130. BMB Plowmate with plough. Please call 01323 440359, South East.

114221

CULTMATE

£40. BMB cultmate. Please call 01323 440359, South East.

114222

PETTER PETTER PJ-2



£200. Petter pj-2 rebored cylinders with new pistons. Nearly full set of gaskets plus book.

New old stock .collection only . £200 Ono. Please call 07812457543, Yorkshire and the Humber.

114315

PETTER ALPHA PETTER LIGHT SET

POA. Alpha Petter light set virtually as found. control board isn't original but looks complete. The Dynamo produces power when turned by hand. Please call 01892 661518, South East.

114382

PETTER M TYPE

£160. Petter M type 4hp Victory Model. Please call 01323 440359, South East.

114443

PETTER 3HP

£280. Petter 3hp. Please call 01323 440359, South East.

114445

RICHIER DIESEL ROLLER



POA. Richier diesel roller – good runner. Please call 32 56 61 62 60, Rest of the world. (T)

114433

RUSTON HORNSBY STATIONARY BOILER



£2,100. Ruston Hornby Stationary Boiler, No. 20 type B, ex. Brewery plant, Complete with fittings but no motion. Mounted on ex lorry chassis to facilitate moving around. Please call 01647 441053, South East.

114252

RUSTON HORNSBY 9HP



POA. Hornsby 9HP engine. Email info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

114418

RUSTON HORNSBY 8AP



POA. Ruston Hornby 8AP. and a collection of Petter Ms, Pear, Apple and Cistern Tops. Open to offers. Please call 01892 661518, South East.

114525

RUSTON HORNSBY 8AP

Serial no 156818, Plus better rear apple, cisten tops. Please ring for more information. Please call 01892 661518, South East.

114563

TED 20 TED 20



POA. Very little use for last 30 years. Comes with spares. Please call 07845487522, West Midlands.

115077

VALMET 8450



1997, £26,750. 1997 Valmet 8450. Delta Power Shift. Please call 01606 592639, West Midlands.

114639

VALTRA T131



£19,500. Cab Suspension. Please call 01606 592639, West Midlands.

114632

VALTRA T194 VERSU



£85,000. 2021 Valtra T194 Versu. Front andCab Suspension. Please call 01606 592639, West Midlands.

114634

VALTRA T171



£46,000. 2007 Valtra T171 Classic, Manual Shuttle, Front Suspension, 24 Front Weights, Rear Wheel Weights. Please call 01606 592639, West Midlands.

114635

VALTRA N143 HITECH



2016, £42,500. 2016 Valtra N143 HiTech, Front andCab Suspension. Please call 01606 592639, West Midlands.

114636

VALTRA N143 HITECH



2013, £47,500. 2013 Valtra N143 HiTech, Front andCab Suspension. Please call 01606 592639, West Midlands.

114637

VALTRA N123 VERSU



2014, £39,500. 2014 Valtra N123 Versu. 50Kph, Air Brakes. Front andcab suspension. Please call 01606 592639, West Midlands.

114638

YANMAR YM1401 14HP WITH LOADER

£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.

114708

YANMAR F15 17HP COMPACT TRACTOR

£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.

114709

YANMAR F16 2 WHEEL DRIVE

£5,150. F16 2 Wheel drive. Please call 01458 269210 / 250978, South West.

114711

YANMAR 1601 + LOADER AND BUCKET + TOPPER

£7,500. 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.

114712

YANMAR YM1601DT

£5,650. Yanmar YM1601DT. Please call 01458 269210 / 250978, South West.

114715

YANMAR 1401DT

£5,500. Yanmar 1401DT. Please call 01458 269210 / 250978, South West.

114717

YANMAR WITH FRONT LOADER FX20

£10,000. As new condition Yanmar FX20 with front loader. Great small holder/livery tractor has all the features required, 2 speed pto-high and low gears-tow bar-front loader with bucket-roll bar-new tyres. We pressure test and heat test and give all tractors a full service and fit with new battery 6m warranty. Please call 01458 269210 / 250978, South West.

114719

ZETOR 9540

£12,500. S reg, front links, HiLo splitter, these old Zetors just go on and on. Please call 01539 620636, North West. (T)

114729

ZETOR PROXIMA CL 110

£41,000. New Zetor Proxima CL110, 40k 12x12 Mac Shuttle Gearbox, no add blue. Built to perform. Please call 01539 620636, North West. (T)

114730

TRUCKS/LORRIES**AEC MAMMOTH**

1973, 19320 miles, £8,500. Ex RAF refueler alloy tank all pumping working, AV760 engine. Can be delivered or picked up. Please call 07759473380, Yorkshire and the Humber.

114456

ALBION CHIEFTAIN

POA. Albion spares, F.T.21 Bass frames screens F.T27 screens. F.T21 chassis dismantled all parts available. Please call 07763 175267, Scotland.

115090

ATKINSON BORDERER

1974, POA. 180Gardner, DB Gearbox, 6x4 Aluminium box body, concertina doors both sides, internal diesel tank supplying two Gardner 6LW and 5LW with Mawdsley 220amp dynamos, electrical boards with meters, fuses. Rear mounted HIAB crane, and rear wire rope winch. Cab requires completion. Comes with full set of genuine Atkinson cab timbers, original part numbers still attached. Paperwork and new parts acquired included. Please call 07938 885560, East Midlands.

115012

AUSTIN K8

£8,000. Pick up restored runs and drives now needs some TLC as been standing in barn. Please call 07799113607, South West.

115060

BEDFORD TK

1973, £15,000. Huge maintenance record. Great condition, ready to go. Well known lorry registered as Historic. Dry stored. Please call 07752 314133, South East.

115005

BEDFORD TK

1974, 18455 miles, £15,000. 5 speed, 330 diesel. Brand new flat bed in teak frame, kerion bed in show condition, ready to go, Historic, dry stored. Please call 07860665616, Yorkshire and the Humber.

114332

BEDFORD TK

1971, 8924 miles, £5,000. Well maintained. Taken to all shows in the area including the tyre trees run circumstances means it has to sadly be sold. £5000 or best offer. Please call 07853964457, North East.

114337

BEDFORD OY

1947, £6,000. Mechanically good, brakes new hoses recon cylinders engine very good, Cab Wings no filler. New body thick floor. Road tested all works DAP. Please call 07901551178, Yorkshire and the Humber.

114354

TRANSPORTATION

Tractor and Machinery
transportation
Eurowide, national and
local hiab and winch.

**Please call 07899 822133,
North Midlands.**

BEDFORD FLAT BED



1964, 63034 miles, £17,250. Brand new flat bed, aluminium body. Excellent, ready to show condition. Dry stored. Historic vehicle - tax and MoT exempt. Please call 07810 713755, South West.

114379

BEDFORD J TYPE

1959, 80000 miles, £12,950. 1959 Bedford j type single wheel dropside truck in good solid condition, 3 owners from new, straight 6 petrol engine, starts and drives well, full v5 could do with respray really. Please call 07879045587, West Midlands.

115050

BEDFORD OY

£3,500. Bedford otype Tipper in bits, all tipping gear is there but will need a new tipping body machine. 6 ton coupling. Please call 01207 233141, North East.

114492

BEDFORD CA

£1,000. Bedford CA tipper chassis LWB. Please call 01207 233141, North East.

114493

BEDFORD OY

£250. Bedford O type an K.M.U 6V regulation voltage, slight crash corner. Please call 01207 233141, North East.

114499

BEDFORD TK

£25. TK windscreens x4 price for each also one for a JY. Please call 01207 233141, North East.

114500

BMC



1969, £2,000. 1969 bmc 900fg chassis cab running and driving no brakes for restoration call 0785 6896019 for more details. Please call 07856 896019, East Midlands.

115051

CITROEN-SUNVALLEY



2009, £20,000. Citroen sunvalley relay extreme lite. Please call 07810128463, Scotland.

114654

COMMER DODGE



POA. Commer (Dodge) TS3, ex blood transfusion vehicle, 3/4 new wood frame a few years ago. Interior finished. Driveable. Sensible offers. Please call 07858 163805, South East.

114394

DENNIS

1938, £4,000. Dennis A type tower wagon. No engine on box. Sound chassis. Double cab, cab needs work. Will make nice breakdown lorry. Please call 01207 233141, North East.

114498

DODGE STEP SIDE PICK-UP

1986, 1173 miles, £2,000. 1986 Dodge with beavertail body only recently put on sorn. Must be sold. £2000 or best offer. Please call 07853964457, North East.

114328

FAUN



POA. Faun 6X6 fitted with Mercedes V12 Twin Turbo. Please call 07939163712, South East.

115028

FODEN S21



1963, £14,000. Ex Tate and Lyle sugar tanker. Registered as Motor Caravan. Past restoration. Dry stored, good condition. Regularly rallied. Please call 07968637487, Wales.

115066

FORD CARGO



1993, £4,000. Iveco Cargo tipper, TSE-15. 1.5 ton with crane. Tarmac shutes, six cylinder e gear box with Benford MBR71 pedestrian patching roller e trailer both in good order. Please call 07981 213648, East Midlands.

114731

FORD TRANSCON



1975, 68000 miles, POA. A rare very early mark 1 ford transcontinental N reg, cummins engine, 9 speed gearbox, ex ford demonstrators, loads of history. Please call 07798845112, South West.

114987

FORD TRANSCON

£12,000. Ford Transcon 6x4 Artic. Chassis and tyres like new. Runner. Cummins Big Cam. Renault Major cab goes with it, like new. Please call 01974 821788, Wales.

114457

G.F.MILNES



£25,000. Extensively restored with a high spec this tram has a Mercedes motor and is licensed to run on public motorways. Please call 07624 213906, Channel Islands.

114179

ISUZU 70-460



£36,000. Whistlin Dixie 80 Keyless Band organ. Built by Chris Chandler. Plays on books or Midi system. Lots of music. Recently tuned. Now playing at shows. Organ is fitted to a Isuzu 7.5ton truck. Truck in good condition. Has a 5.5KW diesel generator fitted to truck. Please call 07900 350639, South East.

114386

IVECO TURBOSTAR



£7,500. Iveco tractor unit Turbo Star. V8 engine very clean inside and out. Please call 07786580969, North West.

114353

LDV PILOT



1996, 11714 miles, £2,750. M.O.T recent repaint, new discs/pads, wheel bearings, ply lined, tow bar. Ready to work or show. Please call 07860 473298, East of England.

114843

LEYLAND DROPSIDE



1964, POA. Leyland Dropside Truck 1964. To break or sell complete. Please call 07939163712, South East.

115027

MACK R



1976, POA. Mack F700 1976 For Sale, Running and Driving Perfect, Full set of spares to go with it. This vehicle is based in Ireland . Please call 00353868052586, Ireland.

115049

MORRIS DROPSIDE



1968, 55000 miles, £13,950. Petrol 4-cylinder, no rust or rot, excellent condition, just serviced, new tyres all round, new battery and exhaust, chrome good, more photos available. Please call 07837 991278, South East.

114284

SEDDON

1953, £10,000. MK5 platform lorry. Perkins P6 engine, David Brown 5-speed, excellent condition, runs lovely, tidy. Ready for rallies or show. Please call 01207 233141, North East.

114491

THAMES TRADER



1962, £15,000. Four cylinder diesel. New water pump, clutch cylinders and battery. Excellent restoration project. Some spares included. Runs and starts and stop as it should. Been dry stored. Please call 07794789310, South East.

114277

VOLVO F



£37,500. Volvo F89 LHD 4x2 T. Unit. Lovely inside and out. Please call 07786580969, North West.

114352

PARTS AND ACCESSORIES

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.

114356

BEDFORD O TYPE CRANK SPINES

£100. Rear crank spines. Please call 01207 233141, North East.

114496

BEDFORD TK RIMS

£25. TK rims x3 UNF with single large locking rim, two with double locking rims. Price for each. Please call 01207 233141, North East.

114502

DAVID BROWN 950

£150. Sta dry cab of a David brown 950, good roof with all glass intact and good doors. Please call 07506 823774, Yorkshire and the Humber.

115022

FERGUSON TED 20 PEP

£475. Ferguson engine in good condition. Please call 01377 287626, Yorkshire and the Humber.

115023

FERGUSON FERGUSON 9 HOLE DRAWBAR



£25. A set of drawbar stays suit Ferguson 9 hole drawbar etc. Please call 07825439779, South West.

114410

FERGUSON SPRING TINE CULTIVATOR



£250. Ferguson spring tine cultivator with 9 tines. Some ware but still useable. Please call 07393 758511, South West.

114202

FODEN GEARBOX

£100. Foden S21 gearbox 4 speed. Please call 01207 233141, North East.

114494

FODEN S80 GRILL

£50. Foden S80 grill missing badge. Please call 01207 233141, North East.

114497

FORD D SERIES AND CARGO PARTS

POA. Door skin, door glass, door hinges, set of recon injectors, new cab floor mat for cargo, some engine parts, custom mirrors D series. Collection from Southwest. Please call 07881 751975, South West.

114702

FORD THAMES BRAKE SERVO UNIT

£100. Ford Thames ET6 brake servo unit. Please call 01207 233141, North East.

114480

FORD THAMES ET6 CENTRE CONSOLE

£2,500. Thames ET6 centre console range in cab. Please call 01207 233141, North West.

114481

FORD THAMES ET6 GEARBOX

£250. Ford Thames ET6 four speed gearbox needs overhaul but works. Please call 01207 233141, North East.

114482

FORD THAMES ET6 WHEEL RIMS

£100. Thames ET6 x4 wheel rims. Please call 01207 233141, North East.

114483

FORD THAMES ET6 TORQUE TUBE

£100. Thames ET6 torque tube. Please call 01207 233141, North East.

114486

FORD THAMES ET6 LGAR SPRINGS

£100. Thames ET6 lgar springs. Please call 01207 233141, North East.

114487

FORD THAMES ET6 STEERING BOX

£100. Thames ET6 steering box x2 price for each. Please call 01207 233141, North East.

114490

FORD FORCE 3000



£48. Ford Force 3000 bonnet USED. Condition as per photo. May fit others. Buyer collects. Please call 01889 500303, West Midlands.

114182

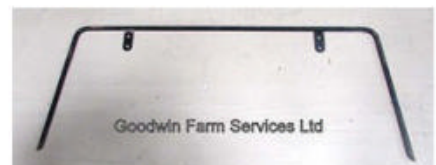
FORD PTO SHAFT



£48. PTO Shaft Ford 10 series USED. 540 rpm 6 spline. Still with original packaging, so may not have actually been used. Please call 01889 500303, West Midlands.

114184

FORD SUPER Q WINDOW FRAME



£48. Ford Super Q Rear Window Top Frame used. Buyer collects. Please call 01889 500303, West Midlands.

114185

FORD SWIVEL HOUSING CARRARO



£300. Swivel Housing Carraro Ford used. Right Hand Side. Good Condition. No Cracks. Removed from Ford 4630. May well fit others. Please call 01889 500303, West Midlands.

114186

FORD BOSCH STARTER MOTER



1978, £144. Used Bosch starter motor as fitted to Ford tractors when Lucas were on strike (1978). Ideal for accurate restoration. Good condition and starts engine. Please call 01889 500303, West Midlands.

114187

FORD DRAWBAR



£114. Ford Drawbar USED. Fits 5/7000, 56/66/7600, 67/7700, when fitted with auto hitch. c/w pin and clip. Good condition. No welds or cracks. Please call 01889 500303, West Midlands.

114188

FORD AP CAB WINDOW



Ford AP cab window fasteners and associated parts. Please call 07711508200, Yorkshire and the Humber.

114196

FORDSON E27N REAR WHEEL SPIDER LUGS

£60. Fordson E27N rear wheel spider lugs. Please call 01323 440359, South East.

114446

FORDSON N RIMS

£50. Cast iron rims x2 prices for each. Please call 01207 233141, North East.

114484

FORDSON E27N PISTON RINGS

£25. Piston rings. Please call 01207 233141, North East.

114485

FORDSON DEXTA DIFF



£144. Fordson Dexta Diff USED. Crown Wheel and Pinion Teeth all ok. Please call 01889 500303, West Midlands.

114183

FORDSON DRAWBAR



£90. Drawbar probably Fordson E27N. Used. No wear on pin hole. Please call 01889 500303, West Midlands.

114189

JCB 3C RADIATOR

£50. Radiator off early JCB 3C, may fit others. Please call 01207 233141, North East.

114504

JOHN DEERE 2650 4ND WHEELS



£875. 2 front tyres 12.4 x 28 as new, wheels in good condition. Rear tyres 13.6R38 some wear. n. Please call 07850 848372, South West.

115063

LEYLAND 680 PARTS

POA. Starting motor, cylinder heads, lift pump, clutch and pressure plate, other parts to suit ford and Bedford. Please call 07793 824676, North West.

115087

MASSEY FERGUSON 35 135



£120. MF35 135 Swinging Drawbar. Please call 07887 575151, South East.

114238

MASSEY FERGUSON MF35 135 T BAR AND PICK-UP HOOK



£200. MF35 135 T Bar and Pick-up Hook. Please call 07887 575151, South East.

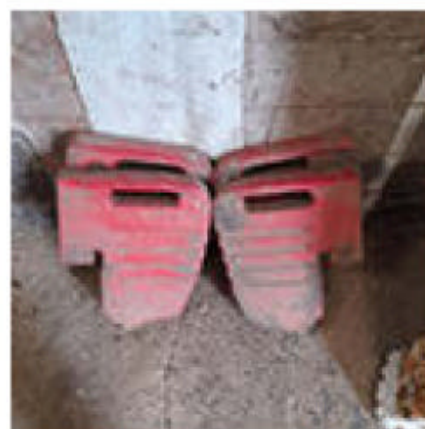
114239

MASSEY FERGUSON WAFER WEIGHTS

£150. 4 mf wafer weights for sale. Please call 01945773200, East of England.

114243

MASSEY FERGUSON WAFER WEIGHTS



£150. 4 mf wafer weights for sale. Please call 01945773200, East of England.

115062

MASSEY FERGUSON 1000 SPEED PTO SHAFT



£90. A Massey Ferguson 1000 speed PTO shaft have used on MF565 MH575 MF50E etc. Please call 07825439779, South West.

114409

MASSEY FERGUSON MF 15-26 WHEEL CENTRE



£20. a 15-26 wheel centre MF 50E HX ETC. Please call 07825439779, South West.

114411

MASSEY FERGUSON GEAR BOX 135



1965, POA. Multi power gear box came from 1965 MF 135 also multi power gear box off late 1969 MF 135. Please call +353 86 3072179, Ireland.

114168

MINNEAPOLIS BONNET AND WHEELS



£300. Bonnet and set of wheels with Tyres for Minneapolis Moline. Please call 01202 876795, South West.

114400

MICKEY MOUSE

£25. Windscreens x2 price for each. Please call 01207 233141, North East.

114501

MORRIS MARINA VAN PARTS

1971, Offers. Windscreen, rear doors glass, front grill and surround, rear lights, rear door hinges, chrome front bumper, Morris Deluxe badge. Please call 07910874975, East of England.

114470

NUFFIELD WHEELS



£45. Nuffield 425 wheel. Rims good. Needs minor tig repair to valve area. Also selling Two new Firestone tyres for 15. Please call 07831 433892, West Midlands.

114220

OLIVER TRACTOR WHEELS



POA. Pair of Oliver tractor rear wheels c/w Bridgestone 12.4 - 26, 4 ply tyres to fit Oliver model 550 may fit others. Very good tread, slight age crazing, 8 stud rims with 6 inch centre hole. Please call 07775 713002, West Midlands.

114388

JAP 2A ENGINE

Wanted. Jap 2A engine in working order. Please call 07979 643251, South West.

114675

ROTIVATOR AND MOWER PARTS



POA. Two rotivator s and a lawnmower for sale. All three are spares or repair in one lot. Please call 07984 537744, South East.

114235

TRUCK OR TRAILER CRANE

£120. 12 volt max load 500kg, extends and slews, manually lifts and lowers by electric motor with wander lead. Collection from Southwest. Please call 07881 751975, South West.

114703

TRACTOR NUMBER 5U 738



An almost complete engine for tractor number 5U 738. Engine is completely dismantled and can be sold as one lot or many lots. Please call 01349 830659, Scotland.

114236

ATCO CYLINDER

£300. ATCO cylinder self propelled 17" cut mower comes with scarifier cartridge. Collection from Southwest. Please call 07881 751975, South West.

114704

ROTAVATORS

£60. 2 x garden master rotavators for restoration with loads of spare parts, wheels, jap engine, bits andpieces. Collection from Southwest. Please call 07881 751975, South West.

114705

IMPERIAL SOCKET SET



£150. 3/4 Drive imperial socket set Par-x by Snap on 13/16 to 2inch with extensions and ratchet in steel box with 1/2 - 3/4 and 3/4 - 1inch adapters. Owned from new. Collection only East of England. Please call 07803 187654, South East.

114240

WHEELS



£1,250. Set of four Cast Iron Wheels with Axles. Front wheels 30 inches. Rear wheels 35 inches. Please call 01425 473024, South East.

114246

AXLE



£30. Wheel and axle. Please call 07947124969, Greater London.

114211

WHEELS



£20. Pair of wheels. Please call 07947124969, Greater London.

114212

WHEELS



£40. Set of 4 wheels for sale need space. Please call 07947124969, Greater London.

114213

WHEELS

£80. Set of 8 cast iron wheels suitable for shepherd's hut etc.15 ins. diameter x 3 ins. boss. Please call 07885 065026, South West.

114249

TYRE



£35. Tractor tyre and wheel Avon Flotation 12.5 -80-15, six stud. Please call 01362 820629, East of England.

114383

HOEMATE

£40. BMB hoemate. Please call 01323 440359, South East.

114223

FOSTERS CONTRACTORS DRUM



1936, £3,500. Fosters contractors drum, 52 inch, extra blower, self-feed, lots of new timber, new belts and bearings, restored 8 years ago, fully lined, spare set of tyres, full known history. Lovely machine. Please call 07759 918265, Yorkshire and the Humber.

114667

TWO WHEEL TRAILER

£40. Bmb two wwheel trailer. Please call 01323 440359, South East.

114224

RIDGED RING HOLDER

£25. BMB ridged ring roller. Please call 01323 440359, South East.

114225

CUNDEY HITCH



£100. Cundey hitch for fergile T20. Good condition. Buyer collects. Please call 01823672760, South West.

115071

AMOLCO MILLING ATTACHMENT

£250. Amolco milling attachment to fit a boxford lathe, single phase G.W.O. Please call 01438714521, East of England.

115084

COVENTRY CLIMAX ENGINE

£40. Coventry-Climax engine and radiator and generator. Please call 01323 440359, South East.

114450

ALLEN SYTHE

£100. Allen sythe, seized was running 15 years ago. Please call 01207 233141, North East.

114488

DENNIS PAT GRILL WITH BADGE

£100. Dennis pat grill with badge. Please call 01207 233141, North East.

114495

KARRIER GRILLE

£50. Grille off Karrier lorry with badge, not sure of model, needs work. Please call 01207 233141, North East.

114505

PTO OVER-RUNNING COUPLER

£35. Agriline unused PTO Over-Running Coupler Part no 4871. One Male and one Female 1.3/8" by 6 spline. Increases length by 110mm. Suffolk. Postage not included. Please call 01473 658804, East of England.

114194

WHEELS



£75. Wheels 10 stud fitted with 295x80x22.5 tyres - 2 Bridgestone and 1 Michelin all undamaged. Buyer to collect. Please call 01588 680605, West Midlands.

114200

WHEELS



£60. 2 Wheels 10 stud front rims 22.5 to take Super singles, ex MB Actros. Buyer to collect. Please call 01588 680605, West Midlands.

114201

SCAMMELL SCARAB RADIATOR

£100. Radiator and break servo off Scammel Scarab. Please call 01207 233141, North East.

114503

MISCELLANEOUS

DIAMOND T RECOVERY AND TRANSPORTERS



£70. Diamond T recovery and Transporters for sale also Scammell Highway man with trailer. £70 Each. Many other Dinkys some with boxes. Please call 01726842357, South West.

114677

SHEEP SOFA



£15. Make sheep treatment easy using a Sheep Sofa. Sheep is reversed into sofa propped against a strong gate or other support. Please call 01473 658804, East of England.

114233

DIAMOND T HEAVY HAULAGE



£70. Diamond T heavy haulage break down and Diamond T with girder trailer £70 each. All so large collection of other Dinkys some boxed. Please call 01726842357, South West.

114698

GAZEBO



£100. 3m x 3m. Gazebo, (green). Heavy duty scissor action folding alluminium frame, Roof Canvas. 3yrs old. Side screens never used. Buyer collects. Please call 01828 830347, South East.

114242

TOOLBOX



£50. Toolbox Denning Chard Somerset. No cracks or chips, postage not included. Please call 01884 35825, South West.

114245

1030 WESTERN SPECIAL COMFORT KING 2001



£225. 1/16 ertl precision series The Case 1030 Western special comfort king 2001 issue. Please call 07929 969702, Wales.

114253

PRECISION 8430 JOHN DEERE TRACTOR



£145. 1/32 scale Ertl precision 8430 John Deere tractor, booklet and collectors coin included. Please call 07929 969702, Wales.

114254

JOHN DEERE 348 SQUARE BALER 1995 ISSUE



£95. 1/16 scale Ertl John Deere 348 square baler 1995 issue. Please call 07929 969702, Wales.

114255

1/16 SCALE HAY BALER



£95. 1/16scale Ertl Internation hay baler issue 1995. Please call 07929 969702, Wales.

114256

1/6 SCALE SCOOTER



£65. Vespa PIAGGIO divest Scooter 1/6 scale. Please call 07929 969702, Wales.

114257

TURBINE TRACTOR



£136. 1/16 scale Spec cast International Harvester has turbine HT-340 proto type 2004 issue. Please call 07929 969702, Wales.

114258

JOHN DEERE 7600 ROW CROP TRACTOR



£120. 1/16 scale John deere 7600 Row Crop tractor with cab 1992 issue. Please call 07929 969702, Wales.

114259

ERTL JOHN DEERE 4230 TRACTOR 2001



£95. 1/16scale Ertl John Deere 4230 tractor 2001 issue. Please call 07929 969702, Wales.

114260

AGCOWHITE 6105 TRACTOR



£120. 1/16 scale scale models The Agcowwhite 6105 tractor with cab. Please call 07929 969702, Wales.

114261

MASSEY FERGUSON 3650



£98. 1/16scale Massey Ferguson 3650 4WD tractor 1992 issue. Please call 07929 969702, Wales.

114262

MASSEY HARRIES MUSTANG



£56. 1/16 scale Spec cast Massey Harries Mustang -narrow front. Please call 07929 969702, Wales.

114264

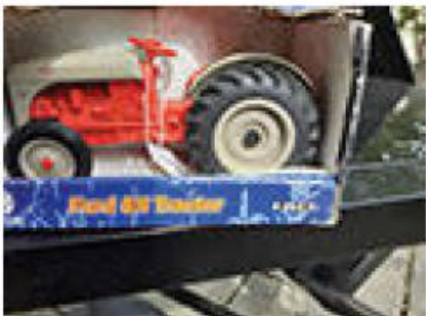
ERTL MASSEY HARRIES 55 1993



£60. 1/16 scale Ertl Massey Harries 55 1993 issue. Please call 07929 969702, Wales.

114265

FORD 8 N TRACTOR



£38. Ertl 1/16 scale Ford 8 N tractor 2003 issue. Please call 07929 969702, Wales.

114266

INTERNATIONAL CUB TRACTOR



£34. 1/16 scale Ertl International Cub tractor issue 1993. Please call 07929 969702, Wales.

114267

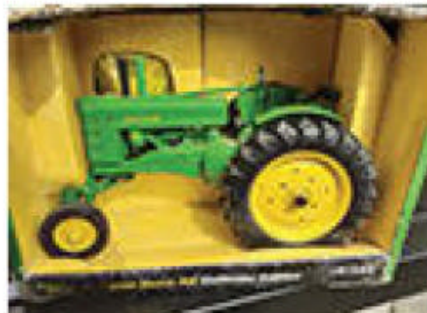
UNIVERSAL HOBBIES FENDT 820



£95. 1/32 scale Universal Hobbies Fendt 820 dual wheels limited edition 3000. Please call 07929 969702, Wales.

114268

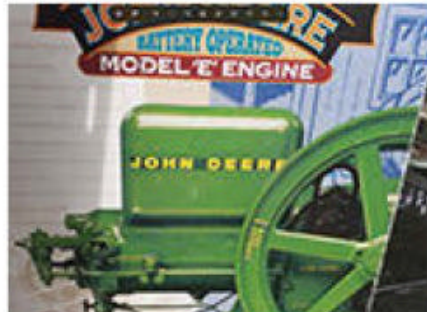
JOHN DEERE AW COLLECTOR



£95. Ertl 1/16 scale John Deere AW Collector Edition with son umbrella issue 2000. Please call 07929 969702, Wales.

114269

JOHN DEERE MODEL E



£125. 1/6 scale John Deere model E engine battery operated 1994 issue. Please call 07929 969702, Wales.

114270

JOHN DEERE MODEL A



£120. 1/16 scale precision series John Deere model A tractor on steels. Historical booklet, coin included. Please call 07929 969702, Wales.

114271

JOHN DEERE MODEL 9420T



£95. 1/32 scale precision series John Deere model 9420T tractor booklet and coin included. Please call 07929 969702, Wales.

114272

CASE INTERNATIONAL 4894



£40. 1/32 scale Ertl Case International 4894 four wheel drive tractor 1988 issue. Please call 07929 969702, Wales.

114273

MASSEY HARRIES CHALLENGER



£55. 1/16 scale Ertl Massey Harries Challenger, narrow front 1991 issue. Please call 07929 969702, Wales.

114274

CAST COCKSHUT 540 FOUR ROW PLANTER



£73. 1/16 scale Spec Cast Cockshut 540 four row planter, highly detailed. Please call 07929 969702, Wales.

114275

WHITE 5400 FOUR ROW PLANTER



£73. 1/16 scale Spec Cast white 5400 four row planter. Please call 07929 969702, Wales.

114276

DINKY GUY LORRIES



£150. 1950 Dinky Guy lorries all with boxes will split. Please call 07903904199, West Midlands.

114988

J.W.BROOKE 26' STEAM

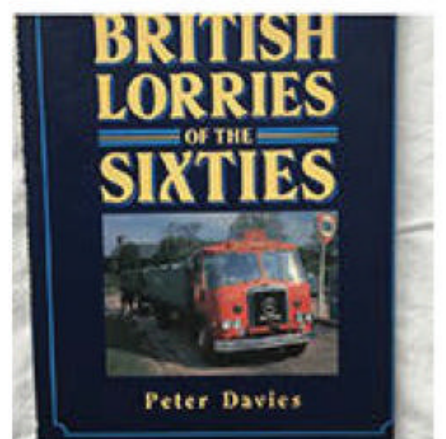
LAUNCH



£26,000. 1933 with 1890's Mumford Compound engine. Painted hull varnished decks and seating etc. Selling after 50 years ownership. All certifications and inspections to 2023 and on. Also available rare restored original 14hp Brooke 3 cylinder 1923 petrol engine. Please call 07772 645346, East Midlands.

114989

BRITISH LORRIES OF THE SIXTIES



£4.95. British lorries of the sixties hard book with dust cover. 128 pages excellent condition. Please call 07399 359072, South East.

114278

TWO 1947 DINKY FODENS



£75. Two 1947 dinky Fodens flat and tail board models both previously owned and collectible £75 each. Please call 07903 904199, West Midlands.

114279

VICTORIAN COKING RANGE



£500. Victorian cooking range circular 1881 with tools. Size of unit being-length = 29" x width = 17.250" x height = 35.750" the elliptical flue has a 3" adaptor fitted. Please call 01297 489922, South West.

114991

TWO 1947/50



£85. Two 1947/50 previously owned boxed dinky forensic a high side and a chain lorry/Brewery lorry both collectible £85. Please call 07903 904199, West Midlands.

114280

THREE 1950 DINK GUY LORRIES



£150. Three 1950 dink guy lorries all previously owned and boxed A flat lorry tail board one and a high sided one all displayable £150 for the three will split and post out all made by Dinky liverpool. Please call 07903 904199, West Midlands.

114281

HEADER AND TRAILER



1969, £3,000. MF415 Combine, 1969, with 12ft cut and detachable header and trailer in working order also spare knife backs, seat recovered and machine had been dry attached. Please call 01733222518, East of England.

114294

TRAILER



£150. Box trailer 5ft long, -3ft wide, -182 deep. Fitted lights, with covers and spare wheel, fully reconditioned. Please call 01513368516, North West.

114321

MF BALER 20

£1,000. MF baler V.G.C. All works well. Please call 07790287973, Wales.

114339

JOHN SMITH BUSKER ORGAN

£550. John Smith Busker Organ with rolls of music. Please call 01493 369938, East of England.

115026

2 FURROW PLOUGHS

£450. Fisher Humphries 2 Furrow Plough with semi - digger bodies complete with skims and two spare unused shares. All in excellent condition. Please call 07930309771, North West.

114341

HOWARD 350 ROTAVATOR

£395. Blades 50% worn from new with plough unused tyres 90% good dive set of new blades and one pair of wheels unused. Please call 01865407920, South East.

115044

IH 885 XL



£4,250. IH 885 XL with Quicke loader, fork and spike, 3 spool valves, pick up hitch. Used all winter on straw spreader (not included) with no issues. Has log book. Now no longer needed. Near Exeter. Call evenings only. Please call 01647 252730, South West.

115047

KARCHER K5 PRESSURE WASHER



£200. Karcher k5 pressure washer, as good as new and comes with hose pipe for sale £200. Please call 07927 675074, Scotland.

114387

MANUALS



POA. Leyland road runner manual, Volvo 760 Haynes, Brigg station and more. Please call 07850 848372, South West.

115065

DINKY TOYS



£80. Dinky Toys. Tractors with drivers. Excellent condition. Please call 07970 468221, West Midlands.

115068

WHEELED SKIMMER AND HOE



£45. Wheeled Skimmer and Hoe. £45 for the pair. Please call 07940263057, East Midlands.

115072

ROPE

£150 the lot. White new nylon three strand rope, 26m x 16mm, £30. White polyester rope, 61m x 19mm, £65. Orange polyester rope, 50m x 20mm, £60. Blue polyester rope, 36m x 16mm, £40. Please call 01562 884454, West Midlands.

115083

HALF SHAFTS

£200. 50 half shafts dry and stored for number of years. Job lot. Buyer collects. Please call 01388 832180, North East.

115091

FORD HANDBOOK.

£35. POA. Handbook Jan 1969 print so Ford Force models. Thumbed but no dirty finger prints. Please call 07761827053, East of England.

114415

GENTS SUIT/EXTERNAL COAT

£150. Gents navy blue suit. 36 waist, ins leg 84/33. Jacket 42" chest. Also a spencer's +collezione long, navy funeral coat - 104/109 and a 43 chest. £150 for the lot. Please call 07934 085291, North West.

114453

CARLESS, CAPEL AND LEONARD

£95. Pioneers of petrol, rans book. History of BP, forward by Sir Winston Churchill. Please call 01724854062, Yorkshire and the Humber.

114466

LORRIES PHOTOS

£35. 140 black and white photos of BRS lorries from the 50's to 80's. Please call 01945 772744, East of England.

114469

SEALEY GENERATOR



£200. Sealey generator. Mint condition. Cash only, collect. Please call 07749 646030, South East.

114506

MAMOD STEAM ENGINES

£250. Mamod steam engines. Boxed road roller also includes static steam engine and pillar type model grindstone. Please call 01204397033, North West.

114513

TANK ENGINE



£3. Five inch tank engine. Please call 09926 524817, Yorkshire and the Humber.

114514

BMB PRESIDENT

1951, £1,850. Petrol Two V5 owned by me for 36 years, new battery re- con, steering box original rear tyres, ready to rally. Please call 07540991089, Yorkshire and the Humber.

114539

MACHWORY

1998, £1. Complete collection. Make a donation to a charity or your choice. Free if you collect. Please call 01279364239, South East.

114552

BROCHURE

£30. Muir hill tractor brochure 12 pages. Please call 07588 453818, East Midlands.

114219

TRUCKS/LORRIES WANTED**COMMER Q4**

1939, Wanted. 1939 Commer Q4 lorry, registered 9929 AH which was sold at a Cheffins Auction back in 2013. If anyone remembers the lorry or knows its current whereabouts and condition please get in touch. Please call 07944 114235, South West.

114380

DODGE KEW

Wanted. Dodge k series wanted complete lorries or parts for a resto project will buy any thing ,will collect. Please call 07867778191, South East.

114289

TRACTORS AND MACHINERY WANTED**STATIONARY ENGINES AMANCO GEAR FOR AMANCO HIREDMAN**

Wanted. I am looking for a manco hiredman engine gear which is attached to the magneto. I am also looking for a set of iron trolley wheels for the aforementioned engine. Please see the photograph attached which shows the missing gear. Please call 79099 08069, Ireland.

114175

AUSTIN MODEL R

Wanted. Austin Model R veteran tractor. Restored or unrestored sought by private collector. Please call 07715 001013, Greater London.

114661

BLACKSTONE 7HP

Wanted, fuel pump for 7hp open crant stationary engines. Please call 01508558365, East of England.

114697

FERGUSON TE20

Wanted. Ferguson Te20 with P3 conversion. Must be mechanically sound but not necessarily restored. Cash payment. Distance unimportant. Please call 07968 101356, North West.

114216

FORD THAMES TRADER

1957, Im looking for a ford thames trader, 1957 forward control 2 tonner,reg no YAD 408 or any. Please call 07977781887, South West.

114570

FORDSON SUPER MAJOR

Wanted. Fordson Super Major Performance in good restored condition complete with current registration documents. Please call 07836 284420, East of England.

114190

ALL MINIATURE MODEL ENGINES

Wanted. All miniature model engines. Steam and petrol. Please call 07811 484124, South East.

114828

TRACTOR WANTED

Wanted. Sold in the 70s or 80s to a Mr Bill Mathews @wrightington by my Dad. Would love to know where she is and would like to buy her back. Reg number XTE 748. Please call 07768 051800, North West.

114451

ROBINSON MODEL X OR V GAS ENGINE

Wanted. Gardner size 0 or size 1 gas engine. Also Robinson Model X or V gas engine. Will collect from anywhere in the UK. Please call 07773 013104, South East.

114178

PARTS AND ACCESSORIES WANTED**BEDFORD EARLY BEDFORD SPARES**

Wanted. Early Bedford spares required 1932-1935. Any spares considered. Please call 07976 256417 , West Midlands.

114288

FORDSON DAR VALVE

Wanted. a DAR valve for a fordson dexta or super major. Please call 07795 192645, East of England.

114401

FORDSON WIRE

Wanted. Looking for a new old stock wiring loom for a fordson super major. Please call 07795 192645, East of England.

114408

FUEL PUMP

Wanted. fuel pump for a 7 h.p blackstone open crank stationary engine. Please call 07762 095862, South East.

114244

FORD MAJOR E27N P6, PARTS.

Exhaust and air cleaner, plus fittings from radiator top pipe to engine, also radiator top. Please call 01452616631, South West.

114300

25KVA DIESEL GENERATOR

Wanted. Reliable 25KVA Diesel generator, 240 volts. Please call 07979 643251, South West.

115013

LISTER TWIN SIDE VALVE

Wanted. Head gasket for Lister Twin Side Valve Petrol Engine G2 Lister No. 211-134. Please call 07768 681076, South East.

115014

TYRES

Wanted. 2 number 11-25-28 tyres as per photo. Please call 07808 056044, South East.

114381

FLYMOW DM ROTANATOR BLADE

Wanted. Flymow DM rotanator blade and belt guards. Please call 01912501652, North East.

115082

DECALS FOR VICON

Wanted. Set of decal for vicon vari spreder 600. Please call 01446 820047, East of England.

114465

WHEELS

Wanted. pair of roadless front heavy cast wheel centres as per photo. Distance or condition not a problem. Please call 07795 192645, East of England.

108103

MISCELLANEOUS WANTED**AUSTIN TRACTOR**

POA: Fancy Austin Tractor air cleaner. Please call 07921778943, South East.

114318

INTERNATIONAL BADGE

POA:International badge, B450 Rear lamp brackets/number. Plate plough lamp bracket. Please call 07921778943, South East.

114319

Ford Thames Trader Bulker Lorry

1960, £17,000. 1960 Ford Thames Trader Bulker Lorry. In good running condition. Please call 01327 260620, East Midlands.

114984Ford Thames Trader Bulker Lorry

1960, £17,000. 1960 Ford Thames Trader Bulker Lorry. In good running condition. Please call 01327 260620, East Midlands.

114984Ford Thames Trader Bulker Lorry

1960, £17,000. 1960 Ford Thames Trader Bulker Lorry. In good running condition. Please call 01327 260620, East Midlands.

114984Lister A Tank Cooled Generator



£300. It's mounted on a steel trolley with a new 2kw 230v ac generator, you will only get 1.5kw out as you need 2hp per kW and the engine is only 3.5hp. I made a new steel fuel tank that sits under the engine bolted to the trolley. The governor linkage is made from

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Nuffield & Leyland, Cockshut 30/40/50, MM - UTS-ZTU, Massey Harris 44

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&

The Shrewsbury Rally, Onslow Park,
Shrewsbury. SY3 5EE
on 28th & 29th August,

where we will be able to welcome you and invite you to join us.

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on Facebook, or by Emailing our Membership Secretary, Mrs Lynn Turner
on membership@fergusonclub.com
or even by phone 01964 562239

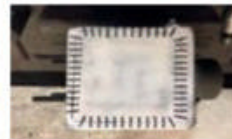
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In the next issue...

**AUGUST
2022**
**ISSUE ON
SALE FRIDAY
29 JULY**

RULE BRITANNIA!

A brand-new, steel-tracked crawler design for the 1980s? That's what Track Marshall decided was needed but, sadly, things didn't pan out as envisaged.



TRACTOR FEST

We have the highlights from one of the largest events of its type in the UK, held at the picturesque Newby Hall, near Ripon in North Yorkshire.



BACK TO ITS ROOTS

After nearly succumbing to the scrap man, this Fordson E27N returns to the farm it resided on for five decades. Peter Love has the story.

PLUS Junior, Machinery milestones, Model corner, News, Readers' gallery, Tractor Mart, Workshop & more...



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.

With such good weather I am sure you have been attending various events, with or without your tractor. I was pleased to attend a number of events over the Platinum Jubilee long weekend, which must have seen more than 1,500 veteran, vintage and classic tractors out and about somewhere in the country – at rallies and at the many village and town parties.

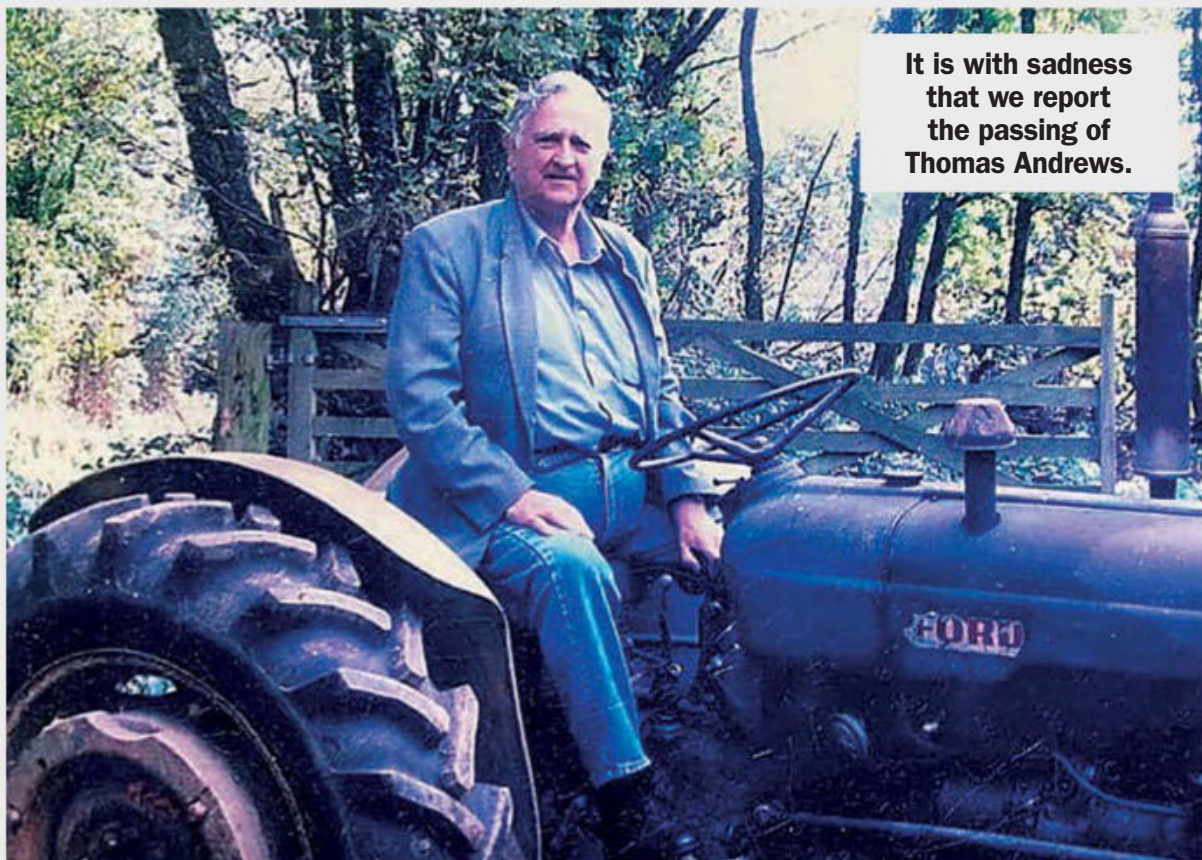
Tractors were also out in force at the Innishannon Rally, Co. Cork, Republic of Ireland, that weekend too. I normally attend this event, but with travelling problems as they are I didn't take up the organisers' kind offer this year, but look forward to attending next year.

The weather was not good on the Sunday, but on the Monday it changed and was dry. A sale was staged on the Monday that looks as though it has the potential to take off.

It was great to see the five JCB excavators taking part in the Platinum Jubilee pageant in London commemorating Her Majesty the Queen's 70-year reign, with the 1953 Fordson E1A Major Loader leading them all! They paraded down The Mall towards Buckingham Palace, past tens of thousands of cheering spectators that were lining the route.

Moving to the other side of the world and to New Zealand's South Island, where the New Zealand Vintage Machinery Club's monthly newsletter editor, Ginette Pethig, is retiring from the role having carried out the tremendous task for the last 15 years.

She started the job with her husband Neil, taking over from the Hubbards, and when her husband died in 2015 she continued to do the job, which could not have been easy for her. The club has



kindly sent the magazine to us each month and has kept Jayne and I in touch with all that's been going on at its Keating Park HQ and the rest of the preservation movement in New Zealand, which we very much appreciate. We wish Ginette all the best in her retirement.

Back to Cornwall now and the very sad news that on Monday 30 May Thomas Andrews (84) was killed in a tragic car accident. He came from a farming family and farmed at Trelasick Farm, Ladock, until the late 1980s, when he had a forced career change and moved away from farming.

This is when he joined the vintage tractor scene and was an early member of the Cornish Tractor Club. He created a vintage tractor registration business, working for clients all over the UK and for organisations like the Ford & Fordson Association in its early years.

He liked to make sure classic tractors featured safety cabs where they should, complying with legal regulations, and he also had a great passion to see tractors preserved authentically, including having age-related registrations.

As many of you may know, Thomas could accurately quote the history of many different tractors, just from their registration numbers.

Both Thomas and his wife, Liz, were privileged to have visited the DVLA a number of times and had travelled the length and breadth of the UK mainland with their Land Rover and caravan and in pursuit of rallies and vintage fairs. Thomas was also passionate about ploughing and served many years on various committees, which also took him around the country.

Thomas and Liz made many friends, and he was the man to go to in his area for tractor workshop manuals. On occasions he would commentate at various shows, including the Royal Cornwall Show. Through his efforts he welcomed the National Vintage Tractor Road Run to Cornwall, which was a very successful event.

He was a keen Ford man and will be very much missed by everyone in the preservation movement. We send our condolences to Liz and their family at this sad time.

Group Editor-at-large, Kelsey Media

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