

WIN



**A CLARKE PETROL
PRESSURE WASHER**

**WORTH
OVER
£300!**

September 2022

Tractor & MACHINERY



MF's V8 ARTIC

Nuffield No.2 saved!

**Expert team
restores oldest
known M4**

**HOW TO
STORE YOUR
BALER!**



**CLASSIC
COMBINES**

*Turning back the
clock for harvest*

PLUS...

County 1004 lives on!

The Deutz Intrac story
'70s concept for Europe



A lockdown Dexta!
Fordson finds its feet



An icon of a generation
What a Case IH 956XL offers



£4.30



Cavity Wax proven no. 1 in university test

See how Dynax-S50 compares to the competition after 2048 hours in hot salt spray chamber

(All panels right hand sides were solvent cleaned after testing to remove coating and reveal the condition of the steel.)

The most destructive and corrosive conditions threatening the long-term survival of your vehicle occur deep within its cavities, voids and hidden panels. For example; sills, chassis rails and door bottoms are always the first areas to succumb to the ravages of rust, and slowly but surely any steel bodied vehicle left untreated will literally disintegrate.

The conditions inside vehicle cavities are extremely hostile – normal paints and coatings applied to their interiors are quickly destroyed and they also fail to penetrate the vulnerable seams and spot-weld joints used to fix the steel sections together.

Wax injected into cavities after construction provides increased protection, but it must be designed for the purpose. Key features to be provided in any good cavity waxes are; high penetration, flexibility, resistance to temperature extremes, moisture displacement and high anti-corrosion protection.

Not all cavity waxes are equal...

You can see in the pictures to the right from Hertfordshire University's properly conducted trial, how Dynax-S50 dramatically outperforms well-known brands in aggressive salt spray trials.

For the full copy of this test, email us at sales@bilthamber.com and we'll be happy to email it to you.

Highly polar corrosion inhibitors increase Dynax-S50's performance. They'll happily attach themselves to pre-corroded steel, killing the corrosion and providing long-term protection to your car for many years to come.

Buy 4 or more **Dynax-S50** 750ml Aerosol cans for **£13.25 each**, saving 12%

You will also receive two free 60cm injection lances.
Buy 6 and receive 3 free injection lances, plus free shipping.
Available now on our website or by phone.

Also available in 5ltr jerrycan for £45.95

To order online, go to bilthamber.com, select 'anti corrosion' from the top bar, select 'view options' below Dynax-S50 and input quantity.

Carriage £5.95 on orders of less than £60

So whether you want to protect the new panels, repair sections on your classic or preserve the original structure of your old or modern car, you will not beat the superior performance of Dynax-S50.

Easy DIY application

Previously the DIY method of wax injection was at best hit or miss. It used to be extremely messy and a job to dread.

Supplied in a giant high pressure 750ml aerosol, complete with a 2 foot long injection lance, Dynax-S50 turns wax injection into a quick and easy, no hassle job, with results that will match professional injection equipment at a fraction of the cost. Dynax-S50 can be purchased in 5ltr containers too, for those with existing injection equipment.

Dynax-S50 is completely compatible with other cavity waxes and will form its highly anti-corrosive film when applied to other wax coatings.



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

Try Dynax-S50 absolutely risk free

We provide a full, no questions asked, money back guarantee with every product we manufacture.

So try Dynax-S50 and if you're not completely delighted by the unbeatable cavity protection you will obtain, please call us and we'll refund you in full.



DYNAX-S50



Competitor - 1



Competitor - 2



Competitor - 3



Competitor - 4



Competitor - 5



Uncoated

BILT HAMBER
LABORATORIES

01277 658899

For further products, visit our website
www.bilthamber.com

Tractor & MACHINERY

ISSN 2050-1552

Tractor & Machinery

Kelsey Media, 5 Yalding Hill,
Downs Court, Yalding, ME18 6AL

EDITORIAL

Editor: Scott Lambert

Tel: 01959 541444 E-mail: tm.ed@kelsey.co.uk

ADVERTISEMENT SALES

Talk Media Sales

01732 445325

info@talkmediasales.co.uk

Ad Production Manager: Nick Bond

Tel: 01732 445325

E-mail: production@talkmediasales.co.uk

MANAGEMENT

Chief Operating Officer: Phil Weeden

Publishing Director: Fiona Mercer

Chief Executive: Steve Wright

Retail Director: Steve Brown

Audience Development

Manager: Andy Cotton

Events Manager: Kat Chappell

Print Production Manager: Georgina Harris

Print Production Controller: Kelly Orriss

Subscription Marketing

Manager: Gill Lambert

CONTACT US

UK subscription and back issue orderline:

01959 543747

Overseas subscription orderline:

0044 (0) 1959 543 747

Toll free USA subscription orderline:

1-888-777-0275

UK customer service team: 01959 543 747

Customer service email address:

<https://help.kelsey.co.uk/support/solutions>

Customer service and

subscription postal address:

Tractor & Machinery Customer Service Team

Kelsey Media, 5 Yalding Hill,

Downs Court, Yalding, ME18 6AL

WEBSITE

Find current subscription offers and buy
back issues at shop.kelsey.co.uk/TMA

ALREADY A SUBSCRIBER?

Manage your subscription online at
shop.kelsey.co.uk/myaccount

DISTRIBUTION IN GREAT BRITAIN

Marketforce (Great Britain) Ltd

3rd Floor, 161 Marsh Wall, London, E14 9AP

Tel: 0330 390 6555

DISTRIBUTION IN NORTHERN IRELAND AND THE REPUBLIC OF IRELAND

Newspread Tel: +353 23 886 3850

PRINTING

Precision Colour Printing,
Halesfield 1, Telford TF7 4QQ

Kelsey Media 2022 © all rights reserved. Kelsey Media is a trading name of Kelsey Publishing Ltd. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received.

Any correspondence submitted to Kelsey Media may be published, our published assets include print magazines, digital editions, and our websites. If you would prefer that we do not publish your name and location (city), please state DO NOT PUBLISH at the end of your correspondence. See our Privacy Notice www.kelsey.co.uk/privacy-notice/ for full details.

The views expressed in the magazine are not necessarily those of the Editor or the Publisher. Kelsey Publishing Ltd. accepts no liability for products and services offered by third parties.

Kelsey Media takes your personal data very seriously.

For more information of our privacy policy, please visit www.kelsey.co.uk/privacy-notice/. If at any point you have any queries regarding Kelsey's data policy you can email our Data Protection Officer at dpo@kelsey.co.uk.



www.kelsey.co.uk

Welcome!

Hello and welcome to the September issue of *Tractor & Machinery*. It's been another slack period in terms of enjoying my own tractors, but very busy in terms of the magazine – more on that shortly.

The International 523 and 454 made the return journey back from the road run I mentioned in the previous issue, after being left at the start/finish point for a week or so, and although it was an enjoyable 10-mile drive back to the workshop, an issue arose in the form of an electrical problem with the 454.

I thought it was odd that it didn't start very well and it wasn't until it was pointed out to me that the flashing beacon slowed as the engine revs dropped that I realised that there was a potential problem. Time was tight, so an investigation was left for another day. This type of issue is frustrating, but not the end of the world!

In terms of *Tractor & Machinery*, there's been a lot going on – even more than usual! Events are coming thick and fast, which is great to see, and the number of auctions containing high-quality and

record-breaking lots continues to impress. Some of these lots we have seen before, but I'm amazed at home many 'new' tractors have surfaced recently.

Plus, you have been busy too. We continue to receive correspondence regarding restorations and acquisitions of interest, as well as your queries and thoughts on particular subjects, which is great. Please keep them coming.

As I have said before, on several occasions, we are very grateful for your input and I would like to extend my thanks once more for the contributions you make. Such input will be demonstrated in the next issue when we aim to share details of your classic combines in action, as part of what has been a very interesting harvest for many reasons.

It's interesting to hear comparisons being made between 1976 and 2022, but all I can say for sure is that I don't remember such a prolonged dry spell!

Until the next issue, all the best.

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



The quality of lots at recent auctions has been pleasing to see.
Photo: Peter Love.



Main cover image:
Restorer David Aylward aboard the Towndrows' 1948 Nuffield M4.
Photo: Peter Love.

SUBSCRIBE TODAY

Never miss an issue

and save money!

Turn to page 16 or visit the website:
<https://shop.kelsey.co.uk>



www.facebook.com/TractorAndMachinery



www.instagram.com/tractor_machinery_mag



www.twitter.com/TractorWorld

Contents

September 2022: Volume 28 Issue 11

10



22



46



Photo: AGCO.

37



FEATURES

ON THE COVER

10 INNOVATIVE INTRAC

Another machine celebrating its 50th anniversary this year is the Deutz Intrac. Jonathan Whitlam charts its evolution.

ON THE COVER

18 LOCKDOWN DEXTA

With time on his hands, Marcus Stephens decided to take the bull by the horns and restore a tractor that he had owned for more than 10 years.

22 HARVEST HEROES

The harvest field at the Weeting Steam Engine Rally & Country Show turned back the clock to the golden era of combines.

26 TRAILED TECHNOLOGY

IH's B-64 harvester thresher was produced for more than 10 years and offered a viable alternative to self-propelled machines.

ON THE COVER

28 CASE IH 956XL

What you can expect from a true icon of its generation.

32 ROUND BALERS

The 1970s ushered in the round baler technology that we see in today's machines.

ON THE COVER

37 NO.2 FINISHED!

Restoring the oldest known Nuffield is a task that not many would want to take on, but thankfully one team accepted the challenge.

ON THE COVER

46 CATERPILLAR POWER

A Massey Ferguson 1200 on steroids? Not quite, but the Caterpillar V8-powered 1505 did have some similarities. With the help of the AGCO archive we get up close with this beast from the 1970s.

50 WIN! A PRESSURE WASHER

No electricity? No problem! Answer one simple question and you could win yourself a petrol-powered pressure washer, courtesy of Machine Mart.

52 COUNTY OF SHROPSHIRE

Bob Weir admires a 1004 which, compared to the high-value lots at recent auctions, appears to represent an affordable route into County ownership.

SUBSCRIBE
Never miss
an issue and
save money!
SEE PAGE 16



REGULARS

7 NEWS

All that's happening in the world of vintage, classic and modern machinery.

16 SUBSCRIBE

Have *T&M* delivered to your door – stay safe and save money.

30 INBOX

If you've got something you'd like to share with us and fellow readers, please send us an e-mail.

42 BACK ISSUES

Missing a copy or spilled tea on an issue? Don't panic, here's how to get what you're looking for.

44 MODEL CORNER

New releases from Universal Hobbies in various scales.

56 OUT & ABOUT

Events from across the UK for you to enjoy.

79 TRACTOR MART

The latest auction reports and more classified ads for you to thumb through.

121 NEXT ISSUE

What you can expect to see in the October 2022 issue of *Tractor & Machinery*, on sale Friday 23 September.

122 LAST WORD

Peter Love's musings on the varied world of vehicle preservation.

WORKSHOP

64 780 RESCUE

Chocolate Brown gives way to Orchid White!

68 HOW TO STORE YOUR BALER

If you want your baler to work well next season, heed this advice.

72 EXPERTS' ADVICE

You've been sending in your questions and the *T&M* team aims to provide the answers.

74 KEEPING THE WHEELS TURNING

Routine maintenance is the best way to ensure your machinery performs well.

77 NEW PRODUCTS

More for your tractor and the workshop.

ON FARM DISPERSAL SALE

Of Vintage Tractors & Vehicles, Fergie Implements & Horse Drawn Implements.
Including - Carts, Wagons, Vintage Tractors, Implement Parts & Wheels

ON SATURDAY 24TH SEPTEMBER 2022 AT 11AM

On Behalf Of Messrs G W & A M Wharton, Green Rose, Crackentorpe, Appleby, Cumbria, CA16 6AF

Vintage Tractors & Vehicles:

Fordson F; Ferguson Brown (No. 440); Ferguson TE20 (Perkins); Ferguson TE20 (petrol); Ford Ferguson; Ferguson Industrial; Ferguson Vinyard; Ferguson Ted 4X4; Ferguson TEF; Ferguson Grey gold 35; Ferguson Red Grey 4 CYL 35; International Farmall A; International Farmall Hebard Shop Mule (very rare); Massey Harris 102 Senior; Allis Chalmers C; Allis Chalmers G; Allis Chalmers WC; Allis Chalmers WF; Allis Chalmers U; Allis Chalmers M; Austin Heavy 12 Car to Tractor Conversion; Dodge 50 series Truck; Dodge 50 series Camper Van.

The sale includes: 40 Fergie Implements; 100 Horse drawn implements including carts & wagon; 60-70 vintage parts & wheels



NO VAT • NO BUYERS • PREMIUM CATERING IN ATTENDANCE • IMAGES OF ITEMS CAN BE VIEWED ON OUR WEBSITE/FACEBOOK PAGE

All items are sold under farm sale conditions, i.e. strictly sold as seen. No guarantee.

AUCTIONEERS:

Penrith & District Farmers Mart LLP, Agricultural Hall, Skirsgill, Penrith, Cumbria, CA11 0DN
Office - 01768 864700, Andrew Maughan (Auctioneer) - 07717611952; Paul Gardner (Auctioneer) - 07552 589141

Loved by you
Totally understood by us.

Wherever life in your classic takes you, we're
here with you.



Call our UK team for a quote:

0330 162 0747

footmanjames.co.uk



Investor in
Customers
Gold 2021



All cover is subject to insurer's terms and conditions, which are available upon request. Footman James is a trading name of Advisory Insurance Brokers Limited. Registered in England No. 4043759 Registered Address: 2 Minster Court, Mincing Lane, London, EC3R 7PD. Authorised and Regulated by the Financial Conduct Authority. Telephone calls may be monitored or recorded. FP ADGE.2224.07.21

News

GOT A STORY?

THEN WRITE TO THE EDITOR:

Scott Lambert, Kelsey Publishing Ltd.,
The Granary, Downs Court, Yalding Hill, Yalding,
Kent ME18 6AL

EMAIL: tm.ed@kelsey.co.uk

IN BRIEF

UK registrations

The number of agricultural tractors registered in the UK was once again below both a year before and the seasonal average in July, according to the AEA.

Supply chain challenges, which are resulting in extended lead times, continue to constrain the number of machines being registered. The monthly total of 973 machines was just five per cent fewer than in July 2021 but was 17 per cent below the average seen in the previous five years.

The number of tractors registered in the year to date reached 7,393, six per cent down on January to July 2021 but still slightly above the average for that part of the year.

Old Timers

The Old Timer Tractor Rally, for pre-1950 tractors, took place on 6-7 August at The Parks, Woofferton, Shropshire, writes *Tony Macey*.

Pictured is Ken Owen on his P6-powered Fordson E27N in the working area, where tractor owners could help themselves to an implement to use in conjunction with their tractor.

More than 100 veteran tractors attended, as well as strong line-up of stationary engines.



Welsh run

Going from sea level to more than 1,000 feet in the hills overlooking Rhos-on-Sea, the Welsh National Tractor Road Run 2022 was

organised by the Clwb Tractor Dyffryn Conwy (Conwy Valley Tractor Club), writes *Anne Bates*.

The event was raising funds for four worthy charities all covering the vicinity of the club – Ty Gobaith Children's Hospice, the Wales Air Ambulance, Hosbis Dewi Sant (St. David's Hospice) and the Royal Agricultural Benevolent Institution.

The Covid pandemic-delayed event started from Dinarth Hall Camping & Caravan Site in Rhos-on-Sea, by kind permission of John Parry and family, on Sunday 19 June. The day dawned with a cool breeze and was slightly overcast, where the assembled participants were treated to a display from main sponsor, Huw Owen's Ynni Coed Cymru (Wood Energy Wales) 520hp Fendt 1050 and Mus Max Wood Terminator 11XLZ, which made the 20ft logs look like matchsticks going through the big chipper!

At 9.30am, after the official speeches by the Chairman of Conwy Council, Councillor Ifor Glyn-Lloyd and Welsh National Tractor Road Run co-founder John Bates, which ended with Gareth Lloyd presenting a bouquet of flowers to wife Beryl Lloyd for all her hard work, it was time for the off.

The tractors were led out on the route by Gareth Lloyd on his trusty IH B-414, followed by the furthest travelled participant, next year's NVTRR organiser Stewart Brise, with the only Zetor on the run – his two-cylinder 2011.



Out through the farmyard, down the crowd-lined Dinarth Hall Road, the tractors turned left onto Llandudno Road and towards Llandudno Promenade, where the holidaymakers on the prom stopped in their tracks to take in the spectacle!

Passing the funfair and big wheel, the tractors climbed up to the toll booth of the Marine Drive that circumnavigates the Great Orme (a peninsula made mostly of limestone and dolomite which are between 339 and 326 million years old) and took in the views over the pier and town, as well as their first view of the Rhyl Flats offshore wind farm.

The tractors encountered the first real test at the 1:6 climb of Ffordd Llyn Syberi, through part of the Bodnant Estate. Here committee member John Roger Edwards encountered a problem with his 1963 Fordson Dexta, which was challenged with fuel problems on the steep climb and had to be towed up by a big Ford 8630.

After refreshments and the raffle, the headed towards Old Colwyn and its west promenade. Continuing along the seafront, passing the remains of Colwyn Bay pier, the tractors made their way back to Dinarth Hall.

Gareth Lloyd and his team at the Clwb Tractor Dyffryn Conwy must be congratulated on the superb run they organised, to overcome all the obstacles thrown in their path relating to bureaucracy. This Run will be remembered for years to come, as it was worthy of its national status.

Journey to Net Zero

MONDAY 1 AUGUST MARKED

the launch of a £50,000 investment to support British agriculture in achieving its ambition to be net zero.

The Journey to Net Zero competition has been launched by the School of Sustainable Food and Farming (SSFF) and is supported by Bradford Estates, Harper Adams University, McDonald's, Morrisons, the NFU and Trinity Ag Tech and Trinity Global Farm Pioneers.

With a total prize fund of £50,000, the competition will award cash prizes of between £5,000 and £20,000 to fund scalable systems or processes which will help farmers to manage their businesses in a sustainable way.

The winners will be announced at the end of this year and their progress will then be tracked and publicised by *Farmers Guardian* throughout 2023 to spread their learning across the industry.

Harriet Wilson, agriculture and sustainable sourcing manager for McDonald's, said: "Net zero and the climate challenge is probably the biggest driver of necessity to change that we will face over the next 10 years and the inventive farming mind is well placed to come up with some of the solutions."

For more information about the competition and to enter, please visit: fginsight.com/NetZeroCompetition

IN BRIEF



Colin North reaches his destination!

Bourne to Ride

As reported in the June issue of *T&M*, we are pleased to announce that the 'Bourne to Ride' team have driven an Iseki SF 544 between Lands' End and John O'Groats to set a new Guinness World Record of four days, six hours, and nine minutes, beating the existing record by more than one day.

This is despite freezing nights, lashing rain and the efforts of waves of Scottish mosquitoes doing their best to thwart them! As Colin North, MD of Bourne to Garden, said: "There were times when I had to dig deep to keep going but I was determined to keep going for the good causes, The Kenward Trust, MNDA and the Masonic Charitable Foundation we were supporting. We got a lot of support from the general public."

Driving for a gruelling 20 hours each day, the only unscheduled mechanical stops during the 880-mile journey were to repair a puncture and tighten up a wheel nut. The trip generated significant media attention and to date the team has raised £15,000.

Run goes ahead

One of Shropshire's top tractor runs took place on 24 July at Batchcott Hall Farm, near Shrewsbury, writes *Bob Weir*.

The charity event was organised by tractor enthusiast Shaun Middleton. "The route takes in the beautiful Shropshire Hills, with a midway stop at a local pub for lunch," he explained. "I would like to thank owner Mrs Borlese for allowing us to host the event."

Despite some showers, the run attracted a good crowd. Proceeds will go to Cancer Research UK and the British Heart Foundation.

Model Tractor, Construction & Literature 2022 Autumn Show

The second of this year's Model Tractor, Construction and Literature shows is set to take place in Lincolnshire on Sunday 2 October.

The Spalding show is recognised as the largest gathering of its type for farm toy enthusiasts in Britain, attracting traders and enthusiasts from across the UK and Europe. You can expect to find a wide selection of obsolete toy tractors on offer, as well as the latest model releases from all the leading manufacturers.

Many model makers use the event as a platform to release new models. This offers a great advantage to the show visitors, who are able to purchase items not usually found at regular toy fairs, as well as many of the older or unique models unobtainable elsewhere.

The model tractor world has grown enormously in recent years and this is reflected in the show with new areas of interest such as dioramas. Several will be on display and they can be entered into a competition offering cash prizes for the best dioramas exhibited. The event will feature a small display of full-sized tractors, and as usual a limited-edition show model will be on sale during the day.

Toys and models are only part of the story because the event has grown in stature to become an important resource for collectors of tractor literature – a growing trend of interest – with all the major UK dealers in attendance. In fact, the scope of the show extends to all areas of tractor collectables; browse the hundreds of stalls and you will be surprised what you may find among the ephemera on offer.

There is also an opportunity to add to your library of tractor books and meet some of the authors at the same time.

The show will be held at the usual venue: the Springfields Exhibition Centre (just off the A16 bypass), Spalding, Lincolnshire. The centre offers excellent restaurant facilities and there is ample car parking. In addition, the Springfields Festival Garden shopping outlet will cater for those members of the family not interested in tractors! Set your sat-nav for PE12 6ET and you can add to your collection or just enjoy a brilliant day out among the world of miniature tractors!

Please contact Colin Boor for further details on 07710 321471, or visit the website: spaldingmodeltractor.com

Military service leavers

JOHN DEERE IS CALLING on former and soon-to-be ex-servicemen and women to consider joining its dealership network as Qualified Technicians.

With many transferrable skills, those with experience of military machines will be perfectly placed for a new career working with some of the world's most advanced agricultural and turfcare equipment.

Deere has announced that it will hold a free online careers event on 1 September, where attendees will hear from individuals who have transitioned from military service into the dealership network.

One speaker will be ex-serviceman William Foster who left the Army after 23 years' service and completed multiple operational tours including Kosovo, Iraq, and Afghanistan.

Upon leaving, he was faced with the prospect of securing new employment – a task further complicated by the first Covid lockdown beginning just four days after he left the services.

Although he didn't get the first job he originally applied for at John Deere, it did, however, make him more determined to pursue a career within the agricultural engineering sector and focus his attention on how to best achieve his goals.

"Not getting that job made me realise just how much I wanted to work with John Deere," William says. "I decided to own that dream, put a professional spin on it and see if I could turn it into my next full career."

He finally landed his ultimate job as an Agricultural Engineer at Ben Burgess in Oakham, Rutland.

**William Foster of Ben Burgess.**

"The similarities between this role and my career in the Army are uncanny," William says. "I look at the depot as my Forward Operating Base, the surrounding areas as my Area of Responsibility and the Enemy as being breakdowns to deal with. If you can fix a tank, you can fix a tractor."

JD is holding an online careers event for anyone who wants to find out more about the role of a Qualified Technician, working in either the turf or agricultural sector, on 1 September at 7pm. You can register for free via this link: <https://JohnDeereCareers.eventbrite.co.uk>.

H. J. Pugh & Co.

LEDBURY
01531 631122
www.hjpugh.com

LOWER PORTWAY FARM
SEDGEBERROW, WINCHCOMBE ROAD, EVESHAM. WR11 7UB

Genuine retirement sale for Alan Stow, well maintained, low hour
TRACTORS, COMBINE, FORK LIFT, LORRY,
IMPLEMENTS, TOOLS, BUILDING MATERIALS,



WEDNESDAY 31ST AUGUST 11am

FORDLEIGH FARM, URGASHAY, YEOVIL, SOMERSET. BA22 8HH

Important reduction sale of part of The Graham Holland Collection of
100 CLASSIC AND VINTAGE TRACTORS. VEHICLES. IMPLEMENTS.
AND LARGE QUANTITY OF SPARES. LITERATURE



SATURDAY 17th SEPTEMBER

HAZLE MEADOWS AUCTION CENTRE, LEDBURY

AUTUMN VINTAGE AND CLASSIC AUCTION STATIONARY ENGINES AND TRACTORS ALREADY CONSIGNED



SATURDAY 1st OCTOBER

Some further entries may be accepted

ALL AUCTIONS LIVE AND LIVE ONLINE. ILLUSTRATED CATALOGUE ONLINE.

OTHER AUCTIONS BEING ARRANGED ACROSS THE COUNTRY.
ALL ENQUIRES WELCOME 01531 631122 or howard@hjpugh.com

Innovative Intrac

Jonathan Whitlam turns the clock back as we celebrate the 50th anniversary of what was dubbed a new concept in tractor technology.

50 years ago, in 1972, the German tractor builder Deutz announced a new concept in agricultural tractors and simultaneously reinvigorated the idea of the 'toolcarrier'. In doing so Deutz completely flipped the accepted principles of conventional tractors on their head with a machine that not only featured front and rear linkages for mounting implements, but also a large load-carrying platform and forward driving position to produce something totally unique and what, in many ways, proved to be the first 'systems' tractor.

The idea of a multi-function tractor was not really new, since Deutz itself had first introduced the Multitrac toolcarrier 10 years earlier. This was the first of a

long line of Deutz toolcarriers with its engine mounted at the rear in the same style as those produced by rivals Lanz and Fendt and, to a lesser extent, the David Brown 2D. Lanz had entered this arena even earlier with its Alldog toolcarrier first seen in 1951, while Fendt had the most success – its first GT toolcarrier being introduced in 1953.

DEUTZ TOOLCARRIERS

Thus, Deutz was quite late to the game in the respect of toolcarrier-type tractors, and the Multitrac followed the already-accepted design principles of this type of machine – with a rear-mounted engine, driving position slightly ahead of the engine, or on top of it, and then a frame leading out to the front wheels, which

The rear load platform was ideal for the placement of various items, from 'trailer' bodies to fertiliser and seed hoppers and spray tanks. The weight was over the larger rear axle and wheels, thereby putting it where it was needed both in terms of weight distribution and traction.



were smaller than the front and provided the ability to turn, while the larger rear wheels drove the machine.

The frame out front gave the ability for attaching implements, such as hoes and drills, below the machine – giving the operator an unrivalled view of the work in hand, while another option was to fit hoppers, tanks or, more often, 'trailer' bodies on top of the frame – thereby producing a universal tractor capable of doing jobs in a way that a conventional machine was not able to do.

Deutz did not leave it at that though, producing another toolcarrier in the 1960s that was larger and more powerful,



A Deutz Intrac 2004A dating from 1980, seen in Devon after being fully restored by its owners.

with 39hp available and the added benefit of four-wheel drive through four equal-sized wheels. Sadly, neither machine made an impact in Britain, where only Fendt managed to gain limited sales of its toolcarrier tractors into the '90s, as the company continued to develop its machines to take in more modern features and increased size/power.

The other manufacturers, including Deutz, soon returned to conventional tractor designs. That is until 1972, when Deutz came up with its new spin on the toolcarrier idea.

For those who might not be aware, the Deutz tractor business has one of the

longest pedigrees of any tractor builder in the world, with the first Deutz tractor actually being built in North America in 1894 by a subsidiary of the German parent company. On home soil, a Deutz ploughing tractor was introduced in 1907 with other machines following, including a rather truck-like 40hp tractor, designed for both farming and forestry, that arrived in 1919.

A milestone was reached in 1927 with the first diesel-powered Deutz tractor: the 14hp MTH 222, and this marked the start of the true Deutz tractor lineage.

In 1938, a large merger saw Deutz become part of the conglomerate KHD,

the letters denoting Klöckner-Humboldt-Deutz, with tractor and diesel engine production being prioritised, resulting in a succession of successful and popular tractor models after WW2 – the Deutz air-cooled diesel engines proving extremely reliable and long-lasting.

KHD bought German farm machinery manufacturer Fahr in 1968, bringing a successful line of implements into the group, along with combine harvesters, but it would take until 1981 before the Deutz-Fahr name would be adopted for the farm machinery side of the business.

Deutz tractors had been offered in the UK since 1961, although it was with the ➤

HISTORY

appointment of Watveare Overseas Ltd. as distributor in 1974 that really saw the green tractors from Deutz begin to become more well known within the British Isles.

FIRST GENERATION

Back to the early '70s now and Deutz was enjoying growing success with its 06 Series of tractors when the announcement of something completely different came with the launch of the Intrac in 1972.

The Intrac 2002 was certainly a very different looking machine, with its spacious cab front mounted over the smaller front wheels and engine with a load platform behind the cab and three-point linkage mounted to both the front and rear.

The rear wheels were larger and provided drive and the cab was fitted with large areas of glass allowing for excellent all-round vision from the

driving seat, especially of any front-mounted implements.

A Deutz three-cylinder, air-cooled diesel engine provided the 50hp to power the tractor and drove through an eight forward and four reverse synchromesh transmission, giving smooth shifting through the ratios. This first version was produced up to 1974 when it was replaced by a very similar, but more powerful version.

The replacement was the second version of the Intrac, called the 2003. Even the standard specification of this interesting four-cylinder machine included front and rear power take-off, as well as the front and rear live hydraulic linkages that incorporated top-link sensing for draft control.

Power-assisted steering was also standard, giving the already very manoeuvrable design an easy-to-drive functionality. The power steering was more of a necessity on the 2003A, which

was a four-wheel drive version of the tractor, although the front wheels were still comparatively small so that they would fit beneath the superstructure of the front-mounted cab.

As the Fahr side of the company was already producing a wide range of farming implements, it was an easy task for KHD to design bespoke implements for the Intrac as well as repurpose some it was already producing.

From the beginning, in 1972, the Intrac was part of a system with implements available including mowers, hay turners, drilling units, cultivators, combination drills, precision planters, sprayers and fertiliser broadcasters. The result was an integrated system that made full use of the innovative design of the Intrac and made it a useful machine all year round.

Progressive farmers straight away saw the advantages that the Deutz Intrac could offer, especially for those growing



Left: As well as front and rear-mounted implements, units designed to fit the rear load platform were at the heart of Intrac-System 2000.



Intrac 2006 used a six-cylinder engine and hydrostatic transmission. It was not a commercial success.



Equal-sized wheels and a new, larger cab gave these new tractors a very imposing look

The front cover photograph of an early brochure for the original Intrac 2002.

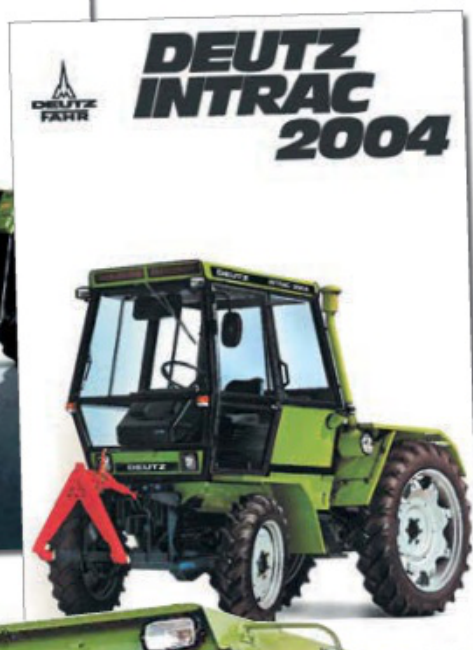


a variety of crops that needed inter-row work to be carried out. The front-mounted cab gave excellent visibility and was ideal for this, while the rear load platform was perfect for seed hoppers, fertiliser spreader bodies or spraying tanks – allowing this versatile machine to be able to drill, cultivate, feed and treat all sorts of growing crops in a way that was much more efficient than a conventional tractor.

When it became available in Britain in 1975, the Intrac 2003/2003A caused a great deal of interest and was the subject of much discussion within the industry and although sales did result, it proved not to be as successful as on the Continent and the conventional tractor continued to reign supreme in the UK.

The 2003/2003A remained in production up to 1979, despite being effectively replaced by a new model in 1978. The improved Intrac 2004 and 2004A came with more power thanks to

In 1987, while the Intrac 2004 was remarkably still in production, a third generation of Deutz-Fahr Intrac machines was launched. The 6.30 model was the middle member of this new trio.



Far left: The final versions of the Intrac were produced under the Trac-Technik banner – a joint venture between Deutz-Fahr and Mercedes-Benz.

Left: A brochure for the Intrac 2004 shows just what great forward vision was provided by the front-mounted cab; ideal for using front-mounted equipment such as mowers or inter-row cultivators.



Retaining the 2002's Deutz-built cab, the 2003 looked remarkably similar to its predecessor. Image: SDF.

a 70hp Deutz diesel unit, still air-cooled, and a more useful transmission that gave an increase in available speed ranges to meet needs in the field and on the road.

The major change included the use of a Sekura-built cab, rather than a Deutz unit, that could be tilted to the side for better access to the engine. Unfortunately, as it was used on conventional tractors too, the door was positioned at the front, which made entry/exit on the Intrac rather tiresome.

Despite the changes, the basic design remained the same as before and perhaps that was why sales remained fairly limited. Farmers were becoming more and more used to powerful tractors with engine outputs increasing all the time, and even at around 70hp the Intrac was not a huge machine when 80-90hp

was then becoming the most prevalent sector of the market, increasing to 100hp by the end of the 1980s.

This left the Intrac rather behind in terms of versatility and perhaps put some prospective purchasers off the machine. Nevertheless, the 2004 remained on the price list for the longest time, production not finishing until the late '80s – after being sold as the Deutz-Fahr Intrac from 1981.

SECOND GENERATION

The issue of ever-increasing power in farm tractors had not been lost on Deutz and as early as 1974 a more powerful version of the Intrac, fittingly numbered the 2005, arrived in 1974 followed by the 2006 the following year. These were much larger, physically, than the ➤

BASIC SPECIFICATION: Intrac (1972-91)					
Model	Engine	Cylinders	Power	Transmission	Weight (4WD)
2002/2002A	Deutz 2.8-litre	3	50hp	8 fwd, 4 rev	2,690kg
2003/2003A	Deutz 3.8-litre	4	60hp	8 fwd, 4 rev	3,200kg
2004/2004A	Deutz 3.8-litre	4	70hp	12 fwd, 4 rev	3,500kg
2005	Deutz 4.7-litre	5	85hp	Hydrostatic (two range)	3,900kg
2006	Deutz 6.1-litre	6	116hp	Hydrostatic (two range)	4,950kg
6.05	Deutz 5.7-litre	6	98hp	20 fwd, 5 rev	4,900kg
6.30	Deutz 6.1-litre	6	115hp	30 fwd, 10 rev	6,230kg
6.60	Deutz 6.1-litre	6	150hp	30 fwd, 10 rev	6,300kg

Right: This 1983 Deutz-Fahr Intrac 2004, owned and restored by the Lloyd family, was crowned Show Champion at this year's Tractor World Spring show. Photo: Scott Lambert.



earlier Intrac machines and were equipped with equal-sized wheels, although the same principal of forward-mounted cab and rear load platform, plus three-point linkages front and rear, remained.

The 2005 was the only such machine to be fitted with a Deutz five-cylinder engine, producing around 80hp, while the larger 2006 was powered by a 116hp, six-cylinder, air-cooled Deutz engine. These bigger Intrac machines looked like the answer for those that required more power and were fitted with an advanced hydrostatic transmission giving an infinite number of forward and reverse speeds.

This futuristic addition proved to be these tractors' downfall however, as it made them unsuitable for any sort of heavy draft work and sales were not very forthcoming. Production of both models apparently finished in 1975, the same year that the 2006 was introduced! This makes them the rarest of Intrac models.

The hydrostatic transmission gave the advantage of an infinite number of gears, but the technology was not yet at a stage that could allow for a tractor so equipped to remain as fully versatile as one equipped with a mechanical gearbox.

It would take until the late 1990s before the likes of the Fendt Vario and Steyr CVT

gearboxes took the best of hydraulic and mechanical units to make truly infinitely-variable transmissions a reality.

LAST OF THE LINE

While the Intrac 2004 soldiered on as the only Intrac model after 1979, Deutz-Fahr did not want to give up on the idea of a larger version and went back to the drawing board to unveil a new, three-model range of larger Intrac machines in 1987.

Once again the basic concept remained the same, but equal-sized wheels and a new, larger cab gave these new tractors a very imposing look. All were powered by Deutz six-cylinder engines, the smallest being the 6.05 with its 5.7-litre unit producing 98hp and driving through a mechanical, 20 forward by five reverse transmission – the lessons of using a hydrostatic transmission having been learned!

Both of the larger models shared a 6.1-litre Deutz engine with power outputs of 115hp for the Intrac 6.30 and 150hp on the flagship 6.60 model, making the latter the largest Intrac built. These two models also shared the same transmission, sourced from ZF, capable of a top speed of 25mph (40kph). Despite the front wheels being as large as the rear, front steering was still retained and

the design was such that a respectable 50-degree lock was possible.

Although the new range proved much more successful than the original mid-1970s higher-power Intrac machines had proved to be, the 6.05 apparently only remained in production for about a year, while the 6.30 and the 6.60 both bowed out in 1989/90, the same time as another 'systems' tractor also ceased production: the MB-trac.

This was perhaps not as much of a coincidence as it may seem, as the last big series of Intrac machines was actually part of a joint exercise between Deutz-Fahr and Mercedes-Benz, the latter being the builders of the MB-trac from 1972, the same year as the first Intrac made its debut.

The sales company set up by the two German manufacturers in 1987 was called Trac-Technik-Entwicklungsgesellschaft (TTE), and although the exact reasons for the ceasing of production is up for debate, it was most likely a combination of lower sales than expected and the fact that Mercedes-Benz had decided to stop its involvement in agriculture with the end of MB-trac production (concentrating on the Unimog).

The result was the very short lifespan of these later Intrac models and also, nowadays, a chronic shortage of spare



parts to keep the ones that were built running. It seems that six of the larger tractors were sold in the UK, but it is very doubtful that many are still around today, most probably having been sold back to Germany.

UNIQUE CONCEPT

The Intrac had been a very brave attempt to bring something new into the agricultural tractor world and it worked! The MB-trac, a more conventional take on an agricultural tractor with a higher top speed and equal-sized wheels, which shared the idea of front and rear linkages and a rear load platform with the Intrac, was much more successful – but even this design was abandoned in 1991.

It seems that there is some resistance to the idea of a speciality tractor, even one as versatile as the Intrac, and farmers stay safe with conventional designs. Fendt even stopped making toolcarriers in the late 1990s and its new systems tractor, the Xylon, only lasted a few years.

Claas has had more success with the

high-powered Xerion, but that has changed from the initial concept of a 'systems' tractor and is now more of a base unit for tankers and spreaders, or a fairly conventional high-horsepower prime mover.

The Deutz Intrac may have disappeared from the farming scene in terms of being built, but many are still to be found in use throughout Europe, particularly in Germany where many family-run farms find it ideal for the majority of tasks around the farm, while others use it as a semi-permanent base for sprayers or seeding units.

50 years ago the Intrac first saw the light of day. It was a clever idea and one that was successful up to a point. In the end, conventional tractor designs won the day, but I cannot but feel a bit as though we have a much less interesting array of machines in modern agriculture today because of this. Maybe alternative fuels and a reassessment of farming practices will lead to a version of the Intrac making a comeback. Who knows? After all, anything's possible! ■

BRITAINS

New 2022 Autumn Winter Lines

New Holland Big Square Baler 1290 Plus

OUT
SEPT



Valtra Q305

OUT
OCT



Massey Ferguson 6S.180

OUT
OCT



John Deere X9 1100 Combine (75th Anniversary Limited Edition)

AVAIL.
NOW

+14yrs



PRESTIGE[™]
COLLECTION

John Deere 9RX 640

+14yrs

OUT
SEPT



@BritainsFarmToys

Facebook.com/BritainsFarmToys

Find all retailers here:

www.britainsfarmtoys.co.uk



HOW TO ORDER:

Offer 1: PRINT EDITION Complete the order form below

Offer 2: DIGITAL EDITION shop.kelsey.co.uk/TMA321

☐ **YES** I would like to subscribe to Tractor & Machinery

YOUR DETAILS

Mr/Mrs/Miss/Ms Forename

Surname

Address

Postcode/Zip code

Country Mobile

Email

IF DELIVERY ADDRESS IS DIFFERENT, COMPLETE BELOW

Mr/Mrs/Miss/Ms Forename

Surname

Address

Postcode/Zip code

Country Mobile

Email

We may wish to contact you regarding our special offers that we believe would be relevant to you. Please tick the boxes below to tell us all the ways you would prefer to hear from us. ☐ Email ☐ Post ☐ Phone ☐ Text message. We will not pass your details on to third party companies.

BEST UK DEAL - SAVE 29%

☐ I wish to subscribe by direct debit payments of **£39 for my first 13 issues (saving 29%)**. I understand that my subscription will continue at **£45 thereafter**, with payments taken every 12 months, unless I write to you to tell you otherwise.



Instruction to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

Postcode

Account Name

Sort Code Acc. No

Signature Date

Originator's ID number

8 3 7 3 8 3

Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd and, if so, details will be passed electronically to my Bank or Building Society.

PAY BY CHEQUE / DEBIT / CREDIT CARD

☐ **UK: 13 issues (1 year) at £47.00, saving 15%**

☐ **USA/EUROPE: 13 issues at £69**

☐ **REST OF WORLD: 13 issues at £76**

☐ I enclose a cheque made payable to Kelsey Publishing Ltd (drawn from a UK bank account)

☐ Please debit my: ☐ Visa ☐ Visa Debit ☐ Mastercard

Card no / /

Security no Valid from / Expiry date /

Signature Date

(UK ONLY) PLEASE SEND COMPLETED FORM TO:
FREEPOST KELSEY MEDIA

(INTERNATIONAL ONLY) PLEASE SEND COMPLETED FORM TO:

Tractor & Machinery subscriptions, Kelsey Media,
The Granary, Downs Court, Yalding Hill, Yalding,
Maidstone, Kent, ME18 6AL, UK

PHONE TOLL FREE FROM USA: 1 - 888-0275

INTERNATIONAL ONLY: 0044 (0) 1959 543 747

Here at Kelsey Publishing we take your privacy seriously and will only use your personal information to administer your account and to provide the products and services you have requested from us. We will only contact you about our special offers via the preference you have indicated above and you can update these at any time by emailing us at subs@kelsey.co.uk or by calling us on 01959 543 747.

Great reasons to subscribe...

- Never miss an issue
- Free delivery direct to your door
- Be the first to read new content
- Save money on shop prices

OFFER 1 Digital Edition

Pay just £39 for 13 issues



THE WORLD'S BEST-SELLING TRACTOR MAGAZINE

SUBSCRIBE TODAY

and save up to 29%



OFFER 2 UK Print Edition

13 issues for £39*

3 EASY WAYS TO ORDER

1 Online shop.kelsey.co.uk/TMA321

2 Post fill in the form and send to:
FREEPOST KELSEY MEDIA

3 Call the hotline on 01959 543 747
Hotline open: Mon-Fri 8.30am-5.30pm

*UK direct debit print offer only. Pay just £39 (saving 29%) for 13 issues. Thereafter, rates will increase to £45 per annum, debited annually.

Lockdown Dexta

Joseph Lewis discovers the story behind a young restorer's first tractor project.



Marcus, from Ilchester, was the 2022 recipient of the Westcountry Magpie Cup, in memory of Dennis Holland. Pictured are Dennis' grandsons Dan (left) and Charlie (right), with Marcus. Photo: Jemma Marsh.



Marcus Stephens, from Ilchester, was the 2022 recipient of the Magpie Cup for his newly-restored 1960 Fordson Dexta at his local rally, Abbey Hill, at Yeovil Showground over the early May bank holiday.

The Westcountry Magpie Cup is awarded by Dan and Charlie Holland in memory of their grandfather Dennis Holland – also known as ‘The Westcountry Magpie’.

Dennis was a collector of rural bygones and vintage tractors, predominantly International Harvester models, and became a local television personality. He is fondly remembered by his family and many friends and something of his character lives on in the cup that bears his name.

The Westcountry Magpie Cup is awarded to a long-time supporter of Abbey Hill, a notable new restoration or a combination of both, often catching Dan and Charlie's eye. Marcus was a fitting recipient as he has attended Abbey Hill for many years with his parents, Alan and Jackie, often driving Alan's 1962 David Brown 990.

Marcus has also built upon this foundation by taking on the role of Horticultural Steward at South Somerset Agricultural Preservation Club's annual Yesterday's Farming rally and at West Dorset Vintage Tractor and Stationary Engine Club's annual rally at West Bay, near Bridport.

Dan and Charlie also praised Marcus for completing the restoration and painting of his Fordson Dexta himself, in very ‘home grown’ conditions and as his first agricultural tractor. Significantly, Marcus has completed several restorations of stationary engines and horticultural tractors. He is widely regarded as a restorer of Lister stationary engines, exhibiting at the recently-opened Lister stationary engine area at the agricultural museum at Bicton Gardens, East Devon.

Marcus and Alan have also saved and restored several horticultural tractors, including a rare Gravely 430 manufactured in the USA and are authorities on the MSW, often assisting a certain local tractor magazine contributor!

Marcus brought this engineering experience and knowledge to the restoration of his Fordson Dexta. He started an apprenticeship in 2007 at

Brooksby Melton College on a land-based service engineering course. This showed a level of commitment as this was while on block release from work.

“I purchased the 1960 Fordson Dexta live drive, registration OPR 140, in 2009 from a family member who bought it from a friend of his and was planning to restore it, but didn't get around to doing it,” explained Marcus. “I was looking for a small tractor to restore myself and I wanted something a little bit faster on the road and lighter to transport around, as I had been using my dad's 1962 David Brown 990.

“My Dexta was supplied new to a farm near Wincanton, Somerset, and originally fitted with a MIL loader. It was a non-runner in need of an engine rebuild and restoration.”

Thus began an extensive and detailed project that led Marcus to become closely associated with his Dexta in unpainted condition.

“I removed the cylinder head and could see straight away that the engine needed new liners and pistons,” continued Marcus. “The engine had to be completely stripped and I took the block to a local engineering company to get new liners fitted and

**Marcus Stephens
with his 1960
Fordson Dexta and
father's 1962 David
Brown 990.**



machined out, the crankshaft reground, plus the head and block skimmed. I then re-assembled the engine, fitted new clutch plates, as the clutch was stuck, and refitted the engine to the tractor."

PROBLEMS

With the engine up and running, problems came to light in the form of the gearbox jumping out of low range and the hydraulics not working properly. Marcus drained the back end oil to find ball bearings dropping out with the oil.

"Removing the top cover revealed the broken up bearing on the gearbox output shaft and damaged splines on the pinion shaft," commented Marcus. "The PTO shaft bearing housing was broken, probably due to a PTO shaft that was too long used at some point, which had been shunted. I obtained a second-hand gearbox and used the parts required to rebuild my original gearbox. I then freed off the hydraulics, fitted new seals and gasket to the top cover."

New tyres were fitted and Marcus had a mechanically-sound tractor. Cosmetically, the Dexta looked rather tatty as the paint was red oxide, brush painted on and peeling off in places. The tin work also

showed signs of rust. However, Marcus enjoyed his project like this for a few years at rallies and at a couple of ploughing matches.

In 2020, Marcus decided to tackle the paint work. He had completed most of the mechanical work to the tractor long before the Covid-19 pandemic, but he had been putting off the cosmetic side of the restoration as he did not really have the facilities to carry out painting work.

"I had purchased all the paint a couple of years ago and had the majority of bits needed before Covid struck, concluded Marcus. "Without any rallies and not being able to socialise, I had the spare time at home to get on with it and complete the project. It was all done in a lean-to barn with soil floor. I was determined to do the whole

job myself and work with what I had and I am very pleased with the end results.

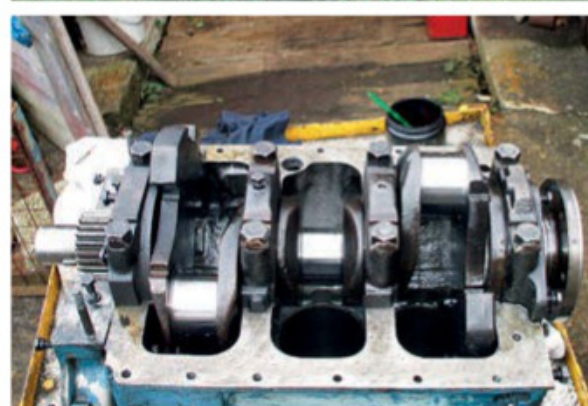
"In the process, I stripped the Dexta back down to the chassis and resprayed it. I also repaired the bonnet top and fuel tank and then replaced the front cowl and the mudguards. I then carefully reassembled the main parts back on to it and rewired the tractor to get everything working properly.

"I finished the tractor in February 2021, but had to wait until January 2022 to show the finished tractor for the first time at the Somerset Vintage & Classic Tractor Show."

Now Marcus has his Fordson foundation, he can build for the future, while continuing to reflect on his many existing achievements with stationary engines and horticultural tractors, especially as we have heard that he has just acquired a Fordson N! ■



**First test run without bonnet or mudguards.
Photo: Marcus Stephens.**



Clockwise (from top): As found in 2009 – the 1960 Fordson Dexta (OPR 140) was fitted with a MIL loader. The Dexta was supplied new to a farm in Wincanton, Somerset. Tin work re-sprayed. Primer goes on! The re-ground crankshaft in place. Photos: Marcus Stephens.

REVIEWS



Reviews

ULTIMATE TRACTOR POWER

200+ pages
£34.95 + postage
www.gibbardtractors.co.uk

It's hard to believe that 22 years have passed since Peter D. Simpson produced *Ultimate Tractor Power* (volumes 1 and 2) – a definitive work on four-wheel drive articulated tractors of the world. *Volume 3* continues the story, looking at the high-horsepower, four-wheel drive articulated machines currently produced around the world and adds a unique section on rubber-tracked machines, both articulated and rigid framed.

The North American giants, Case IH, Challenger, John Deere, New Holland and

Versatile, have maintained their presence on the global market, but a major newcomer to the market is Rostselmash, based in Rostov-on-Don in Russia, with its wheeled and four-track articulated tractors.

As more manufacturers in the high-horsepower market introduced machines fitted with four rubber tracks; the development of the rigid-frame tractor with two rubber tracks has also grown. This chapter features such great names as Caterpillar, Challenger (Fendt), Claas and Waltanna to name but a few.

This past 20 years tractor power has increased at an alarming rate, as has the production of tractors designed to carry two rear tracks instead of rear wheels, with some manufacturers going even further by producing a rigid-frame, four-track tractor. The final chapter looks at Case, John Deere, New Holland and Claas.

Ultimate Tractor Power volume 3 features more than 200 pages of informative text with numerous data and specification charts, as well as high-quality colour photographs throughout.

For further details, please contact Pete at lindoe.publish@gmail.com or visit Gibbard Tractors' website to order your copy. The company is the sole supplier of this new publication. ■

VTS
Quality Parts for New & Old Tractors

- ✓ 12 Months Warranty On All Parts
- ✓ Express Delivery
- ✓ Free UK Postage On Orders Over £125 Ex VAT

Buy Online

Order By Phone

Visit Our Shop

TRACTOR PARTS FOR:

- Allis Chalmers
- David Brown
- Ferguson
- Fordson
- Ford
- International Harvester
- John Deere
- Massey Ferguson



**RING FOR YOUR
2022 PRICELIST**

VISIT OUR
WEBSITE



T: 01455 556784 E: sales@vintagetractorspares.co.uk
vintagetractorspares.co.uk

Shop Opening Times: Mon - Fri 9.00 - 17.00, Sat 9.00 - 12.00
Manor Farm, Park Lane, Walton, Lutterworth, Leics, LE17 5RQ

CAMBRIDGE VINTAGE SALE

THE SALEGROUND, SUTTON, ELY, CAMBS, CB6 2QT

ONLINE
BIDDING AVAILABLE

LIVE AUCTION SALE OF VINTAGE & CLASSIC TRACTORS, STEAM ENGINES,
MOTORCYCLES, CLASSIC COMMERCIALS AND CLASSIC CARS



1919 Overtime Model N



1918 Alldays General Purpose Tractor



1918 Bates Steel Mule

Already consigned: 1918 Alldays & Onions General Purpose, 1919 Overtime Model N, 1918 Bates Steel Mule Model C, 1917 Wisconsin Model E, Illinois Super Drive, Austin (French), Ransomes YLDA 3furrow plough

FRIDAY 21ST & SATURDAY 22ND OCTOBER 2022

Catalogues available £17 by post from the auctioneers two weeks prior.

On instructions from PM Peake due to the sale of the farm

GOLD MANOR FARM, PYRTON, WATLINGTON, OXFORDSHIRE, OX49 5AY

AUCTION SALE OF AGRICULTURAL AND CLASSIC TRACTORS, COMBINE HARVESTER, LOADERS, IMPLEMENTS AND MACHINERY



Tractors: 2004 John Deere 6920S (4,883hrs), 1996 John Deere 6600, 1992 John Deere 4755, 1974 County 1004FC, 1983 John Deere 4240S, 1977 County 1174 timber crane, 1992 Renault 90-34, 1986 Renault 133.14, John Deere 4020, Massey Ferguson 175 Multi-Power, Fordson E1A Major, Track Marshall 70, Ford 5000 4wd. **Combine Harvester:** 2005 New Holland CR980 30ft cut. **Loaders:** 1999 Caterpillar TH62, 1979 Manitou MB25C, 1978 JCB 3D III. **Also:** 1991 Alanco Sprayranger, 2011 Kverneland accord TS EVO 6000 drill 6m, Amazone ZA-M MaxiS fertiliser spreader, cultivators and trailers etc.

TUESDAY 27TH SEPTEMBER 2022 AT 10.00AM

Catalogues available from the auctioneers two weeks prior.

Harvest heroes

Peter Love reports on the sights and sounds of the Weeting Steam Engine Rally & Country Show's harvest field on 15-17 July.

One of the most underrated things about the superb Weeting Steam Engine Rally & Country Show is the harvest field. Amongst the highlights this year was Steve Carter's Kilmarnock-built Massey-

Harris-Ferguson 780 Special, which left the line in July 1958. The Special signified that the combine had independent reel adjustment from the driver's seat, hydraulic table lift and hydraulic speed control.

The 780 was the most popular combine in Great Britain in the 1950s with M-H-F

said to have up to 90 per cent of combine sales at this time. When advertised in November 1953, ready for the December Smithfield Show, it would cost you £1,475-0-0 retail to buy, but with discount for the 1954 season was down to £1,386-10-0. British farmers took to it, having sampled the magnificent M-H 21

Steve Carter and his magnificent 1958 Massey-Harris-Ferguson 780 Special.



Tough work in the heat of the day for David Philby and Gemma Johnston on the 1957 Massey Ferguson 735.



In 1950 there were as many as 10,000 combines already working in Britain, but that would increase to 50,000-plus by 1960

and its derivatives. In 1950 there were as many as 10,000 combines already working in Britain, but that would increase to 50,000-plus by 1960.

This example was purchased by Steve Carter in 2013, from Jimmy Drew, who had used it on this site for a number of years, before it ended up in the bushes. The restoration for this truck technician has been a relatively easy one, particularly as the Perkins L4 diesel engine was in reasonable condition. These photographs were taken on the combine's second run since its transformation by Steve, where it was working in the winter barley.

Steve's interest in this type of combine stems from his father having one on the farm when Steve was a boy.

There were at least 30 acres here for the crews to cut over the three days and

further down the line was a 1957 Kilmarnock-built Massey-Harris-Ferguson 735 combine, belonging to David Philby and with Gemma Johnston operating the bagging section. "It was new to Lincolnshire," David explained, and has been in his collection for five years ago. It was going well.

These 'baby' 735s need some skill to handle properly, particularly concerning the manual control of the header. David was making it look straightforward and the Newage-Austin four-cylinder engine was running well.

In reserve was Robert Pratt's 'work-in-progress' MF 735 which he has owned for six years. It has needed various bits to get it there, but it improves every time Robert has it out. A six-foot cut, bagger-type combine like this had a retail price of £935-0-0 in November 1957. ➤

POPULAR MACHINE

The ever-smiling Joe Fuller was present with his early International B-275, featuring a rebuilt engine, that he had coupled to his IH B-64. This is a 'work-in-progress' machine, but was going well and a nice example of a 'harvester thresher' that was popular with smaller farms throughout the 1950s and '60s.

The six-foot cut was appreciated, but they did rust away quite quickly – which explains why there are not many around

today. Those that are have often needed major metal repairs, particularly in the drum area.

Catching the eye of many visitors was David and Malcolm Mycock's 1947 Allis-Chalmers All-Crop 60 harvester. This is a British-assembled example, produced at Totton, Southampton, and features the B-125 power unit with its famous dust guard at the front end. It was supplied by Ratford & Brown Ltd., The

Garage, Six Mile Bottom, Cambridgeshire, and has been rebuilt from a wreck by the father and son team. Malcolm is well known for his coal deliveries at this show with his famous Bedford J-type truck, registered FEW 280D, which the family is rebuilding at this moment.

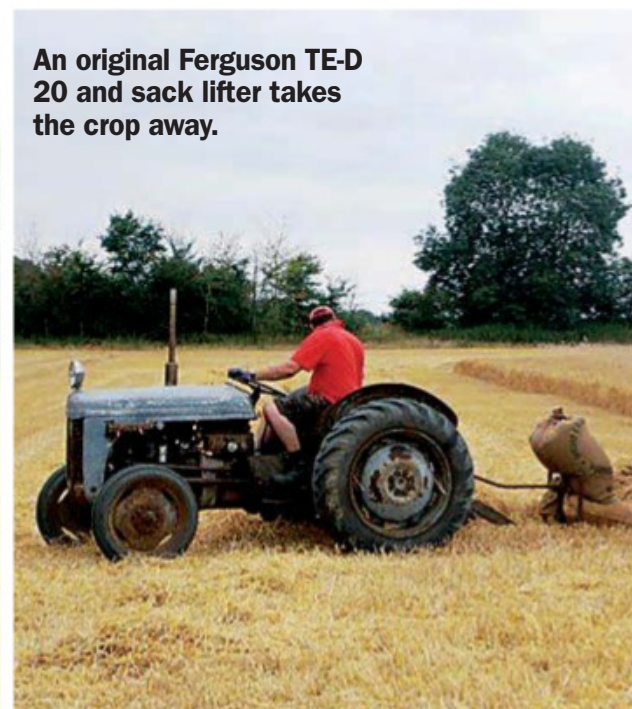
The All-Crop 60 was rebuilt from the chassis up and completed in 2019. It was working spectacularly at Weeting. Incredibly, Allis-Chalmers made 176,916



A 1941 Allis-Chalmers B, with rear wheel weights, in action with an A-C All-Crop 60.



An original Ferguson TE-D 20 and sack lifter takes the crop away.



Working well was Joe Fuller's IH B-64 harvester thresher, which could be specified with bagging platform or grain tank, and either PTO power or an Armstrong-Siddeley 14/22 diesel engine.



This is a 'work-in-progress' machine, but was going well and a nice example of a 'harvester thresher' that was popular with smaller farms throughout the 1950s and '60s



Robert Pratt's Massey Ferguson 735 is a work-in-progress machine and coming on well.



of the basic design from 1935-49 and it is classed as the first successful production lightweight combine made in the world. There are some differences between the UK and American models.

Around 75,000 examples of the 60A model were made from 1950-53 before the 66 model was introduced, but hardly

any of these came to the United Kingdom.

To cap it all, the All-Crop 60 grain bags were taken away by an original Ferguson TE-D 20 with a sack lifter. It's certainly a rare sight to see one in action.

The harvesting section was a hidden gem at this superb show! ■

Trailed technology

International Harvester's B-64 harvester thresher brought affordable harvesting within reach of many. Scott Lambert looks at some of its features.

Although the B-64 harvester thresher is often associated with the tractors of the 1960s, the reality is that it had its roots firmly in the 1950s. The first few dozen examples were produced by the International Harvester Company of Great Britain in 1952, at the same time as the BM and BMD tractors were rolling off the assembly line.

The beauty of such a machine was that in its early days it enabled farmers to become less reliant on contractors to thresh their crops, and as time went on it remained relevant because it was often a more appealing option than a self-propelled machine – which were often expensive and useful for a short period during the year, unlike the motive force for a PTO-powered B-64.

At the front of the canvas conveyor was a reciprocating cutter bar with a working width of 72in (1,829mm) that could cut the stubble as short as 2in

(51mm), and a six-bat reel that could be adjusted both vertically and fore and aft. Each bat could be adjusted for pitch and various sprockets were provided to enable reel speed to be altered from 19-29rpm.

A crank, within reach of the tractor seat, enabled the reel to be raised or lowered, and a lever at the side of the 'feeder' released the tension on the canvas. The other elements that the driver could control from the tractor seat included a crank for altering the cutting height and, where applicable, the control rod for the engine clutch.

Once the crop had travelled up the canvas conveyor it reached a box-type feed beater, mounted on self-aligning sealed bearings. The rasp-type threshing cylinder, 64½in (1,638mm) in length and 15¼in (387mm) in diameter, then separated the grain from the straw, allowing the grain to pass through the concave beneath and onto the shaker unit – comprising a grain pan, sieve and chaff extension.

A second cylinder beater, similar in construction to the first, then pushed the straw coming off the threshing cylinder onto the straw rack. This was a steel piece with 11 combs to separate the straw and push it towards the rear of the machine, where a deflector kept it away from the standing crop.

Meanwhile, the grain that had fallen through the concave onto the shaker unit was being cleaned on an area of 1,607 square inches (10,368 square centimetres) and falling through to the sieve for final cleaning. This had a cleaning area of 1,192 square inches (7,690 square centimetres), with holes of either ⅝in (8mm) or ⅞in (11mm), but could be bolstered by the addition of a second sieve underneath.

CONTINUOUS CYCLE

From here the clean grain travelled via auger and elevator to either the bagging platform or 21½-bushel (782-litre) grain tank, while the tailings were moved via



The late Ron Knight with an IH B-275 and B-64 harvester thresher, photographed at the Little Casterton Working Weekend in 2015. Photo: Peter Love.

auger and elevator to the canvas conveyor for another round through the machine.

A six-blade fan supplied air to the cleaning units, with cone-shaped gates at the end of the fan housing to regulate the intensity of the air.

It was a simple machine that could be configured to suit a variety of crops, conditions and budgets. Aside from the choice of a bagging platform or grain tank, which could be emptied on the move in under 90 seconds, other options included hydraulic control of the feeder platform – to enable instant raising/lowering of the cutter bar – a pick-up reel to aid with the harvesting of laid crops, alternative sieves for improved separation of crops, a windrow pick-up attachment and dual wheel attachment when using the B-64 in soft conditions.

The main option, other than specifying a tank or bagging platform, was the power source for the machine. It was said that the B-64 was operable by “any tractor of medium power equipped with standardized power take-off.” An overrun

clutch enabled the machine to clear itself when the tractor’s PTO was disengaged.

Those preferring the machine to have its own power source could opt for the Armstrong-Siddeley 14/22 – a four-stroke, twin-cylinder, direct-injection diesel engine producing 14bhp at 1,000rpm and 22bhp at 1,800rpm. The air-cooled unit used CAV fuel injection equipment, with the pump driven off the camshaft, and was started by means of a decompressor and dog-type handle.

At the Smithfield Show in 1964, the final year of manufacture, a PTO-powered B-64 tanker with pick-up reel had a list price of £881-0-0, with a bagger version costing £55 less. By way of comparison, the IH E8-41 combine with 60hp four-cylinder engine and eight-foot cut cost £2,415-0-0 and a B-414 tractor had a list price of £681-8-0.

By now, the diesel engine option had been dropped from the specification and the B-64 had run its course. Having been in production for around 12 years, it had served International Harvester well but



A bagger version of the B-64 pictured in a publication produced by IH dealer Lumley-Saville in the early 1960s.

had been surpassed by self-propelled harvesters such as the F8-63 and rival models like the Claas SF, Claes MZ and Massey Ferguson 780 Special.

All good things come to an end and IH’s dalliance with trailed combine harvesters in the UK drew to a close. In the United States, pull-type combines were produced by the company for many more years – even into the Axial-Flow era – but they did not make it to British shores. ■



GOODWIN FARM SERVICES LTD
EST. 2003

SPECIALISTS IN NEW & USED TRACTOR PARTS.

OVER 35 YEARS EXPERIENCE.

CHAT TO US FOR HELP FINDING THE PART YOU NEED.

PARTS FOR:

LEYLAND | MARSHALL | NUFFIELD

CASE IH | IH | DAVID BROWN

FERGUSON | MF

FORDSON | FORD

AND BALER SPARES





BEFORE



AFTER

PARTS FOR YOUR RESTORATION PROJECTS!

Call Us Anytime Inc. Evenings & Weekends

01889 500303 or 07850 525693

sales@goodwintractorparts.co.uk

View our extensive range of new & used parts at:

www.goodwintractorparts.co.uk

INTERNATIONAL PARTS

For Early Agricultural, Industrial & Construction models including

Farmall Cub A-H-M. SBMD – SBWD – B450 – 614 – 634.
B250, 275, etc. 2275/6 – 3434 – 500 Pay Loader.
T6 – BTD6/8 – B100/125 – 100/125B. Plus many more.

Fuel Filter for SBMD, SBWD, B450 and BTD6



B275 414 434 etc. Improved Throttle Rod End



Track rod ends are available for early and late B250-275-414 B2275/6, 3434 and 500 payloaders.



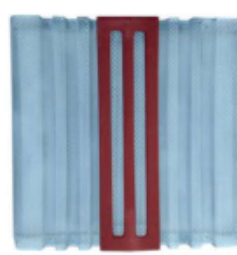
BD264/281 Glow Plug Conversion kits



B250-275-414



B414 Front Inner Mesh



Dzus fasteners available

New and used BTD-6/8 engine parts, clutches, gearboxes, steering clutch parts & final drives

Repair & Maintenance Services

MOBILE: 07836 539138 LANDLINE: 01384350136

EMAIL: j.sambrook@vintagetractorparts.com

Case IH 956XL

SPEC CHECK

PRODUCTION

The evolution of the Case IH 956XL is a relatively straightforward one and although it can be traced back further, it is arguably the International 955XL that it has most of its roots in. Introduced in 1981, the 955XL succeeded the popular 955, but less than 1,000 were produced as it was a mere stepping stone to the 956XL - which arrived in 1982. It was this tractor that would evolve to become one of the best-liked models ever produced in the company's French and German factories. Following the merger between International Harvester and J I Case the tractor would be finished in the red and black livery with black and silver/silver wheels and it is this incarnation that we focus on here - often cited as the most popular version produced.

Despite the introduction of the 90hp 5120 and 100hp 5130 Maxxum models in 1990, the 956XL lived on until 1992 - by which time almost 10,000 had been produced at Neuss-on-Rhine in Germany, which made it the most popular six-cylinder model from the 55/56 Series.

CLUTCH, TRANSMISSION & BRAKES

Standard across the three-model 56 Series was a 310mm (12.2in) cerametallic clutch. Coupled to this was a 16 forward, eight reverse synchromesh transmission with Speed Reducer. A 40kph transmission was only standard on the 1056XL, but could be specified on the 856XL and 956XL.

It may not have had the luxury of semi-powershift or even a clutch-less 'split', but it was a no-nonsense gearbox with the ability to 'shuttle' between reverse and low on the range lever - not as convenient as rival transmissions, but useful to some.

Unlike the 1056XL, which was only available latterly in four-wheel drive configuration, the 956XL could be specified with or without a driven front axle. Those that opted for four-wheel drive got a centre driveline that could be engaged under load at the flick of a switch. Drive was transferred via a multi-plate clutch through a guarded central drive shaft to a limited-slip differential.

Castor angle was set to six degrees, enabling the front wheels to turn tighter for quicker turns at the headland and easier manoeuvring in tight spaces.

Like most tractors of the era, the 956XL used wet disc brakes mounted on the half shafts. Hydraulically actuated, they were fully enclosed to prevent dirt ingress and were self-balancing and self-adjusting to ensure positive braking and minimal maintenance.

Hydraulic trailer braking was a standard fitment and linked directly to the brake pedals for simultaneous action.

On two-wheel drive models, tyre sizes were 10.00-16 and 16.9 R38, while four-wheel drive models featured 12.4 R24 fronts on early models and 14.9 R24 on later examples.



ENGINE

It's fair to say that the 956XL is respected for all facets, but it is the engine that most will single out as their favourite element of the tractor. An in-house unit of 5,867cc, the D-358 was a naturally-aspirated straight six with a cross-flow cylinder head, plateau-honed cylinder liners and pistons purportedly made from a silicon alloy with a nickel alloy insert.

All of this sounds very impressive, but the true test of any engine is its ability in the field and this one did not disappoint. It may only have produced a modest 95hp, but its torque output of 364Nm (268lb/ft) at 1,400rpm provided enviable performance.

The long stroke of 128.5mm (5in) gave the 956XL fantastic lugging ability, whether it be on heavy-draft work or pulling a loaded trailer on the road, and won the tractor an army of fans. It seemed to have more power than its rated figure, but this was often increased with the addition of an aftermarket turbocharger kit to increase the output beyond that of the 105hp 1056XL.

Opico and TB retro-fit turbos were very popular with owners, as the D-358 could handle the additional stress and provided greater output for minimal outlay.

The 956XL's distinct exhaust note, best described as a whistle, was also a well-liked trait and music to the ears of operators who would open the windows and roof hatch to increase the volume of the famous six-cylinder soundtrack!

HYDRAULICS & PTO

Delivering 89hp at the power take-off, the 956XL had plenty of grunt for demanding tasks and was often found driving trailed forage harvesters and power harrows. Engagement was via dash-mounted lever, in much the same format as the 'Common Market Line' of tractors that were produced in the 1960s and '70s.

The hydraulic system was dubbed 'Sens-o-draulic' and was claimed by Case IH to be the world's most advanced hydraulic system. Lower link sensing was said to offer unparalleled precision and fingertip control over mounted implements, with the system automatically sensing and adjusting the draft and position control with hydraulic pressure.

Without mechanical linkages, wear and maintenance were reduced and sensitivity and accuracy increased - leading to greater productivity.

The main controls, to the operator's right, were the setting control lever for height or depth of an implement, mode selector dial for position control/draft or a combination of the two, the main control lever for raise/lower and float, as well as a safety lock to prevent inadvertent operation of the main control lever in transport position.

At the rear, a dial on the rear of the right-hand mudguard enabled easy hitching of implements from outside the cab.

The linkage itself was category II and could be specified with hook-type couplers rather than ball ends, plus there was a pick-up hitch with reversible drawbar. Lift capacity was 8,005lb (3,632kg) or 9,833lb (4,460kg) with assistor. Flow rate was 9.2gpm (42 litres per minute) with a maximum pressure of 2,346psi (162bar).

Up to three double-acting spool valves could be fitted to early models, but four spools were listed as an option on later spec sheets.

CAB

The XL Control Centre first appeared on IH tractors in the early '80s and although some thought it was getting long in the tooth when the 956XL finally bowed out in 1992, it would live on until 1997 as the cab for both the 4200 Series and 1455XL.

In reality, although without the benefit of cab suspension and materials that improve noise levels and temperature, the XL is still a nice place to spend the working day and in the heyday of the 956XL it was still classed by the company as 'the ultimate in luxury and comfort'.

Designed around the strongest natural shape known to man, the egg, the XL was said to be unique in its appearance and benefits. It was ISO-mounted to the skid unit, in a bid to reduce vibration, and used insulating material in the floor, walls and roof to reduce noise levels.

Large areas of tinted glass ensured good visibility for the driver, but not all were enamoured with the large 'B' pillar that served as roll-over protection in the event of an accident.

A roof hatch, openable side and rear windows provided good natural ventilation, but the standard heating and ventilation system circulated air through outlets in the roof and door pillars if required. Air conditioning was available as an option.

The seat, a Grammer unit, was adjustable for weight, height and fore/aft position and it is this, coupled with a flat floor and ergonomic layout that made for a pleasant driving experience. The PTO lever was a bit of a stretch, but otherwise the controls fell nicely to hand.

OFFICIAL LIST PRICES FOR SEPTEMBER 1992

2WD - £24,380

4WD - £30,048

4WD with air conditioning - £31,248

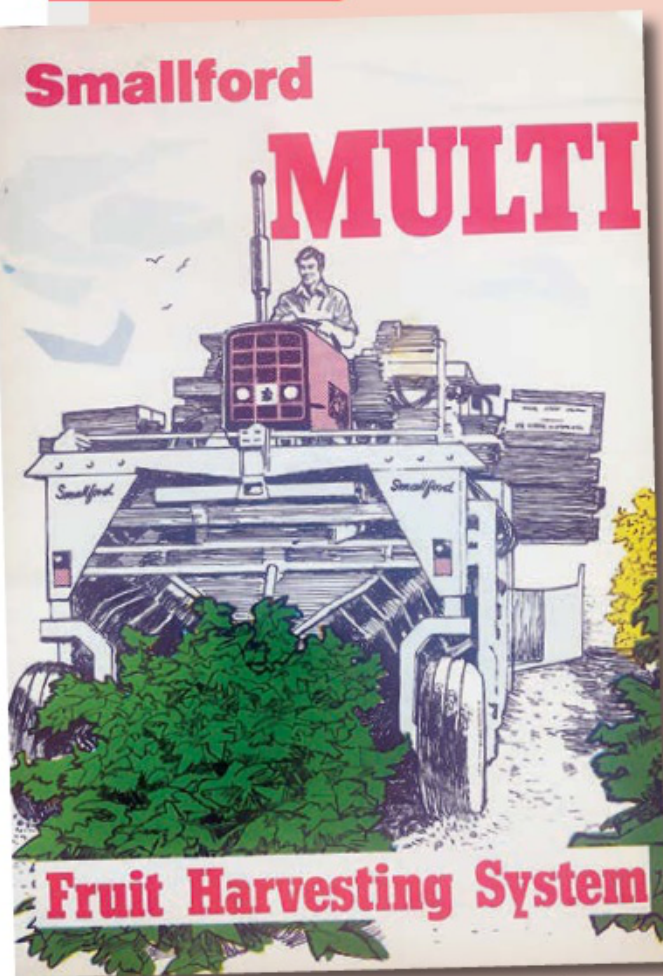
4WD with fast transmission - £31,160

4WD with fast transmission & air conditioning - £32,360

Inbox

Letters, e-mails, tweets & posts

STAR LETTER



mentioned below right, is an obvious example. Virtually any tractor skid unit of the appropriate size and power output could be used on the Cyclone and Tornado models, but as for manufacturers solely using IH skid units for their machines – Manitou is the most obvious example.

IH's 444 tractor was produced for the domestic market from 1972-76, but Braud et Fauchoux (Manitou) used 444 skid units

(two- and four-wheel drive) for its forklifts until 1982 – after production of the World Wide Series (74 Series) and Hi-Performers (84 Series) tractors for the British market had ceased.

There will be, I'm sure, other companies that solely used IH skid units for their machines, but the only other one that comes to mind at the present time is Smallford – of potato planter fame. The company utilised both 74 and 84 Series skid units on its Multi chassis – the base for five soft fruit harvester and sprayer units.

It cited the "reliability of the proven International tractor power unit" as an advantage of its machine and from what I am able to ascertain, it was predominantly export-spec skid units that were used – with flat-top fenders and the omission of a safety frame or cab.

IH skid units

Dear T&M,

I am writing in the hope that, as the editor is an International Harvester enthusiast he can set the record straight about the use of IH skid units on self-propelled machinery.

Some of the earliest ones I recall are B-275-powered RECO Hume pea cutters, but I am aware that later models were also used as the base for Manitou rough-terrain forklifts. A friend of mine claims that the World Wide Series was the last range to be used in skid unit form by other machinery manufacturers, but I am sure that there must have been others. Do you know of any?

Geoff Jones, Cambridgeshire

SL: The Standen range of self-propelled beet harvesters,

Massey Ferguson trailer

Dear T&M,

I have just purchased a Massey Ferguson trailer and noticed that it has 'Weeks' embossed in the front cross member. What does this mean?

Ken Bates, Norfolk

SL: Your trailer is a 'badge-engineered' example built by Weeks & Co. (Engineers)



Ltd. of Hessle, Yorkshire. The company produced numerous trailer models in different liveries for Massey Ferguson in the 1970s and '80s.



Standen Tornado

Dear T&M,

On Facebook I found an image of the Standen Tornado two-row beet harvester with a tractor mounted on it. Do you know if Standen sold the harvester with or without the tractor?

Gottfried Eikel, via e-mail

SL: The literature I have available to me does not specify whether the harvester could be purchased without a tractor, but it is worded in such a way

that leads me to believe that this was the case.

It specifies that the tractor used to drive the Tornado had to be between 75-100hp, with power steering as standard and the appropriate dimensions to fit the Tornado's chassis.

I have seen the Tornado fitted with a Case 94 Series model, likely a 1494 (83hp DIN), and a Massey Ferguson 590 (75hp DIN), but I am sure there were others used for the purpose!

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.

www.sealey.co.uk



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



Tractor
Parts.co.uk LTD



**CHECK OUT OUR NEW WEBSITE. IT'S QUICKER, NEW FEATURES, MORE MOBILE FRIENDLY!
YOU CAN VISIT IT AT WWW.TRACTORPARTS.CO.UK ON YOUR PHONE OR COMPUTER
FIND US ON FACEBOOK WHERE WE ANNOUNCE OFFERS AND DISCOUNT CODES TOO!**

WWW.TRACTORPARTS.CO.UK

The Website for Case International Enthusiasts

TEL - 01455 843955 or 0345 0095600 EMAIL - Sales@TractorParts.co.uk



WHATSAPP - 07479956956





Vermeer, of Iowa, is said to be the inventor of the large round baler and continues to lead innovations in the sector – with a self-propelled model amongst the products it offers today. Two of its machines for the 1980s were the 5031 and 5041 – both producing bales five feet in diameter. The smaller model's bales were three feet wide and the larger's four feet wide. Power requirement was just 40hp and the machines weighed in at 2,410lb (1,093kg) and 2,660lb (1,160kg) respectively. All images taken from promotional literature.

Round balers

We reminisce about round baler technology from the 1970s, '80s and '90s.

Creating bales is not a new concept, and the idea of producing round bales has been around for many decades too – purported to have been conceived in the early 1900s – but it would be the 1940s before success with round balers was enjoyed on a larger scale.

Allis-Chalmers' Roto-Baler brought round baling to the masses, but it was a rather complex and large machine considering the size of bales that it produced. It sold well, but was not the answer to those looking for a viable alternative to a conventional baler.

Vermeer of the USA is largely credited as inventing the large round baler, after Gary Vermeer and engineer Arnie Mathes produced a prototype in less than two months – ready for it to be introduced in 1971. This used a series of belts to roll the crop and significantly reduced the number of bales that needed to be handled – the one-person hay system was born.

Over the years various companies began to produce round balers and today, although technology has moved on, the fundamental principles of such a design remain the same. Here we take a look at some of the machines produced in Europe and the USA throughout the first 30 years of the big, round baler concept.



International Harvester's 241 Bigroll was a baler for the mid '70s that gave the company's loyal customers an alternative to the 430 and 440 conventional models that were popular at the time. Producing bales up to five feet (1.5m) wide and 6ft (1.8m) in diameter, weighing up to 1,500lb (680.4kg), the Bigroll needed just 45hp and a 540rpm PTO to run, meaning a 454 was more than capable of munching through the crop with the baler's 78in (1,982mm) pick-up.



Above: Vermeer balers would appear in the UK as Farmhand and Massey Ferguson-badged machines. The Massey Ferguson 560, for the 1970s, featured a four-bar rotor with 20 tines per bar and pick-up width of five feet (1.52m). Bale size was five feet wide by up to six feet (1.8m) in diameter and up to 1,500lb (700kg) in weight. In 1972, the 560 had a list price of £4,400.



Harvesting giant Claas entered the round baler market in 1976 with the Rollant 85. It introduced the steel roller concept for fixed-chamber design, which became the norm for such systems as the years went on. Bales produced by this machine had a diameter of 1.8m and a width of 1.5m, weighing 400kg in straw – the equivalent of around 20 conventional bales. The 85 was followed by the 34, 44 and 62 models.



Left: Think of Hesston and you conjure an image in your mind of a huge baler on flotation-type tyres, with something like a Ford Series TW tractor on the front. You would be right, but in the late '70s the company made a range of round balers to suit those with more modest requirements. The 5500, 5540 and 5580 produced 5ft x 5ft bales weighing 1,100lb, 4ft x 6ft (up to) bales weighing 800-1,450lb and 5ft x 6ft (up to) bales weighing 1,000-1,800lb respectively. Tractor requirements were 55 PTO hp (540rpm), 40 PTO hp (540/1,000rpm) and 45 PTO hp (540/1,000rpm) respectively.



Bamford's BL191 used the Welger System (see Welger RB 12S & RB 15S) and produced bales of 1.8m (6ft) diameter and 1.5m (5ft) width, weighing between 300-500kg (660-1,100lb) in straw, 500-800kg (1,100-1,760lb) in hay and 800-1,200kg (1,760-2,640lb) in silage. Either sisal or plastic twine could be used and the bale was tied 8-12 times, depending on material properties. A tractor of at least 50hp with a 540rpm PTO was required to run it.

Krone is a company synonymous with grassland equipment and its round baler offerings for the 1980s included the KR 150 and KR 180 – producing, as you might expect, bales 1,500mm and 1,800mm in diameter respectively. Krone cited advantages of its balers as a low power requirement, no crop loss, no dust and a small number of belts and drive chains – ensuring greater reliability. Both balers used a chain conveyor system and featured the ability to adjust string spacing to suit crop type.



The 841, from New Holland, appeared in two different liveries – yellow and yellow/red. New for the mid 1980s was the ability for the baler to be fitted with a net wrap option, particularly useful for silage, but much was made of the fact that this was a chain and slat machine – enabling a continuous, positive grip on the bale during compression – and therefore bales of varying densities to be formed. Bales from 3ft (0.91m) to 5ft 6in (1.68m) in diameter and 3ft 11¹/₄in (1.2m) could be produced, from 307-1,058lb (230-480kg).



Above: Amongst Vicor's offerings for the 1980s were the RP 1210 and 1510. The company made much of the fact that a constant velocity joint was built into the PTO and this, combined with the alignment of the shaft between the tractor and gearbox, enabled tight turns on the headland. Bale sizes/weights were four feet wide by five feet in diameter (720-1,200lb) and five feet wide by six feet in diameter (1,080-1,800lb) respectively.

Welger is a name associated with balers and during the 1980s the RP 12S and RP 15S were distributed in the UK by Western Machinery & Equipment Co. Ltd. (WestMac). Bale diameter was 1.2m and 1.55m respectively, with a width of 1.2m and bale weights from 120-600kg and 200-1,000kg – depending on crop type. The 'Welger System' uses a special baling chamber of a constant size, around the circumference of which the forming members are located (belts, rollers or slatter chain conveyors) – acting as compressors.



The Gehl Company, of West Bend in Wisconsin, is a name that will be familiar to those in the USA as it produced a range of farm equipment predominantly for hay and forage, as well as skid-steer loaders. Its 1465 and 1865 variable-chamber round balers, for the late 1980s, had a four-bar closed reel pick-up, hydraulic tailgate, shear bolt overload protection, bale size indicator and hydraulic density control system. Either a 540rpm or 1,000rpm power take-off could be used, with 40hp and 50hp required respectively.



The John Deere 550 was a 'new generation design' that allowed the operator to 'order' the bale he/she wanted with a tractor-mounted, electronic bale monitor. Bale diameters of 1-1.8m could be selected to suit all crops, with width remaining at 1.2m to suit legal transport widths with two bales side by side. It could operate at 10-16kph and process 12 tons per hour, wrapping a bale in 12 seconds.



Above: Avco New Idea, based in Coldwater, Ohio, realised that not everyone wanted a big bale – so marketed two fixed-chamber balers in the 1980s to suit various farming operations. Both produced bales five feet in width, but the 484's bales were only four feet in diameter compared to the 486's six-foot diameter. Tractor requirements were 540/1,000rpm and at least 50hp and 70hp-plus respectively.



WHAT IS AVAXHOME?

AVAXHOME-

the biggest Internet portal,
providing you various content:
brand new books, trending movies,
fresh magazines, hot games,
recent software, latest music releases.

Unlimited satisfaction one low price

Cheap constant access to piping hot media

Protect your downloadings from Big brother

Safer, than torrent-trackers

18 years of seamless operation and our users' satisfaction

All languages

Brand new content

One site



AVXLIVE ICU

AvaxHome - Your End Place

We have everything for all of your needs. Just open <https://avxlive.icu>

OLD 20 Parts Company



**Most Parts for
Most Tractors**
Trading for over 35 years

T: 01332 792698

W: www.old20.com

E: sales@old20.com

£5.00 Gear Knob 1501001	£36.00 Lever Repair 1540011	£12.00 Oil Cap 1580049	£15.00 Top Set 7330031V
	£40.00 Fuel Filter 1510175	£24.00 Oil Filter 3000435	£30.00 Decal Set 1800022K

IH Super BMD

Find us at...

**Great Dorset
Steam Fair
2022**

Order your parts to collect
& receive a **FREE OLD20 BAG!**

BACK IN STOCK!

OLD20 MK4 Bag!
Reusable, Strong, Light
£2 each

£25.00 Dash Lamps 1130056	£5.00 Detent Kit 1140139K	£12.50 Hyd. Filter 1112071	£60.00 Fuel Tank Primer Replacement Kit 1110206
	£20.00 Filter Kit 1210356K	£10.50 Front Badge 1810055	

Fordson Dexta

£45.00 Air Filter 2047115	£550.00 Oil Cooler 2045221	£251.00 PQ Gasket 2087417	£175.00 Top Link 2115026
£24.00 Wash Pump 2435007	£155.00 Tensioner 2056487	£90.00 Door Glass 2127368	

John Deere 6400

Latest Catalogue!

Latest Catalogue Available!
Full of products & accessories
for **FORD** tractors
Contact us now for your **FREE** copy



Field Farm, Aston Lane, Shardlow, Derby, UK, DE72 2GX

Please Note: Prices listed are plus VAT. Prices are correct at time of print and subject to change without notice. Parts are subject to availability



The British Rubber Co.

Established 90 years



Goodyear Super Rib

Sizes:

600-16	750-16
600-19	750-18



Goodyear Sure Grip

Sizes::

9.5-24	14.9-28
11.2-24	16.9-30
11.2-28	18.4-30
12.4-28	13.6-36
13.6-28	13.6-38



Goodyear Traction Sure Grip

Sizes::

12.4-28



NEW SIZE IN STOCK - 12.4-32

Please contact us for competitive prices as we
endeavour not to be beaten

Telephone: 01274 585 427
Email: sales@britishrubberco.co.uk
www.britishrubberco.co.uk

**THE NUFFIELD
AND**

**LEYLAND
TRACTOR CLUB**

- A Club for Nuffield and Leyland and Golden Harvest Marshalls enthusiasts
- A colour magazine four times a year
- For Sale and Wanted advertisements
- Advice from other members on projects
- Registration number service for all makes of tractors
- Club merchandise etc.
- Visit our website for a membership form and other details

www.thenuffieldandleylandtractorclub.co.uk

Contact: Pam Towndrow, Bucketwell, Frocester, Glos. GL10 3TG

Tel: 01453 828737

Email: pam.harlow5@btinternet.com

PROBLEM WITH YOUR DIESEL FUEL INJECTION SYSTEM?

Why not give us a call!

Covering all new, classic & vintage tractors.

Any system, including Bosch, CAV, Nippon Denso, Diesel Kiki, Simms, Cummins, Stanadyne. Supplied

- Repaired or Reconditioned. Complete units or parts supplied.

Very competitive prices • 25 year's experience

S.J & C.W Wilkinson Ltd
Fuel Injection Specialists

Tel: 01772 784330 Fax: 01772 785970

Mobile: 07831 513432 or 07711 869691

www.sjwilkinson.co.uk



No.2 finished!

Peter Love heads to Hampshire to admire the oldest-known Nuffield in existence.

It has been a very long and arduous process to complete a tractor that started out as an expensive, hopeless wreck, but David Aylward and his team in Hampshire have triumphed! It all began in 2018 when Pam and Graham Towndrow took a call from Exmoor Farmers Livestock Auctions Ltd. regarding what turned out to be the second Nuffield tractor off the production line in December 1948.

They recognised the Nuffield M4, serial number NT502, as the most important tractor that any Nuffield fan could own and decided that, as they run The Nuffield and Leyland Tractor Club, it would be the ultimate machine to have on display wherever they go.

Unfortunately, others recognised its importance too and despite it being a wreck it was hotly contested at the auction. It finally saw the hammer fall at £5,800, which made it the most expensive Nuffield M4 ever sold, even before the restoration had started!

Even the original wheels were rusted out, but David Aylward managed to find a used set to enable it to be shown on the club's stand at the Newark Vintage Tractor & Heritage Show in 2018, where it created great interest.

Graham asked David if he would restore the tractor for him and he was disappointed when he received a negative reply. The tractor was in a terrible state and Graham knew that David was the man for the job, thanks to his knowledge of Nuffields and his ability to locate the correct parts for early examples, as they are very hard to find.

Thankfully, David had a change of heart, thanks in part to the Covid-19 lockdowns, and decided that this was a project he needed to do. It was started just after Tractor World Spring in late February 2020, by which time Graham had sold various items and his Nuffield tractors to fund the project, which was not going to be a cheap one.

With the tractor in the workshop, the panels were carefully stripped. Many, unfortunately, fell off and could not be used again. Originally the tractor had been supplied without a three-point linkage, although it was available at extra cost, but it was later retro-fitted with one like many other tractors. In 1948, not everyone was convinced that a tractor needed such a luxury!

The first major challenge was the Morris ETA 3,770cc, four-cylinder, side-valve

engine which was assembled by Wolseley and further developed by Dr. Herbert Merritt's team for tractor use.

The Solex FV3 carburettor is unique in some respects and is very much a 'Rolls-Royce' unit when it comes to running on petrol and paraffin. It has two fuel bowls and taps and you can mix the fuel together. A Nuffield petrol/paraffin tractor, when set up right, does not need the paraffin drained out of the chamber to make it start on petrol, like you would do with other tractors fitted with a spark-ignition engine.

I noted that this engine, no. ETA 97454, runs very well on paraffin – which it can run on after a very short period of warming up. David explained that these M4s can burn a lot of petrol, due to their fixed jets, and that you must use E5 petrol at all times – not E10. He also told me that the SU (Skinner's Union) carburettor company, part of Lord Nuffield's empire, helped develop the Solex carburettor for paraffin use on the M4.

PROTRACTED START

Although this tractor rolled off the production line at Ward End, Birmingham, in December 1948, the new Nuffield tractor range could have been ➤

NT521



Jim Akehurst & Nuffield NT521

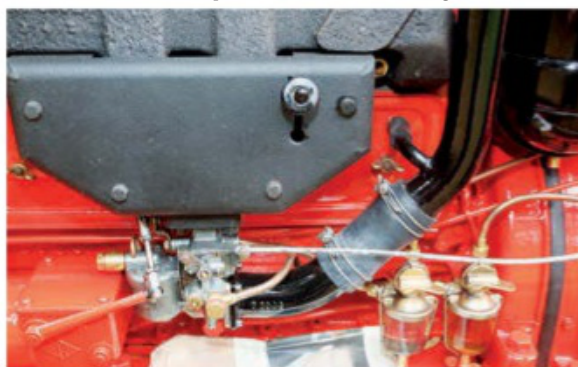
In East Sussex, Jim Akehurst has recently cleared his workshop of Marshalls and Fowlers and has brought in his next project, which turns out to be the second oldest-known Nuffield in existence – serial number NT521, that was produced in December 1948 and originally worked in Surrey.

It is in a poor state and possibly worse than NT502 was. It's said the hydraulics are a later edition on this tractor too. Jim believes that he has found a suitable engine block, as this one will need to be changed, but he is looking for other parts – including the steering column.

If you can help, please get in touch with the editor: tm.ed@kelsey.co.uk



The correct type of connecting switch was a part found on eBay.



The Solex FV3 carburettor was difficult to restore, but works well today.



The small dynamo with original-style Dunlop fan belt.

David Aylward, pictured, put the tractor back to its original specification – without hydraulics.

in production much earlier had it not been for politics. There was also still a drastic shortage of materials just after WW2 and the costs of producing the tractor were a lot higher than first thought. In fact, the project was abandoned for five months and some of the key staff were given other jobs or made redundant.

Thankfully, it all came good when the Government needed foreign exchange and influenced the Morris board to act accordingly. A total of 12 TRX prototype tractors were actually built in row-crop and standard configuration, with the off-set starting handle position that the early production examples kept, and by 1953 the company had made 20,000 tractors. This was nothing like the number produced by Ford and Ferguson, of course.

No.2's engine was steam cleaned to find what was under the grunge and it was clear from the outset that the tractor had not been very well maintained. After a good soaking in penetrating oil, the side-valve cylinder head came off relatively easily. It revealed that three of the dry liners had dropped by a quarter of an inch, which David had not seen before on this type of engine.

After the sump plug was eventually removed, the oil was so congealed that it would not run out of the hole! With the sump off, the crankshaft was removed

and found to be heavily scarred on the journal surfaces. It was too far gone to be reground, unfortunately. There are differences between the early-type and later engines, but luckily David had a good, used crankshaft of the right type to go in the engine.

A 40-ton press was used to remove the pistons and liners. The block was thoroughly steam cleaned and crack tested and was found to be in good order.

While removing the water pump, which had been replaced during the tractor's working life, it was found that the woodruff key was missing – so although the shaft had been going round, the fan had not! This explained the overheating and the liners moving in the block!

New liners were machined and fitted, along with new old stock pistons. It was touch and go over the big end shells, and after 40 hours-worth of phone calls David conceived that he may never find what he was looking for. Thankfully, quite by chance he stumbled across exactly what he was looking for at the Beaulieu Autojumble.

Amazingly, the original camshaft was able to be reused, along with new bearings and a new timing chain. The oil pump was sent away for reconditioning, and the valve faces were recut – four new exhaust valves went in and the intake valves were recut. Valve springs, guides and collets,

supplied by John Charnley & Sons, went in and David would like to acknowledge the help he received from the company throughout the course of the project.

REFURBISH & REPLACE

John Walker supplied the gasket set for the engine, which David and his team put together. As for the carburettor, it was a mess! With David Morgan's help various components were obtained and it came together well.

The exhaust manifold had to be re-faced and the vaporising cover needed major repairs – although you'd never know today!

The magneto was sent away for refurbishment, but was short of a spark and had to be sent away to again – which was frustrating and time consuming. As for the starter, a good clean and new brushes were the order of the day, while the very small dynamo, which is said to be the same as a Ferguson, received a new armature and brushes. A new Lucas control box and wiring loom completed the electrical side of things.

A new radiator core was fitted and lovely touches include an original-style Dunlop fan belt and wire hose clips.

A used flywheel was bolted to the engine, complete with an excellent ring gear, and a new Borg & Beck clutch assembly was fitted – supplied by ORCA of Bordon, Hampshire, which David highly



THE RESTORATION PROCESS



This is what £5,800 bought you at auction in 2018!

Left and below right, photos: Graham Towndraw.



The block was in good order, considering that the tractor had overheated in the past.



Who could have imagined how it would turn out four years later!

recommends. As for the five-speed transmission, the gears were still good but a used input shaft and new bearings went in. It was filled with Morris Lubricants 80W/140 gear oil.

The differential was good, but the half-shafts had been cut off – so a pair of used ones went in with new collars and bearings. The brakes were relined by Industrial Brakes Ltd. of Wolverhampton and Colin Hancock, one of David's team, lightly skimmed the drums.

At the front, the axle pivot was re-sleeved and a new centre pin made. New kingpins and bearings went on, as well as wheel bearings.

Luckily, the steering box was deemed to be in good order after a thorough inspection, but the seal was replaced. The track rod ends and drag link boots were replaced and the steering wheel itself, which is not available new, turned into a major project. Araldite was used to stick it together before it was filled with Isocon P.38 body repair paste, sanded down and painted black with two-pack paint.

The fuel tank was power washed before being sealed and cured with a fuel tank sealer from Frosts.

Four used wheels, of the correct early style, were found and shot blasted before being primed. David says that a helpful tip is to place heavy-duty tape over the rim rivets to create a smooth, dry surface ➤



The engine in after being run and stripped down again, ready for paint to be applied.



The front tyres are fitted, but not inflated, ready to be top coated.



All timed up and ready for the front cover to be fitted.



The basis of the tractor restored, waiting for the engine to be refitted.

Photos: David Aylward (unless marked otherwise).



Left: The brake lock ratchet and footplates needed major work. Middle: The refurbished calormeter looks great. Photo: David Aylward. Right: A heavy-duty 12 volt battery made to look like an Exide battery of years past!

that will prevent chaffing of the tube on the rim. Goodyear Super Rib 6.00x19 tyres went on the front and Goodyear Sure Grip 11x36 on the rear. Heavy-duty inner tubes, although expensive, are a must David says.

FALSE START

Now back on its four wheels it was time to start the tractor up. It eventually fired, but only had 20psi of oil pressure. The new oil gauge was suspected to be at fault, but further investigation revealed that the reconditioned oil pump was at fault! Parts from another pump were used in the reconditioned housing and this resulted in 60psi of oil pressure.

The skid unit was sandblasted and zinc phosphate primer went on, followed by heavy-build primer and synthetic top coat. As for the panels, a selection of used examples of the correct period were located, repaired and adjusted to ensure

that everything was correctly aligned before any two-pack paint was applied.

Finishing touches included the seat and hand-painting the letters and numbers onto the registration plate – just as they would have been originally – by 80-year old John Randle.

It was touch and go if the tractor would be ready for its grand public debut, where it was blessed by the Reverend Steve Harrison on Saturday 21 May 2022 at Tractor World Spring, Malvern. It received critical acclaim from many former Nuffield/Leyland employees that Graham and Pam had invited to the show.

Thanks to David and Avis Aylward, the tractor was seen at the Gloucestershire Vintage & Country Extravaganza on 5-7 August and, all being well, on The Nuffield and Leyland Tractor Club stand at the Great Dorset Steam Fair on 25-29 August.

Graham is yet to take to the driving seat of the Nuffield, but thanks to the hard

work of many the tractor looked stunning when I was able to see it move under its own power on Wednesday 3 August.

David made the point that Nuffields were never worth much on the second-hand market, which is why parts are hard to obtain now. People just scrapped them to make more money, which makes it difficult when restoring one authentically.

No. 2 looks great and I would like to congratulate everyone involved. One wonders that if it wasn't for David Aylward's knowledge, parts and experience, the tractor might not have been as authentic as it is and a tractor for everyone to enjoy – particularly Pam and Graham.

David would like to thank all of the people that helped him with the restoration on behalf of owners Pam and Graham Towndrow, particularly the team at John Charnley & Sons, Nathan Fail, Colin Hancock and his wife, Avis. ■



The hand-painted registration plate is just as it would have been originally.

USEFUL CONTACTS

John Charnley & Sons
Brindle, Lancashire
Tel: 01254 854103
charnleys.com

The British Rubber Co.
Shipley, West Yorkshire
Tel: 01274 585427
britishrubberco.co.uk

Orca Clutch
Bordon, Hampshire
Tel: 01420 477613
orcaclutch.co.uk

The Nuffield and Leyland Tractor Club
Frocester, Gloucestershire
Tel: 01453 828737
thenuffieldandleylanttractorclub.co.uk

Industrial Brakes Ltd.
Wolverhampton, West Midlands
Tel: 01902 492337
industrialbrakes.co.uk

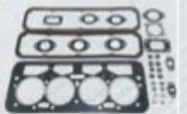
Tony Cowles Sandblasting
Yeovil, Somerset
Tel: 01935 849519



John Charnley & Sons

Tractors

Specialist in Nuffield, Leyland, Marshall,
JWD & McCormick Tractors

 HEAD GASKET SET 4/98 £33.00 Part Number: 78G1395	 TURBO EXHAUST PIPE £119.00 Part Number: CTJ8105C	 AUXILIARY SWITCH ASSEMBLY - LUCAS £19.96 Part Number: BAU2007	 MASTER CYLINDER £79.50 Part Number: CTJ5430	 HEADLAMP MOUNTING £15.00 Part Number: ATJ8745	 FUEL LIFT PUMP £24.50 Part Number: 13H3375
 SEAT PAN NUFFIELD £62.00 Part Number: ATJ8465	 TURBO KIT £800.00 Part Number: 96K492K	 TRACK ROD END SET - 2WD £62.48 Part Number: 37H7293S	 TURBO EXHAUST ELBOW £150.00 Part Number: 96K352	 FUEL FILTER CONVERSION KIT £35.00 Part Number: BMK1083K	 RUBBER BOOT £6.25 Part Number: ATJ3455K
 DRY BRAKE DISC £20.00 Part Number: 18G8238	 LAMP HOUSING - EXPLORER REAR LIGHTS £50.00 Part Number: NTH355	 ANGLE DRIVE UNIT - TRACTOMETER £16.90 Part Number: 83H1004	 CLUTCH KIT 9" £156.00 Part Number: 13H5882K	 NUFFIELD ROUND SILENCER £62.50 Part Number: NT7070	 CLUTCH SLAVE CYLINDER £77.50 Part Number: CTJ3126

Supplying parts for perfectly restored machines for over 65 years



www.chnarleys.com



Tel: +44 (0)1254 854103

And: parts@chnarleys.com

Prices displayed do not include VAT. We reserve the right to change prices at any time. For full terms and conditions visit our website



**WANT IT
TODAY?**
GO DIGITAL

COMING SOON

**OCTOBER
ISSUE**

On Sale:
23 September 2022

In the next issue

As part of our harvest special we look back at Massey Ferguson combine harvester production, from the glory days of manufacturing farm machinery.

The Leyland 255 is not common on the preservation scene, but Robert Chisholm deemed one to be worthy of a full-scale restoration. He shares the story with Scott Lambert.

The models produced by County Commercial Cars, Muir-Hill and Roadless Traction are all popular Ford-based conversions, but what can you expect from a Northrop? Jonathan Whitlam finds out.

📖 Print **£4.30** | 📱 Digital **£3.25**



ORDER NOW

shop.kelsey.co.uk/TM22

Or Call: **01959 543747**

You may have missed...



SEPTEMBER 2022



AUGUST 2022



JULY 2022



JUNE 2022

SAVE 10% when you spend £25 or more **VOUCHERCODE: TMSHOP22**



shop.kelsey.co.uk/TM22
+44 (0) 1959 543 747

Offers subject to availability. Prices for goods delivered to destinations outside of the UK may be higher

Also from the publishers of Tractor & Machinery



NEW – Ferguson & MF Tractor collection

Celebrating the ubiquitous Ferguson TE-20 – a range of tractors that revolutionised mechanised farming across the globe.

📖 Print **£8.99**

Ferguson & MF Tractor collection



📖 £8.99



📖 £8.99



📖 £8.99

Ford & Fordson Tractor Collection



📖 £8.99



📖 £8.99



📖 £8.99

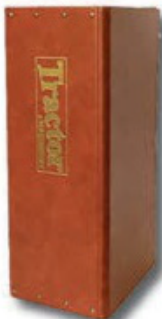


📖 £8.99

Merchandise



Hat
£12.99



Binder
£10.95

SAVE 10%

when you spend £25 or more

VOUCHERCODE: TMSHOP22



shop.kelsey.co.uk/TM22
+44 (0) 1959 543 747

Offers subject to availability. Prices for goods delivered to destinations outside of the UK may be higher

Model corner

The latest from the scale-model world

We've got four models from Universal Hobbies to share with you in this issue. The first, available now, is a 1:13-scale Vendeuve BL Agrodyne. It's an usual scale and considering its size, there's not that much detail.

Secondly there's the Manitou 125D in Salti livery – a must for any carpet farmer storing their potatoes in boxes! It's an intricate little model with plenty of features and detail – we like it a lot! It's on sale 15 September.

Available on 1 October is the European version of the Massey Ferguson 65 in 1:32 scale. It's great to have a tractor from this era in this scale, as is our final offering – on sale 20 October. The MF 24 chisel plough, complete with low-draft tines, contrasts nicely with the Britains Bomford Superflow that many of us remember so well from our youth!

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

Vendeuve BL Agrodyne

Product code: UH6405

Scale: 1:13

Size: 208x117x97mm

Weight: 1,355g



Massey Ferguson 24 chisel plough

Product code: UH6452

Scale: 1:32

Size: 95x80x48mm

Weight: 58g

Massey Ferguson 65

(European version)

Product code: UH6269

Scale: 1:32

Size: 105x60x60mm

Weight: 103g



Manitou M125D

(Salti livery)

Product code: UH6437

Scale: 1:32

Size:

115x35x120mm

Weight: 83g



J6435 | 1:32 scale
Case International 1394 - 4WD
Commemorative Edition
Limited Edition
1,000 Pieces
£60.00



UH UNIVERSAL HOBBIES

We are pleased to announce the upcoming availability of the CASE 1394 Commemorative Edition in 1/32 scale by Universal Hobbies. Seen here in 4-wheel drive format the tractors across the 94 series were produced to commemorate the end of production of tractors at Meltham Mills in 1988.

As always with Universal Hobbies the detail is stunning and this particular model is limited to 1000 pieces, presented in an individually designed box and is only available to the UK market.

This model will be available in October 2022 and we are now taking pre-orders. We also have a small number of the white and black livery 1394 Hydra-Shift available as pictured below. (J6436)



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 October. 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.

Postage costs

UK/NI: £6.00

Europe: £15.00 Worldwide: £25.00

Don't forget! Orders over
£100 receive FREE UK
postage!

Caterpillar power

With pivot steering, impressive stature and a roaring Caterpillar V8, there are few tractors as awe-inspiring as the Massey Ferguson 1505

The Massey Ferguson 1505, rated at 180hp (DIN) was built in Des Moines, Iowa. All photos: AGCO (unless stated).

In the 1970s the Massey Ferguson 1200 was a big tractor for British farms, but for a select few it simply wasn't big enough! To cater for farms and contractors requiring more than the beauty from Barton Dock Road could offer, there was the MF 1505.

Introduced in 1974, two years after the 1200 hit the farms of the UK, the 1505 brought prairie power to those that could afford it, with agility to match. At

first glance it looked like a 1200 on steroids, but it's not quite that straightforward – as there are differences aside from the engine.

Built by Massey Ferguson in North America, the 1505 was the successor to the 1500 and fitted with a Caterpillar V8 engine rated at 180hp (DIN) – with 160hp available at the PTO and 150hp at the drawbar. It was the same 636cu in (10.4-litre) used in the larger 1805, but

de-rated by 30hp. Bore and stroke were 4.5in (114mm) and 5in (127mm) respectively, with peak torque of 400lb/ft (542Nm) produced at 1,400rpm – with the engine revving all the way to 2,800rpm.

Coupled to the flywheel was a 14in (355mm) single-plate clutch that transferred power to a 12 forward, four reverse transmission – permitting speeds from 2.22mph (3.57kph) to 20.81mph



(33.49kph). The three forward gears and single reverse were doubled thanks to high and low ranges, but an additional 'overdrive' doubled the total again. At no point in its literature did Massey Ferguson use the term 'Multi-Power'.

Braking was unlike the 1200 in that the 1505 did not use an oil-cooled disc system within the rear axle housings. Instead, a single, hydraulically-actuated drum brake, 12in (305mm) in diameter

and 3in (76mm) wide, acted on the transmission. This was okay in the field, but not particularly encouraging at full speed on the road!

The steering system was similar to the 1200 in that it was hydrostatic with a 42-degree steering angle achieved at the pivot, but the turning circle was larger at 34ft (10.36m).

Helping to turn the power into traction were cast wheel centres, which

was good as the three-point linkage offered little in the way of assistance in terms of draft control. Optional in the USA, the three-point linkage was a category II unit (although category III ends were also supplied) and offered a simple lift and drop control, with adjustable bottom stops. What it lacked in terms of the 1200's Ferguson System hydraulics, it made up for with brute force! ➤

Unfortunately, the major drawback of the MF 1505 was the price tag. At £23,627, in May 1977, it was a full £9,789 more than the 1200.



Here a 1505 is pictured with an MF 25 heavy-duty chisel plough. This model could be specified in widths of up to 21ft 7¾in (6.6m) – a size designed to extract the optimum performance from tractors of more than 150hp.

PULLING POWER

A 1,000rpm power take-off was also part of the specification, controlled by an independent hydraulic clutch and brake system, and permitted full PTO power at 2,760rpm. Some applications called for a PTO, but at the drawbar was where the 1505 was able to flex its muscles best.

Designed with dragging wide implements across large acreages in mind, the 1505 was more at home with a trailed disc harrow than it was with a power harrow, but it was a machine that fitted a niche market in the UK and those that bought one knew exactly what they wanted to do with it.

Fitted with three double-acting spool valves, supplied with oil from a gear pump belt driven by the engine, capable of a flow rate of 20gpm (95 litres per minute), there was plenty of capacity for operating hydraulic cylinders and it was often the case that the 1505 could be found in a construction setting, pulling scrapers and other such machinery.

As for the cab, there were differences between the 1200's unit and that fitted to the 1505, but the design was fundamentally similar. Positioned on the front portion of the tractor, with the fuel tank behind it, it was pleasant

and more than capable of keeping British operators comfortable given that it was designed for the extremes of North American farming.

Unfortunately, the major drawback of the MF 1505 was the price tag. At £23,627, in May 1977, it was a full £9,789 more than the 1200. At the time, a 135 QD had a list price of £4,641 and the standard-spec MF 575 cost £6,286.

It was big, expensive, not particularly cheap to run, and did not have the finesse of the 1200's hydraulics and braking, and therefore struggled to make any real impact. It was dropped from the





Above left: Access for daily checks and routine maintenance was permitted by these convenient steps. Above middle: The cab was spacious and comfortable. Note the rake of the floor under the pendant-type pedals. Above right: A simple lift and drop system was employed on the 1505, with none of the finesse that the Ferguson System offered on the MF 1200.



Above left: An American brochure for the 1505/1805. Image: Massey Ferguson Historian. Right: This UK brochure for the 1505 shows what appears to be a tractor imported from the USA prior to the homologation process. Note the cab-mounted indicators, lack of engine covers and two-step access for bonnet-top daily checks. Image: Massey Ferguson Historian.

Massey Ferguson line-up in 1977 and did not have a direct replacement, although the 1250 soon replaced the 1200 and the French-built 2000 Series rigid-frame tractors offered greater power than their British-built articulated counterpart – for those needing more than 112hp (DIN).

The days of Massey Ferguson's articulated behemoths seemed numbered in the United Kingdom, but the 4840 and 4880 were not far behind – on sale in the early '80s and bringing Cummins power to the party – with 260hp (DIN) and 320hp (DIN) respectively causing a real stir! ■



Left: Hitching was made simpler with telescoping lower links. Right: Like the 1200, two batteries were required for cranking the Caterpillar 3208 direct-injection diesel.

WIN A PRESSURE WASHER

Here's your chance to win a petrol-powered pressure washer, courtesy of Machine Mart!

TO ENTER

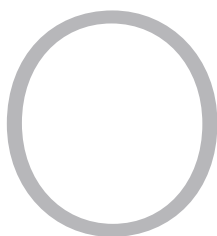
To be in with a chance of winning the Clarke Tiger 1800B, simply visit the Heritage Machines website (heritagemachines.com), follow the links and answer this question by Friday 30 September 2022:

Q: How long is the hose on the Tiger 1800B?

A: 5m

B: 15m

C: 50m



nce again, we've teamed up with Machine Mart to offer a lucky reader the chance to win a petrol-driven pressure washer, worth more than £300!

The EURO 5-compliant Clarke Tiger 1800B high-pressure washer is great for cleaning agricultural machinery, as well as other vehicles and concrete/paved yards. It is particularly useful in remote locations where there is no access to mains electricity.

The Tiger 1800B is portable with a compact, yet tough, protective carry frame, and features a high-pressure, five-metre hose and lance with an

adjustable nozzle (fan and pencil jet).

It is able to draw water from a water butt or barrel and includes a hose and filter for that purpose.

It is driven by a 3hp petrol engine that meets EU/2016/1628 regulations, which means improved economy and efficiency whilst lowering

emissions. It operates at a maximum pressure of 110 Bar (1,595psi) and has a flow rate of six litres per minute (1.32gpm).

Dimensions are 425 x 315 x 430mm, while weight is just 19kg.

The winner will be drawn at random, following the conclusion of the draw on 30 September. Machine Mart has generously offered the prize for this competition and to have your name in the draw please enter online (see 'TO ENTER' for further details).

For more information on the Machine Mart range, please visit the website: machinemart.co.uk ■



**WORTH
MORE THAN
£300!**

Terms & conditions

Entries close on 30/09/2022. The winner will be notified within seven days. The draw is final and no correspondence will be entered into. Entry is free. Open to residents of the UK aged over 18. Employees of Kelsey Publishing and their family members are not eligible to win. Only one entry permitted per person, no bulk entries will be accepted. The first entry drawn after the closing date will win. There is no cash alternative and the prize is not transferable. If any prize or product is lost or damaged during the course of delivery to the recipient, Kelsey Publishing will provide reasonable assistance in seeking to resolve the problem. However, it will not always be possible to obtain replacements for lost or damaged goods, and in that event, no financial compensation would be payable by Kelsey Publishing or their affiliates. We reserve the right to cancel the competition, if circumstances change that are beyond our control. You can view our full Privacy Policy at kelsey.co.uk/privacy-policy

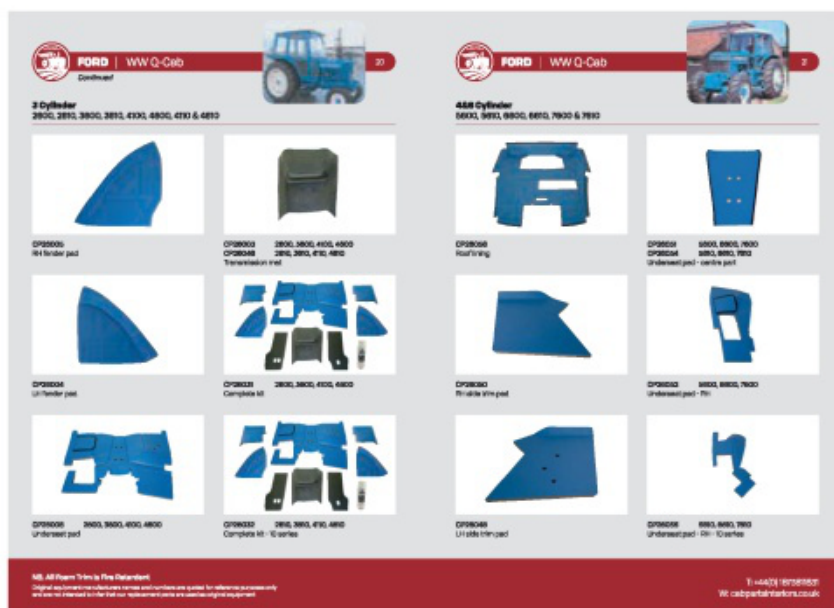
Machine Mart



CAB PARTS INTERIORS LTD

DELIVERING QUALITY CAB PARTS

REPLACEMENT INTERIOR TRIM
A FAMILY RUN BUSINESS COMMITTED TO DEVELOPING NEW
PRODUCTS TO MATCH THE QUALITY OF OUR SERVICE



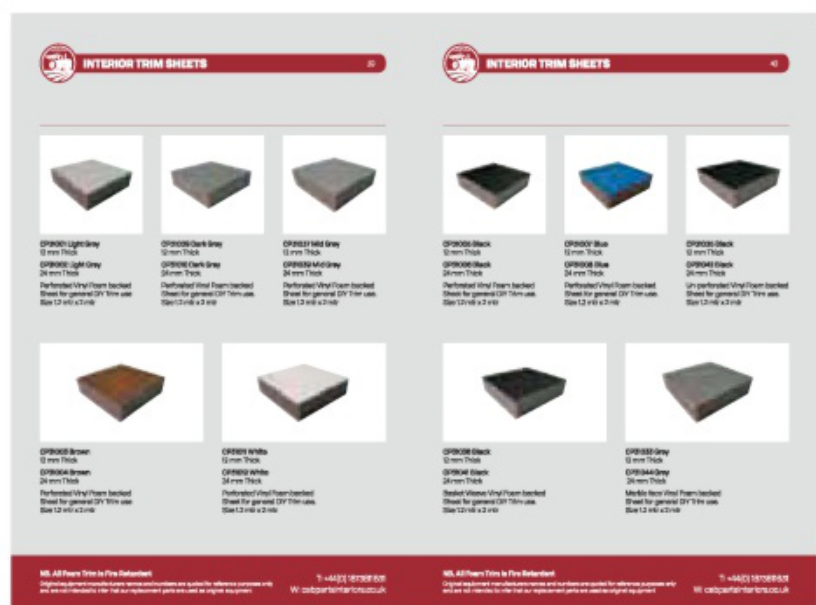
Cab Parts Interiors Ltd
offer a large and
varied range of trim
products produced
from original patterns.

CASE / IH
L - Series Cab
XL Cab
Maxxum & Maxxum Pro Series
DAVID BROWN
90 & 94 Series Sekura Deluxe Cab
FORD
Safety Frame Deluxe Cab
Sekura Ap Cab 3 & 4 Cylinder
Sekura Lp Cab 3 & 4 Cylinder
World Wide Q-Cab 3 Cylinder
World Wide Q-Cab 4 & 6 Cylinder
World Wide Q-Cab 4 & 6 Cylinder Flat Deck
Super Q-Cab Series 10 Force II Ultra
30 Series
JOHN DEERE
SG2 Cab
MCI Cab
MASSEY FERGUSON
MF 100 Sirocco Series
MF 240 Cab Craft
MF 300 Series
MF 400 Series
MF 600 Series
ACOUSTIC MATERIALS
INTERIOR TRIM SHEETS
RUBBER MATTING
GLAZING RUBBER
DOOR & WINDOW HANDLES
MISCELLANEOUS FITTINGS

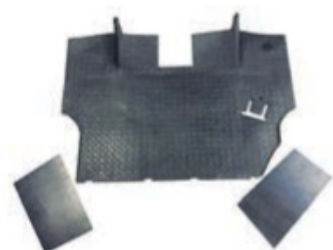
PLEASE CONTACT US IF YOU WOULD LIKE A FREE BROCHURE



We can produce trim
panels from original
patterns - please call
for details.
A wide range of
acoustic sound proofing
materials, matting and
interior trim panels are
shown in the brochure.



MOULDED FLOOR MATS - SEE OUR FULL RANGE ONLINE



Case IH Maxxum & Maxxum Pro



Case IH XL 4 CYL



Case IH XL 6 CYL



DB 90 & 94 Series



DB 90 & 94 Series



Ford WWQ Cab Transmission Mat



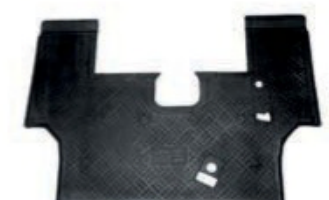
MF 550



MF 565



MF 575 590 595



MF 600 Series

ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED

Tel: 01873 811631 • E-mail: sales@cabpartsinteriors.co.uk • Web: www.cabpartsinteriors.co.uk

County of Shropshire

The County Super Six was a muscle machine back in the 1960s, and renowned for its pulling power. Mike Richards from Shropshire owns a nice example, as Bob Weir discovered recently.

Buyers looking for a heavy-duty machine whilst listening to The Beatles, would have had the Super 6 at the top of their wish list. Equipped with a powerful six-cylinder engine and four equal-sized wheels, this latest County meant business.

Big brother to the less expensive Super 4, the first examples of the model were built between 1962 and 1965 by County

Commercial Cars Ltd., based at Fleet in Hampshire. These two four-wheel drive machines had been the breakthrough for County and propelled the company from a niche market to volume producer.

County had been created by the Tapp brothers in 1929. The family firm had started off modifying Ford trucks, and its vehicles were used by the British army during WW2. Following the end of hostilities, it was given an order to

supply narrow-gauge crawler tractors to spray hops. In 1948 this led to the development of a standard-gauge version based on the Fordson E27N Major, marketed as the County Full Track.

Further orders followed from the West Indies, and by the 1960s County was ready to launch its first equal-sized wheel, four-wheel-drive tractor featuring normal front-wheel steering. Based on the Fordson Super Major, the Super 4 attracted a lot of interest, paving the way for the more powerful Super Six.

The new tractor was introduced in 1962 and was powered by a Ford six-cylinder industrial engine. At the same time County upgraded the transmission using a heavy-duty gearbox and larger Borg & Beck clutch.

Further improvements followed in 1963 after the launch by Ford of the New Performance Super Major. The revised tractor helped to secure County's future and allowed it to produce more models and, ultimately, stay in business until '83.



Mike Richards with his County 1004.

Mike comes from a farming background and has lived in Shropshire all his life. "My grandfather kept a farm, and I learned to drive on one of the family's tractors," he recalls. "Things were different in the early 1960s, and farms were a lot smaller. Most of the tractors were Fordson and Massey Ferguson, although David Brown and Nuffield were also popular."

Mike has fond memories of growing up in the Shropshire countryside. The area was still predominantly a farming community, although there were other job opportunities in the market towns.

"After I left school, I worked on various holdings for a few years," he said. "Then one of our farming neighbours persuaded me to join the Post Office. He was working part time for the GPO and also kept a farm, so it seemed the ideal combination."

Mike joined the Post Office in 1971 and ended up working in several local towns. He eventually got into management, and certainly saw some changes over the years.

"I spent many happy years with the Post Office, and even passed my HGV Class I license," he recalls. "Managers were expected to cover a variety of different jobs at short notice, particularly when there was an industrial dispute."

FULL-TIME COLLECTOR

Mike eventually opted for early retirement and started working as a coach driver. "I also drove commercial lorries, although this stopped during the pandemic," he said. "Nowadays, I spend most of my time looking after my collection of tractors."

Apart from the County, Mike owns several other tractors, including a Fordson New Performance Super Dexta and Fordson New Performance Super Major. "I started collecting 16 years ago, and my first classic tractor was the County," he explained. "I've always liked Ford tractors, although I am also interested in other brands."

Prior to Mike acquiring his Super 6 in 2006, the Ford 5000-based County had been working on a farm.

"Fortunately, the tractor was a local machine, so I was able to drive the short distance back home using side roads," he recalls. "I believe the County had started its working life in the forestry industry. The County was popular with timber contractors and used extensively for logging because they had the power to do the job. I am the third owner. The



Unlike some Countys, this one does not feature an assistor ram – but it does have a pick-up hitch.

machine was in working condition when I got it, and I must have spent several thousand pounds doing it up."

Mike remembers he was thrilled to acquire the Super 6, as there were only a handful of County tractors in the area. "County tractors can be quite expensive projects, compared to other makes," he said. "But I always liked the look of them and was impressed with their power. Once I had bought the tractor back home, I started planning the refurbishment."

Having spent his younger years growing up with tools, Mike was determined to do a lot of the work himself. "I knew a local enthusiast who specialises in restoring County machines, and he allowed me to use his yard," he recalls. "He helped me to strip the tractor down and replace some of the parts. "I think the key to a successful restoration is to make haste slowly. That way you are less likely to make mistakes. It also helps if you can store the restoration project under cover, to keep it out of the weather."

Mike also remembers that the County had already been fitted with its second engine.

"The original engine had been replaced at some point," he said. "I believe this was during the time when the County was working in the forestry industry. Most

Super 6s led hard working lives and the tractor was designed to operate in the toughest conditions, over terrain that would have defeated conventional tractors. The four-wheel-drive system gave the machine a real competitive edge and encouraged operators to use the tractor to its full potential."

NOT COMMON

County Super 6s are a relatively uncommon beast, and Mike was initially wary about sourcing spare parts.

"Most parts are still available, depending on what you are after," he explained. "Items like drive shafts, bonnets, front cowlings, and grilles can be a bit of an issue and prices are likely to be high. Obviously, you want to be sure that what you are buying is as original and complete as possible."

Although the Ford six-cylinder engine had a reputation for being durable, the condition of the gearbox usually depended on how the tractor had been worked.

"Fortunately, the mechanics were sound, and the County has never given me any problems," he said. "These days the tractor does not clock up a lot of mileage, and I am careful to store it under cover."

Mike also remembers he had to replace the fibreglass bonnet. While he was at it, ➤



Top: The dash panel and instrumentation are basic, but sufficient. Above: The driving position offers great visibility.

he also gave the Super 6 a new coat of paint. "I suppose the makeover took about four months from start to finish," he said. "Once I had downed tools, I replaced all the tyres and drove it back home."

Getting behind the steering wheel of an old tractor as large as the County is not everyone's cup of tea, and I asked Mike what the Super 6 is like to drive. "The Super 6 is certainly different from a normal tractor," Mike said.

"The big wheels mean you need to stay more focused, as you don't have the lock that you do on conventional tractors. The County is fitted with a crash box, so you also need to be careful changing gear. Visibility is obviously good because you are sitting so high up, but it makes you keep one eye on the weather."

According to Mike the County has been a dream to own and has been very reliable.

"I use it for tractor runs, which gets the odd comment," he laughed. "Yet the County is surprisingly nimble given its size. Shropshire can be quite hilly in places, but the Super 6 takes it all in its stride."

Road runs are very dear to Mike's heart, and since 2007 he has helped to organise charity events with the help of his friend and fellow tractor enthusiast Tim Bebbington.

"We call it the Stretton Hills Tractor Run, and use it to raise money for different charities," he explained. "We've donated to several organisations over the last 15 years, including the local air ambulance, various cancer care charities, and Diabetes UK."

"We hold the run during the first Sunday in September. Obviously there was a break for the Covid-19 pandemic, but we are hoping things will get back to normal. Everybody usually enjoys themselves, and we are planning to repeat the performance in 2022."

Mike also intends hanging on to his County tractor for the foreseeable future. "There was little to touch the performance of the Super 6 when it was new, and not many of these tractors were built," he said.

"I've also heard that prices are on the rise, but the machine is staying put for the time being!" ■



The Super 6 has an unmistakable silhouette and can represent a more affordable route into County tractor ownership.

USEFUL CONTACTS

Morris Lubricants
Shrewsbury, Shropshire
Tel: 01743 232200
morrislubricants.co.uk

AgriLine Products Ltd.
Stoke Prior, Worcestershire
Tel: 01527 579111
agrilineproducts.com

COUNTY TRACTOR SPARES LTD

**For all your County tractor
spare parts requirements**

Tel: 02380 814340

Email: info@atosborneltd.com

Shelley Lane, Ower, Romsey, Hants, SO51 6ZL



The Studio, 130 Hucknall Lane,
Bulwell, Nottingham NG6 8AR

TELEPHONE: 0115 8548871

WEBSITE:

www.gandmorignals.com

Please call
for a free catalogue to
see our full range of
collectable models in
1/32 and 1/16 scale



NEW

**1/16 Fowler VFA crawler
with Blaw Knox Blade
and working tracks.
Limited edition of just 50
hand built in the UK
models £375 each**

ALL MODELS AVAILABLE WITH YOUR OWN NUMBER PLATE

AVAILABLE NOW 1/32 SCALE VAK 1

All of our models are true collectors items that are hand built and finished in the UK using only the best UK sourced materials.
All of our models are limited editions of 50-500 maximum editions are stated with each model.
After these have gone they will NEVER be repeated.



Flexi Beacon
£33+ VAT

**Suppliers of new and used parts
for John Deere tractors**

We supply to UK & Overseas

VISIT OUR WEB SHOP

Always breaking JD tractors for used parts - most models

STOCKISTS FOR:

Tel: 01673 828883 Fax: 01673 828892

www.nytractorparts.co.uk email: info@nytractorparts.co.uk
Unit 2, The Forge, Moor Road, North Owersby, Market Rasen, Lincs LN8 3PR

DAVID BROWN CASE SPARES

We specialise solely in DB, Case, and carry a comprehensive range of spares and assemblies either new, used or reconditioned. Service exchange units available including Hydrashift Gearboxes, Hydraulic Control Valves, Engine Oil Pumps, Steering Rams, Short Engines etc., etc. We also specialise in Hydrashift Gearbox repairs.

All units are run up and tested in our Hydrashift test bed.

All major Credit and Debit Cards welcomed

BARCLEY WILLIAMS

For further enquiries or advice please contact

Stuart Edwards or Barclay Williams on 01386 833694

FAX: 01386 830469 WEB: www.barcleywilliams.co.uk

Next Day Nationwide Delivery

Serving the Nation with 45 years of David Brown experience



Tractor Spare Parts Ltd

Vintage & Classic Tractor Parts

**FROM THE
SMALL
TO THE BIG**



Everything that you could need for your..

NUFFIELD, LEYLAND & MARSHALL

*Specialists in Nuffield parts from the BMC Mini to the Marshall 100
Ships worldwide, export orders welcome!*

+44 (0)1335 310538 | sales@tractorspareparts.co.uk

www.tractorspareparts.co.uk

Ashbourne, Derbyshire, UK



**CHECK OUT OUR NEWLY RE-LAUNCHED WEBSITE!
www.tractorspareparts.co.uk**



International Harvester Heritage Association

Ref No eg TM666

FIRST CHOICE FOR THE GENUINE IH ENTHUSIAST

IHHA promotes the preservation and use of all IH built and derived equipment

- Members receive 3 quality colour magazine/newsletters annually
- We attend shows across the UK and Europe
- Full access to our website to view 1000+ IH brochures, service manuals and sales information within our IH Archive
- Assistance with your DVLA registration
- Worldwide membership

If you are new to IH or a lifelong enthusiast the Association has everything for you

Website: www.ihha.co.uk Email: secretary@ihha.co.uk Phone: 07909978744

Contact: Jacqueline Carpenter, 26 Smeeth Road, Marshland St. James, Wisbech, Cambs. PE14 8JF

A grey day

On Saturday 25 June, the Friends of Ferguson Heritage held a display and working event for Ferguson tractors and their implements at the Ulster Folk and Transport Museum, Cultra, Co. Down, writes *James Connolly*. Visitors from England, Scotland and the Republic of Ireland travelled to Cultra – some to spectate and others to participate.

The weather turned out to be bright and sunny, especially in the afternoon, which made for a very pleasant day. The FoFH put on a very good show that the

general public enjoyed, which highlighted the important contribution that Harry Ferguson made to the agricultural world with his ground-breaking tractors.

It was interesting to see the many different types of implements and machines that could be used with the Ferguson tractors, such as ploughs, disc harrows, cultivators, as well as trailers, hydraulic loaders and manure spreaders.

Simon Durant, from Lincolnshire, demonstrated an 18-inch Ferguson post hole borer at the event. He also brought along his 1947 TE-20 Continental-powered tractor, complete with a 'teaspoon' loader, which is pictured here

loading manure in one of the demonstration fields.

A cyclone mill, driven by a Perkins P3-powered Ferguson was also a very interesting working exhibit. Two cordwood saw benches, driven by a pair of TE-F 20s, were also at work processing logs.

The Ulster Folk and Transport Museum very kindly provided a packed lunch for all those that brought tractors and implements on the day. This was very much appreciated by the FoFH. The day concluded with the tractors taking part in a road run through the lanes of the museum. ■



Left: Simon Durant demonstrates the 18-inch Ferguson post hole borer using Jonathan Haires' 1950 Ferguson TE-D 20.



Right: Robert Bradley, from Bangor, operates an early 1950s' Ferguson cyclone mill driven by his Perkins P3-powered tractor.

Lift off!

Statistics provided by NICE (The National Institute for Health and Care Excellence) advise only 10 per cent of persons that suffer a cardiac arrest outside of hospital survive – a sobering figure, writes *Bernard Holloway*.

It is essential to administer medical care as soon as possible to this and other medical traumas and the concept of the 'golden hour' becomes significant. This provides a window of opportunity to administer appropriate care, if the injury has the potential to cause irreparable damage to the victim and to minimise its effects on the patients well-being including death.

Although it must be written, some clinicians prefer to interpret this as ensuring the patient receives rapid medical intervention as soon as possible. There is no doubt that quick, professional help has saved many a life and reduced the long-term effects of trauma. In such circumstances and where practical there is a particularly good chance the emergency clinical response attending will be a Helicopter Emergency Medical Service (HEMS), backed up by a team of paramedics.

The HEMS service dedicated to the area serving the 'Hillbilly Tractor Club' based in Otford Hills, Kent, is the Kent, Surrey, and Sussex Air Ambulance or KSS for short. Many club members are agricultural workers and are particularly cognisant of the dangers of their occupation and were extremely willing to support a road run organised by Dave Gunn and Gordon Neville to raise funds.

In 1989 Kate Chivers founded the then named South-East Thames Air Ambulance, specifically for the county of Kent, although it has since been extended to include the additional two counties that it now takes its name from. In those early days it was sponsored by Sir Kenneth McAlpine, who generously provided a Twin Squirrel SETA helicopter and covered the cost of a pilot for the initial three months. The health authority funded other costs.

Since then, the organisation has flourished and holds charitable status; to date it has attended in the region of 38,000 incidents and consequently has made an incalculable difference to the lives of the patients and their families it has helped. The Squirrel has long since been replaced and today the KSS is equipped with three helicopters – a pair of Leonardo AW169s and a single MD 902 Explorer that fly from Redhill Aerodrome, Surrey, and Rochester Airport, Kent.

As a brief aside, the HSE statistics for agricultural fatalities, inclusive of forestry and fishing, show 25 fatalities for the year 2021/2022. This places agricultural work as the second most dangerous occupation after the building industry. As yet I have not found accurate records for injuries.

An eclectic mix of machinery met at Bowens Yard in Knockholt on the last Sunday in May for what would be a run centred across the North Downs. After the obligatory bacon roll and safety briefing,



The possibility of Gordon Neville breaking the speed limit is pure fantasy! He volunteered to stay at the back, rather than lead, to ensure the run didn't take an incorrect turning.

about 25 machines left the yard to begin a run that turned out to take about three-and-a-half hours.

The tractors were as contrasting as the countryside that the group was to traverse. A brace of John Deere 6930s, Fordsons and Fords of various eras and, of course, the ubiquitous Ferguson and MFs – the staple of many hobby tractor owners. They were joined part way by a Unimog once in the ownership of The British Aircraft Corporation – a truly eclectic mix.

The route took in local byways, lanes and sections of the Pilgrims Way, providing panoramic views across the Weald and, in total contrast, the concrete 'villages' of the London Basin, Canary Wharf being particularly spectacular as the sunlight reflected off the buildings whilst Buzzards and Kites vied for airspace with the historic aircraft flown from nearby Biggin Hill.

A halfway halt was taken at Cheveralls Farm. A memorable run enjoyed by all that participated. A cheque for £431 was donated to and gratefully acknowledged by the charity – a very worthwhile cause. ■



Left: Cost estimated circa £8.5m, plus the cost of the fitout for specialist medical equipment. Therefore, contributions to the KSS charity are essential to keep the service running. The spacious interior affords good access for medical staff to attend patients.



What a contrast!

CLASSIC TRACTOR INSURANCE

£5,000,000 Indemnity for Public Liability and Third Party Cover including use on the road from £47.00 (with no hidden fees)

Cover as standard:

- Social Domestic & Pleasure use including your own agricultural use
- Cover for Shows including working events and road runs
- Any driver aged 21+ (Cover can be extended for under 21)
- Uninsured Loss Recovery including Legal Expenses up to £100,000



2022 rates starting from:

	Third Party Only	Third Party Fire & Theft	Comprehensive
1 tractor	£100	£100	£100
2 tractors	£100	£100	£100

**Further discounts apply for three or more



01252 713148
enquiries@ccins.co.uk

Policies underwritten by KGM Underwriting Services Limited.
Uninsured Loss Recovery Services (legal costs up to £100,000) are provided by DAS Legal Expenses
Authorised and regulated by the Financial Conduct Authority

BRIAN'S BAD BACK BETTER WITH BIOFLOW.

60 year old Brian Peters of Kent had been suffering from arthritis in his back and knees for a number of years. Despite taking painkillers, he was finding his work in heavy engineering increasingly difficult and painful and was unable to enjoy his hobby of restoring old tractors.

A friend advised him to try a Bioflow Magnetic therapy wristband as it really helped the pain in his wrist and ankles so Brian bought a Bioflow Elite from distributor, Jenny Ryan.

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

FOR INFORMATION ABOUT BIOFLOW
MAGNETIC THERAPY PRODUCTS CONTACT

JENNY RYAN

0114 2307844/07817 671259,

16 DEN BANK CRESCENT,
SHEFFIELD,

S YORKS, S10 5PD

jennyryan@magneticpower4u.com

www.magneticpower4u.net



Welham Diesel Injection

Fuel Injection Engineers

Large Selection of Exchange Injector pumps & injectors available

Full machine shop service available from complete engine rebuilds to crank grinding, cylinder heads, block boring and line boring.

Hawarden Avenue, Coleman Road, Leicester LE5 4NL

Tel: 0116 2766831 Mob: 07817 914350

Email: chris@welhamgroup.co.uk

**We specialise in Diesel Fuel Injection
Equipment for Agricultural and
Commercial Tractors**



Functional, beautifully crafted and lovingly looked after...

Get a quote and buy instant cover online at
www.walkermidgley.co.uk/vintage-tractor-insurance

Tractors
from only
20 years
old

...just like our vintage tractor
insurance cover, from only **£42.63** (inc 12% IPT)*

Key features:

- £5,000,000 Public Liability
- Social, domestic and pleasure including your own agricultural use
- Third party cover including Road Traffic Act
- Rallies, shows, road runs, working demonstrations and competitions
- Any driver including under the age of 17

If your vehicle is at least 20 years old, contact us today

"I do prefer to organise my insurances on line, so I was delighted when I entered your website and found that I was able to gain a quote on line. I found your website very clear and easy to navigate, entering all my details in a few minutes. Within 5 minutes I had gained my quote, made my payment and received my documents by email, which was a pleasant experience." **Mr N Wiltshire**

0114 250 2770
enquiries@walkermidgley.co.uk
www.walkermidgley.co.uk

WM Walker Midgley
Insurance Brokers
Part of the **towergate** Group of companies

*Premium shown is for a 12 month policy - please note that administration fees apply
Walker Midgley Insurance Brokers is a trading name of Advisory Insurance Brokers Limited. Registered in England with company number 4043759.
VAT Registration Number: 447284724. Registered Address: 2 Minster Court, Mincing Lane, London EC3R 7PD. Authorised and regulated by the Financial Conduct Authority

BLAST AWAY RUST!

With over 25 years experience in producing and supplying abrasives, equipment and spares to the SAND BLASTING, SHOT BLASTING and BLAST CLEANING industries throughout the UK.



£130 +VAT per ton.

We strive to deliver a personal service offering advice on products and equipment and have been awarded the prestigious quality award ISO 9001.

Haulage from 1 pallet to full loads can be arranged for delivery throughout the UK.

LAKELAND GRIT BLAST

Telephone **017684 83726**

Mobile **07748 816969** Fax **017684 83610**

Flusco Works, Newbiggin, Penrith, Cumbria **CA11 0JA**

Email: info@lakelandcarbons.co.uk

www.lakelandgritblast.co.uk



BRIGGS THOMAS Engineering Ltd

We have a parts and consumables store for
all your agricultural and trailer needs.

2a Ditton Priors Trading Estate

Ditton Priors, Bridgnorth,

Shropshire WV166SS

adambriggsthomas@gmail.com

01746712217 / 07868440423

Briggsthomasengineering.co.uk

Agricultural Engineers, Machinery and Trailer Sales



New 6ft pasture
topper
£1695+vat



3 ton tipping trailer
tips well
£550



Mf 35 4 cylinder
complete and running
with logbook
£3500



Record small round
bale wrapper
£250



Kubota B7100 nice
working condition £3750
4ft finishing mower ex
demo £1250



Jcb 3c in good working
order £2500 comes with
2ft bucket and 10 inch
bucket



5.m Brian James Cargo
connect with ramps
£5250



Malone 4 rotor
Tedder 5.7m
£8750



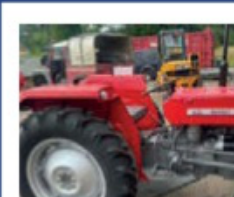
Malone Procuto
240 mower
£7200



Zetor 5748 4wd
tractor in nice
working condition
£4000



Malone post
Knockers £3500
Malone log
splitters £1150



MASSEY
FERGUSON
135 completely
restored £11500
Any restorations
undertaken give
us a call to see
how we can help.

BRIAN JAMES TRAILERS

Zetor

Sedgemoor shines

The 2022 Sedgemoor Vintage Show was held near West Huntspill, near Bridgwater in Somerset, on 9 and 10 July 2022, courtesy of Geoff Reasons, writes *Joseph Lewis*.

Around 100 listed tractors ranged from a 1917 International Titan and locally supplied 1942 John Deere BO, owned by Ivan Sparks, to a recently imported Massey Ferguson 1805 articulated model, owned by Dehane Rhodes.

Highlights included Ford and Ford-based classics. The 1989 Ford 6610 Force II, owned by M Bishop from Theale, is notable for having an All-Purpose cab and floor-mounted gear levers. The 6610 was a one-owner-from-new model, which came from Devizes in Wiltshire with only 4,000 hours on the clock.

Local Ford owner Martin Evans had only completed his 1970 Roadless 115 just before the show. Serial number 5975, we understand, worked in France for two

years before being registered in the United Kingdom in 1972 with VLT 699K. Working on a farm in Gloucester between 1980 and 2008, the 115 was sold at Malvern in 2011, followed by the previous owner in Manchester in 2018.

Martin has rebuilt the original engine and front axle and this 115 is understood to have worked as Roadless Traction's demonstrator.

* With thanks to Ivan Sparks and event organisers. ■



Martin Evans' Roadless 115 is stated to be one of the first to be built with a single-door cab.



This Caterpillar-powered MF 1805, owned by Dehane Rhodes from Stogursey, shows the supplier to be Bodner Equipment Company of Staunton, Illinois.

Great line-up

Since the Proctor family took over the tractor section at the Weeting Steam Engine Rally & Country Show it has gone from strength to strength and *Peter Love* went along to see what it was all about on 15-17 July.

By far East Anglia's largest rally, based on the Suffolk/Norfolk border, it's not far from Thetford. It started in 1968 and has continued thanks to Richard Parrot's generosity, who is now in his 80th year. If you have never been to this event it is well worth it, as it has so much on offer for the enthusiast and family and was held this year in glorious weather.

I first attended this event in 1970, but this was my first visit for 20-plus years. The welcome the tractor exhibitors got

from the Proctor family was generous and one wishes it was like this at every rally one visits. They are proper ambassadors for the tractor preservation movement.

This year a horticultural section was introduced, adding another aspect for the visitor to enjoy. A number of veteran tractors attended too and each day the exhibitors paraded their machines for all to savour.

It was a great event, which is not to be missed by the tractor fan, with good trade and autojumble stands and superb evening entertainment to make this event the best of its kind in East Anglia.

Next year's show takes place on 14-16 July. ■



The show would not be the same without Graham Chapman's 1974 Dufra – ideal for the ground conditions with a disc plough behind.



Rare in the UK and in this case very original – Les Garner's Allis-Chalmers HD-14 which he purchased in Norfolk three months ago.

Record crowd at DETILING

In stunning weather, something that this show has not been blessed with in the past, the Kent County Show on 8-10 July was a big hit with more than 80,000 visitors, says Peter Love.

Following a cancelled show in 2020, and a restricted number of visitors at the 2021 Summer Fayre, the 2022 Kent County Show was the 91st show and first one since 2019. Rebuilding after the pandemic, and organised by almost an entirely new team, it refocused on agriculture, animals and education, with input from The National Fruit Show education department supported by LEAF (Linking Education and Farming), to provide insight into food production.

Minette Batters, the NFU president, together with a selection of the county's MPs, effectively demonstrated why the countryside is so important and showcased much of what the rural sector has to offer to the country's economy.

Commenting on the show's success, Julian Barnes, chairman of the Kent County Agricultural Society, said: "I am exceptionally pleased with how successful this year's event has been and would like to thank the hard work of our operational team, as well as the army of volunteers, my fellow directors and the support of our sponsors.

"Returning post-pandemic, we were determined not simply to replicate the 2019 event but give the new team an opportunity to put the huge menu that the Garden of England offers at the heart of the show.

"As we look towards the Society's 100th birthday next year, this event

firmly puts farming and the county's rural sector back at the forefront."

The heritage section saw a bumper crowd visit the area, which included an enlarged parade ring where the sections paraded twice a day to the delight of the vast audience that attended the show. The highlights were the West family's stunning Avery 8-16 and Case 12-25, which paraded each day, and Rodney Gibson's 1943 Ford 2NAN.

It was touch and go if this tractor would make its debut, but it did after Rodney, the Ford & Fordson Association's Technical Advisor, sorted out the leaking fuel bowl and feed pipe problem. A company in Sittingbourne came to the rescue, as the wrong radiator had been supplied. It soldered the original header tank to the new core on the incorrect radiator, making an excellent job.

The engine was rebuilt in the early 1960s and the tractor hardly did any work after that, but had worked hard before. Rodney intends to keep the tractor in original condition, but has plans to sort the front wheels out and carefully weld a new section into the corner of the bonnet assembly this winter.

As always, the FFA stand was very popular at the show and a number of new members were signed up. It was pleasing to see a fine line of horticultural tractors at the show, too.



Rodney Gibson's 1943 Ford 2NAN, which was readied just hours before the show.

Nikki Dorkings, the general manager of the showground, said: "With planning for this event only really possible since January 2022, I am incredibly proud of the team and volunteers who managed to pull this together in half the usual time.

"The atmosphere throughout the three days was fantastic, and we were pleased that all our exhibitors, trade stands, displays and entertainment joined the party and helped make this a really special show.

"As we look to build the show back up, I'd like to thank all those exhibitors and look forward to welcoming them back next year. ■

The dates for the next Kent County Show are 7-9 July. Why not exhibit your tractor? You will be made more than welcome in the various classes. This includes free refreshments to exhibitors – the cold drinks were very much appreciated in 2022, as was the section equipment supplied by Coppard Plant Hire, which was celebrating its 50th anniversary.



Left: George Simmons' Massey Ferguson 65 MkII was one of the highlights of the show. Right: After a few temperamental problems, this Case 12-25 was running a treat for the West family.



CELEBRATING THE
DAVID BROWN 780



Launched in 1967, the 780 was a well-equipped, small but powerful, tractor. Fitted with a robust 3 cylinder engine, an option of 6 or 12 speed transmission and the Selectamatic hydraulic system. A two-speed PTO and swinging drawbar completed the package, more than enough to carry out most farm work at the time.

Keep your David Brown in tip-top condition at **David Brown Parts Limited**, the leading parts supplier from VAK1 to 1694.

visit: davidbrownparts.com

 **01989 562743**  **peter@davidbrownparts.com**
(9am-4pm Mon-Fri)

We have moved!

Ryley Row, Haigh Industrial Estate, Ross-on-Wye. HR9 5NF



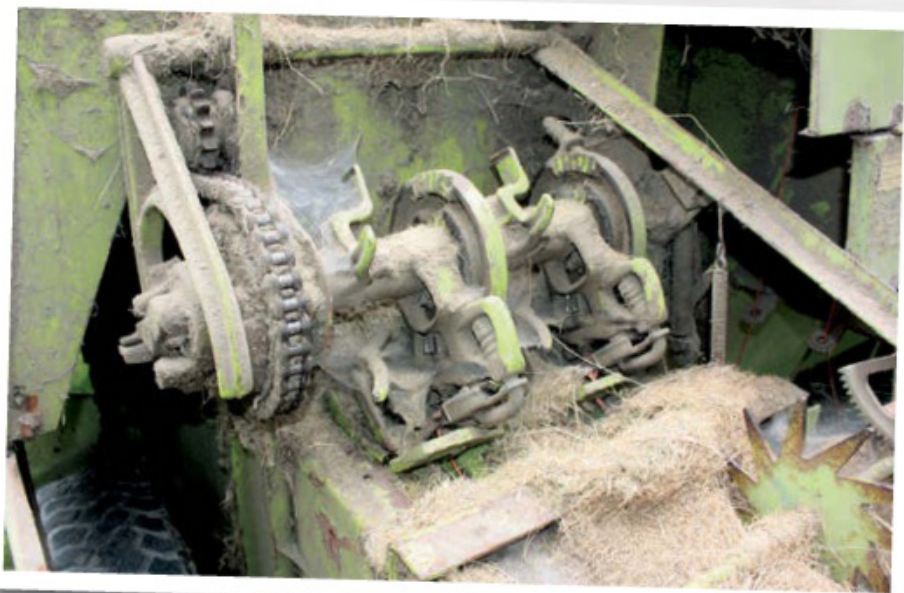
The DB Specialist



DIFFICULTY RATING **ONE SPANNER** Easy **TWO SPANNERS** Straightforward
THREE SPANNER Moderate **FOUR SPANNERS** Challenging **FIVE SPANNERS** Nigh on impossible

Workshop

Projects, expert advice
& product news



64 780 RESCUE

The end is nigh as the Chocolate Brown spray gun gives way to one filled with Orchid White.

68 HOW NOT TO STORE YOUR BALER!

If you're ready to put your baler away until next season, ignore this advice at your peril!

72 EXPERTS' ADVICE

You've sent in your questions and our experts have been toiling to provide the answers.

74 KEEPING THE WHEELS TURNING

Routine maintenance may be tedious, but it's necessary if you're going to give your machinery the best chance of performing faultlessly. Andrew Hall gives his Ferguson 35 a once-over.

77 NEW PRODUCTS

Items of interest for your tractor and the workshop, including a MIG welder and a selection of pliers.

Vehicle Wiring Products



Free catalogue

Visit our website, phone or email for a free catalogue

www.vehicleproducts.co.uk

TelNo: 0115 9305454 and email: sales@vehicleproducts.co.uk
 Vehicle Wiring Products 9 Buxton Court, Manners Ind Est,
 Ilkeston, Derbyshire, DE7 8EF

Engine Fix UK

UK Precision Engine Components for
 Vintage, Classic & Modern Tractors & Machinery
 Tractor, Digger & Commercial Spare Parts, Equipment & Accessories

For the Busy Seasons ahead....

Case, Cummins, David Brown, Ferguson, Ford, Fordson, IH, JCB, John Deere, Leyland, Massey Ferguson, Perkins, Nuffield and Shibaura
 Engine Rebuild Kits, Pistons, Rings, Liners, Bearings, Bushes, Gaskets, Seals, Valve Train, Con Rods, Fuel/Oil/Water Pumps & much more



Please note new contact details and address

Tel: **01606 882621** or **0121 502 0101**

Email: poweralleurope@gmail.com or neale.astbury@psep.co.uk

www.poweralleurope.com or

www.power-source-engine-parts.co.uk

www.enginefixuk.com

Freshfield, Cassia Green, Marton, Winsford, Cheshire CW7 2PZ

8:00 am -18:00 pm Monday-Friday/ 9:00 am -12:30 pm Saturdays

All Prices Inclusive of VAT



OEM names & numbers are shown for reference purposes only

All Major Cards Accepted

780 rescue part 19

Much progress has been made since the last feature, with work completed on the dashboard, electrical wiring and front wheels. Andrew Hall has the detail.



After successfully refinishing the skid unit in Chocolate Brown I have moved on to the white areas of the tractor. The paint for the tractor has been supplied by David Brown Parts Ltd., and the actual shade of the Orchid White was, until recently, an unknown quantity.

My nephew has recently repainted his DB 885 in Orchid White, which proved to be rather too dark and creamy for my liking, so I was pleasantly surprised to find my paint to be much whiter and more to my satisfaction!

DASHBOARD

The first item to be finished in white on the 780 has been the dashboard. Some local repairs were necessary before I could prepare it for painting. Red oxide was used as a primer, but a beige primer was sprayed over that to act as a barrier coat to facilitate the application of the white top coat. Two coats were applied by brush and the result was very satisfactory.

NEW INSTRUMENTS

The original instruments were too far gone to reuse, so a new fuel gauge, temperature gauge and switches were obtained and fitted to the

newly-painted dashboard. I had a spare tractormeter to suit the 780, which is tidy and serviceable, so this was also fitted.

A new light switch and horn button were also used to finish the job off nicely, but I have since discovered that the starter switch is unserviceable, so this will have to be replaced too! New warning lights of the original Lucas pattern were also fitted.

WIRING LOOM

Regular readers may recall me removing the original wiring and labelling it up to assist with the reassembly. That was nearly 18 months ago, so I

was glad I'd done it, as remembering where everything connects would have been a nightmare!

I had repainted and fitted the fuel tank, but then realised it would be easier to remove it to pass the wiring loom beneath it. With this done the loom was then connected to the new instruments, switches and warning lights in turn and the labels removed as I progressed.

New terminals were required for each of the three warning lights, as the originals were badly corroded. Once all the wires were connected, the fuel tank



Although mechanically sound, apart from a seized clutch, the 780 has needed much cosmetic attention to bring it back to life once again, and is nearing completion.



Barrier coat

1 A barrier coat of beige primer was applied to the dashboard to facilitate the application of the white top coat.



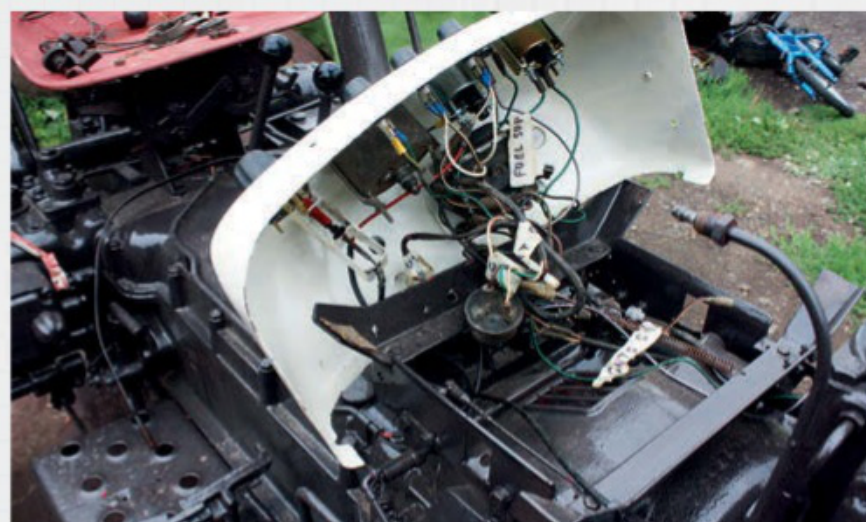
Two coats

2 Two brushed coats were more than adequate to provide a good finish to the dashboard, which has been placed in position ready to accept the instruments and wiring.



Instruments & switches

3 It was easier to fit the new instruments and switches with the dashboard on the bench, rather than in position on the tractor.



Wiring loom

4 The fuel tank was removed to allow the wiring loom to pass beneath, and left off until the wiring loom was reconnected to the switches and instruments.

was refitted and the fuel gauge wire connected to the sender unit.

ENGINE STOP CONTROL

Another detail to be refitted was the engine stop control. This is cable operated and connects to the fuel injection pump at the front of the engine and feeds backwards under the fuel tank to the dashboard panel. It was necessary to connect this before securing the dashboard to the fuel tank, and proved to be rather a fiddle to accomplish.

Before screwing the stop knob to the dashboard it was refinished in red paint, as it would have been originally. New crosshead screws were

found to secure the dash panel along with new spire nuts that clip onto the rear flange of the fuel tank.

The final part to be fitted here was the drive cable for the tractormeter, which was threaded carefully to avoid any links in the cable, which would shorten its life.

FRONT WHEEL RIMS

These were the next target, and were cleaned and prepared with a rotary wire brush before priming with two coats of red oxide. A further barrier coat of grey primer was applied to each rim, as with the dashboard, to facilitate the application of the white top coat. Two top coats were applied by brush and

provided a good finish after refitting the front tyres to avoid any damage from tyre levers during the tyre fitting.

New inner tubes were used to ensure reliability, but the tyres that came with the tractor were good and fit for further use. These are Barum tyres, and feature a chunky centre rib of unusual design. The paint was allowed to harden before fitting the wheels to the tractor.

The 780 features front wheel bolts, which thread into the hubs and have ½-inch UNC threads. A tap was used in each of the holes in the hubs to clean out the threads before attempting to fit the wheels. When fitted, the tyres were inflated to 30psi (2bar).

HYDRAULIC QUADRANT

This was removed along with all the other white components when the tractor was stripped down, and put aside ready for attention. The quadrant is secured to the tractor by three bolts, but before removal the friction washers of the control lever needed to be removed to allow the quadrant to come away from the tractor.

Also, the curved band that the lever is guided by has to be removed to enable the knob to pass through. One of the cross-headed screws was very tight and sheared off when an attempt was made to remove it. The broken piece of screw had to be drilled out and re-tapped ➤

before fitting two hexagon-headed setscrews rather than the original cross-headed variety.

The quadrant has a spring attached, which comes into play when the lever is moved fully rearwards when selecting between depth, height and TCU services. This spring needed to be removed to allow for cleaning and preparing the quadrant for fresh paint.

A note worthy of remembering is never to attempt to move the depth/height/TCU selector unless the quadrant lever is fully

back against the spring, as there is a risk of snapping the selector lever off if forced. Early tractors features cast aluminium levers, whilst later models have plastic – both of which are vulnerable to breakage if mistreated.

The quadrant lever was left in place and refinished in white top coat in situ. The friction washers were cleaned and inspected before refitting the quadrant. New decals have been supplied for the tractor, and will be applied to the quadrant in due course as the project reaches an end, along with other decals on the tractor.

The plastic stops have been cleaned up and refitted. These are present to allow the operator to reset the quadrant lever to its desired position when operating implements.

SEAT PAN

Another item treated whilst the white paint was on the go was the seat pan. The seat is a Rest-O-Ride unit, which was restored in an earlier issue. The seat pan was holed with corrosion, and required some welding to repair it before priming in red oxide.

After some success with the initial white paint I chose to

apply it directly over the red oxide to see how well the paint covered. The result was good after two coats, so this will influence what I do regarding the bonnet and mudguards, which will be the topic of the next feature. ■

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



Stop control

5 The engine stop control was refitted after spraying the stop knob red, along with the low/normal lever knob to add to the detail.



Drive cable

6 A new tractorometer drive cable is seen alongside a new bonnet strip, ready to be fitted before the fuel tank was refitted.



Carefully routed

7 Care was taken not to kink the cable to enable it to run smoothly and prolong its life in service.



Front wheel rims

8 A rotary wire brush was used to clean up the original wheel rims, followed by two coats of red oxide primer.



Grey primer

9 A barrier coat of grey primer was applied to each wheel rim to assist with the coverage of the white top coat, which was applied by brush in two coats.



Original tyres

10 The tyres that came with the tractor are Barums, and in good condition. A clean up was done before fitting them to the newly-painted rims.



New inner tubes

11 A pair of new inner tubes was obtained to use on the front wheels, as these will be more reliable than the old ones.



Fitted & inflated

12 The tyres were fitted and inflated to 30psi (2bar) before applying the white top coat, preventing any damage to the white paint.



Top coat applied

13 Two coats of white top coat were applied by brush, giving a satisfactory finish to the rims, which were fitted to the tractor once the paint was hard enough.



Hydraulic quadrant

14 This had been removed on an earlier occasion and is seen here with its first coat of white enamel applied.



Spring

15 The quadrant spring (see text) was removed and refitted after painting. The friction washers were cleaned up and fit for further service on reassembly.



Back on tractor

16 The quadrant assembly was refitted to the tractor and the friction washers set to a suitable pressure to hold the lever where desired.



Seat pan

17 The repaired seat pan received two coats of white top coat over two red oxide coats with no problem, so this may save any further barrier coats.



Wheels on

18 Beginning to look like a tractor once again with the newly-treated front wheels back on the axle. Further work is required on the rear wheel rims.

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

How to store your baler



With a crop of hay rowed up ready for baling, Andrew Hall is asked to collect the baler - the result of which was rather a shock!

Balers are one of the key implements for producing hay, and can be one of the most troublesome machines to operate at the best of times. Although there are no guarantees, good servicing and maintenance goes a long way towards baler reliability.

After a dodgy start baling last year, my nephew's Claas Dominant baler began to perform quite well, with very few loose bales leaving the chamber. Some work had been carried out a couple of years earlier, including the painting of the bale chamber in red oxide to prevent rust forming, so my

advice at the end of last season was to clear the chamber of hay and thoroughly clean and lubricate the baler before putting it to bed for the winter!

DISAPPOINTING

With the thoughts that the baler had been treated kindly last year, I set off to collect the machine after rowing up the first field of hay. To my dismay the baler was parked in his barn, buried in irrelevant debris, and more concerning was that the last of the hay from 2021 was still inside the bale chamber. I forged ahead and retrieved the machine from the barn, after inflating the tyres, which had lost pressure.

BACK HOME

On my return home I set about removing the old hay, which isn't the most pleasant of tasks, as the hay had become mouldy and extremely dusty, necessitating some breathing protection! As I progressed it became apparent that not only had the hay been left in the machine, but also the baler had not been put under cover immediately, and had been out in the weather for a while!

CLEAN UP

As a result of getting wet before being put inside, the moist hay had fused to the exposed metal of the bale chamber – making it extremely difficult to shift it,

despite slackening off the chamber fully. It took ages to literally lever each wad of hay from the chamber using a pry bar, after which I had to scrape the rust and remains of the hay from the inside of the chamber. Access isn't easy at the best of times and the task took a long time to complete.

Once the hay from the chamber was dealt with I then moved on to clean up other areas where hay had lodged in the machine, before even thinking of any routine maintenance!

SERVICING

When servicing balers I always begin at the front end with the PTO shaft and associated drives. The universal joints were checked for play and greased and the telescopic end of the shaft checked for free movement and lubricated. The PTO guard was found to be damaged and required replacing with a new one before going to work.

Moving back, the slip clutch on the baler flywheel was stripped to ensure it was free to slip and not rusted up, and the bolts were tightened to the same point as found so not to over tighten.

Next on the agenda was the bevel gearbox that transmits the drive to the plunger crankshaft and other parts of the machine. The gearbox has a level/filler plug for oil. This was removed and the oil level found to be satisfactory, as it was checked and topped up last season.

Beyond the gearbox are roller chains that drive the pick-up and the knotter drive. There is also another small gearbox, which was checked for lubricant before cleaning and spraying the roller chains with lubricant.

At the bottom of the pick-up drive there is a second slip clutch, which was checked in the same manner as the main clutch. These are often overlooked, but are important to protect the pick-up from damage if an overload occurs!

Moving further back, the knotters were cleaned up and vacuumed out before greasing all the necessary grease points, and the knives removed and sharpened to give the knotters a chance to work efficiently!

Other grease points included the packer arms that carry the crop from the pick-up to the bale chamber and the grease points of the pick-up itself, which required the pick-up to be turned ►



Old hay

1 The last of the hay from last year had been left in the chamber, and to top it off the baler had been left in the open for a while before storing it.



Neglected knotters

2 The knotters were in need of a good clean before servicing them. They can be a real pain at the best of times, even if correctly serviced.



Needing a general clean

3 As well as removing the hay from the chamber, the whole machine was in need of a general clean before any servicing could be done.



Rust & dust

4 This is the result of neglect. The hay has been removed, but damp has caused rust to form in the chamber, which has to be scraped off.



Knotters cleaned

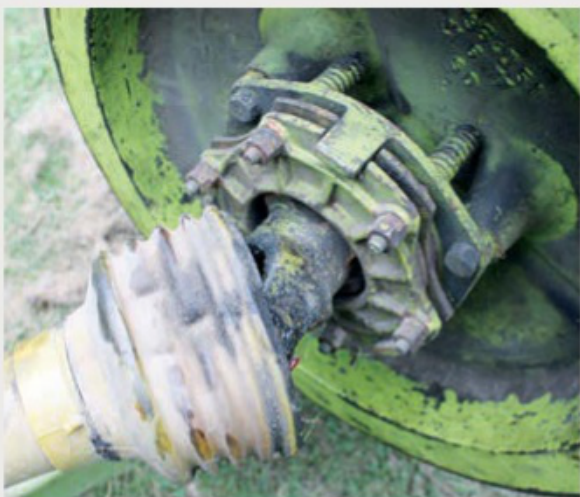
5 The knotters were thoroughly cleaned and the old twine removed from the retainers before servicing them.



PTO shaft

6 Starting at the front of the baler, the PTO shaft was inspected for straightness and free movement, and the UJs also checked and greased.

WORKSHOP



Slip clutch

7 The slip clutch was inspected and the bolts were tightened to the same point as before, as the clutch operation was satisfactory last year.



Gearbox oil

8 Gearbox oil level was checked and found to be good. This is a filler/level plug through which EP-90 gear oil is used.



Chain drives

9 Chain drives to the pick-up and knotters were cleaned and sprayed with lubricant and the pick-up drive slip clutch (at the bottom) checked over.



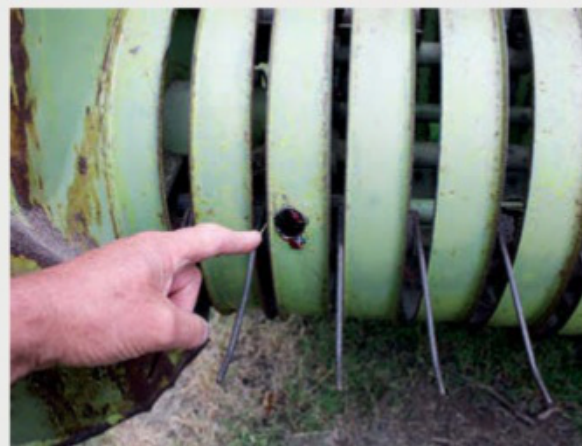
Knotters serviced

10 The knotters were cleaned, greased and their knives sharpened to give them half a chance of working efficiently.



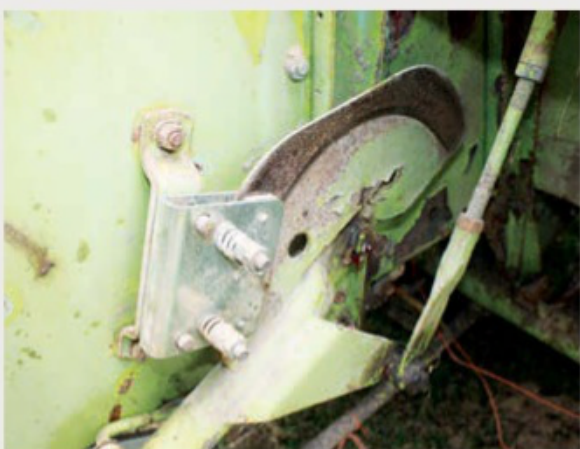
Packer arms

11 Further grease points were on the packer arms that convey the crop across the pick-up to the bale chamber.



Pick-up lubrication

12 This is lubricated through the holes in the pick-up bands, and the pick-up needs to be rotated to access all the grease points.



Knotted brake

13 New brake pads were fitted two years ago but rust has formed, which has to be sanded off the disc to prevent problems in operation.



Tyre pressures & hubs

14 Finally, the tyre pressures were adjusted and the wheel hubs greased to protect the wheel bearings.

to access them through the holes in the bands of the pick-up.

Before attempting to operate the baler the knotted brake was also checked. This had received some new brake pads a couple of years ago, but rust had formed on the brake disc, which had to be sanded off to prevent the pads being ripped off their plates when the knotted operates.

The final task was to set the tyre pressures and grease the wheel hubs. Much of this work could have been accomplished at the end of last season, saving me a lot of time – had the baler been stored correctly. It took a total of three hours to clean the machine before I began the servicing tasks! ■

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

Clarke INDUSTRIAL AIR COMPRESSORS

Top quality belt driven air compressors for industrial & commercial users inc; garages, factories, workshops and farms. 10 bar/145psi max working pressure

FROM ONLY
£499.00
£598.80 inc.VAT

UK BUILT

CAST IRON PUMP

SCREW COMPRESSORS
UP TO 371 CFM



MODEL	DISP	MOTOR	AIR	EXC.VAT	INC.VAT
XEV16/100 (OL)	14	3	100ltr	£499.00	£598.80
XEV16/150 (OL)	14	3	150ltr	£559.00	£670.80
XEV16/200 (OL)	14	3	200ltr	£615.00	£738.00
XEV16/250 (OL)	14	3	250ltr	£679.00	£814.80
XEV16/300 (OL)	14	3	300ltr	£749.00	£898.80
XEV16/350 (OL)	14	3	350ltr	£819.00	£982.80
XEV16/400 (OL)	14	3	400ltr	£889.00	£1066.80
XEV16/450 (OL)	14	3	450ltr	£959.00	£1150.80
XEV16/500 (OL)	14	3	500ltr	£1029.00	£1234.80
XEV16/550 (OL)	14	3	550ltr	£1099.00	£1318.80
XEV16/600 (OL)	14	3	600ltr	£1169.00	£1402.80
XEV16/650 (OL)	14	3	650ltr	£1239.00	£1486.80
XEV16/700 (OL)	14	3	700ltr	£1309.00	£1570.80
XEV16/750 (OL)	14	3	750ltr	£1379.00	£1654.80
XEV16/800 (OL)	14	3	800ltr	£1449.00	£1738.80
XEV16/850 (OL)	14	3	850ltr	£1519.00	£1822.80
XEV16/900 (OL)	14	3	900ltr	£1589.00	£1906.80
XEV16/950 (OL)	14	3	950ltr	£1659.00	£1990.80
XEV16/1000 (OL)	14	3	1000ltr	£1729.00	£2074.80

airmaster TURBO AIR COMPRESSORS

FROM ONLY
£119.98
£143.98 inc.VAT



Superb range ideal for DIY, hobby & semi-professional use

Model	Motor	CFM	Tank	exc.VAT	inc.VAT
11/260	2.5HP	9.3CFM	24ltr	£139.98	£167.98
8/550	2HP	7CFM	50ltr	£169.98	£203.98
16/550	3HP	14.5	50ltr	£249.00	£298.80
16/1050	3HP	14.5CFM	100ltr	£319.00	£382.80

Clarke WORKSHOP CRANES

FROM ONLY
£219.98
£263.98 inc.VAT



Model	Desc.	exc.VAT	inc.VAT
CFC100	1 Tonne Folding Workshop Crane	£219.98	£263.98
CWG1000	Gantry Crane 1T	£569.00	£682.80

Clarke HIGH VELOCITY FANS

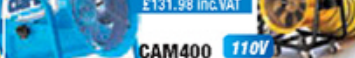
FROM ONLY
£76.00
£92.39 inc.VAT



Model	Size	exc.VAT	inc.VAT
CAMAX24	24"	£199.00	£238.80
CAMAX30	30"	£269.00	£322.80
CAMAX36	36"	£349.00	£418.80

Clarke VENTILATORS

FROM ONLY
£109.98
£131.98 inc.VAT



Model	Size	Air Flow	exc.VAT	inc.VAT
CAM200B	8"	1500m ³ /hr	£109.98	£131.98
CAM250	10"	2700m ³ /hr	£129.98	£155.98
CAM300B	12"	3900m ³ /hr	£159.98	£191.98
CON305 (110V)	12"	3900m ³ /hr	£169.98	£203.98
CON350 (110V)	12"	3900m ³ /hr	£199.98	£239.98

Machine Mart

65 SUPERSTORES NATIONWIDE

Britain's Tools & Machinery Specialist!

Clarke MIG WELDERS

Quality machines from Britain's leading supplier. See online for included accessories

GAS TIPS, SHROUDS & WIRE IN STOCK

FROM ONLY
£229.98
£275.98 inc.VAT

135TE

WAS £610.80 inc.VAT
WAS £646.80 inc.VAT

Model	Min/Max Amps	exc.VAT	inc.VAT
PRO90	24-90	£229.98	£275.98
135TE Turbo	30-130	£269.98	£323.98
151TE Turbo	30-150	£309.00	£370.80
175TEC Turbo	30-170	£489.00	£588.80
205TE Turbo	30-185	£519.00	£622.80

Clarke DRILL PRESSES

Range of precision bench & floor presses for enthusiast, engineering & industrial applications

FROM ONLY
£84.99
£101.99 inc.VAT

CDP102B

Motor (W) 350/5

Model	Speeds	exc.VAT	inc.VAT
CDP5E8	350/5	£84.99	£101.99
CDP102B	350/5	£99.98	£119.98
CDP152B	450/12	£189.98	£227.98
CDP202B	450/16	£239.00	£286.80
CDP352B	550/16	£298.00	£357.60
CDP452B	550/16	£299.00	£358.80
CDP502B	1100/12	£739.00	£886.80

Clarke 5 TONNE FORKLIFT/TRACTOR JACK - CFT5B

FROM ONLY
£229.98
£274.98 inc.VAT

LOW LIFTS FROM 70mm

HIGH LIFTS UP TO 730mm

HUGE RANGE OF JACKS IN STOCK

Clarke HEAVY DUTY LONG REACH JACKS

FROM ONLY
£249.98
£298.80 inc.VAT

CTJ2GLS

Model	Tonnes	exc.VAT	inc.VAT
CTJ2GLS	2	£249.98	£298.80
CTJ3GLS	3	£299.00	£358.80
CTJ5GLS	5	£439.00	£526.80
CTJ7GLS	7	£549.00	£662.80

Clarke GENERATORS

FROM ONLY
£239.00
£286.80 inc.VAT

PG3800ADV

CHECK FRAME TYPE WHEN ORDERING

ALSO HYUNDAI DIESEL GENERATORS UP TO 125kVA

Model	Volts	KVA	HP	exc.VAT	inc.VAT
PG2500A	230	2.2	5.6	£239.00	£286.80
PG3800A	230	3	5.6	£289.00	£346.80
PG3800ADV	230/110	3	5.6	£319.00	£382.80
PG6500ADV	230/110	5.5	9.7	£569.00	£682.80

Clarke GARAGES/WORKSHOPS

FROM ONLY
£259.00
£310.80 inc.VAT

IDEAL FOR RAIN & SUN PROTECTION

LENGTH UP TO 40'

BRIGHT WHITE INTERIOR

ZIP CLOSE DOOR

• Ideal for use as a garage or extra storage • Tough triple layer cover • Heavy duty coated steel tubing • Ratchet tight tensioning

Model	size (LxWxH)	exc.VAT	inc.VAT
CIG81212	3.6x3.6x2.5m	£259.00	£310.80
CIG81015	4.5x3x2.4m	£289.00	£346.80
CIG81216	4.9x3.7x2.5m	£329.00	£394.80
CIG81020	6.1x3x2.4m	£359.00	£430.80
CIG81220	6.1x3.7x2.5m	£399.00	£478.80
CIG81224	7.3x3.7x2.5m	£499.00	£598.80
CIG1432	9.7x4.3x3.65m	£1159.00	£1390.80
CIG1640	12x4.9x4.3m	£2500.00	£2990.00

Clarke BATTERY CHARGERS /ENGINE STARTERS

• Ammeter • Multi-position charge regulator • Overload protection on charging cycle

FROM ONLY
£72.00
£87.59 inc.VAT

BC190

Model	Max Amps	Charge/Boost	exc.VAT	inc.VAT
BC130C	15/120	£72.00	£87.59	
BC190	38/180	£109.00	£130.80	
BC210C	25/200	£139.95	£167.94	
WBC180	35/180	£159.98	£191.98	
WBC240	45/240	£179.98	£215.98	
WBC400	60/350	£219.00	£262.80	
WBC520P	50/510	£239.00	£286.80	

Clarke JUMP STARTS

Provides essential home, garage and roadside assistance • Integral work light • 910 JS1100C include air compressor • Long life battery

FROM ONLY
£89.98
£107.98 inc.VAT

UP TO 79.38KG CAPACITY IN STOCK

Model	Capacity	exc.VAT	inc.VAT
20SPS12	50kg	£89.98	£107.98
25SPS12	113kg	£124.99	£149.99

Clarke ANGLE GRINDERS

CON1150

FROM ONLY
£28.99
£34.79 inc.VAT

Model	Disc (mm)	Motor	exc.VAT	inc.VAT
CAG800B	115	800W	£28.99	£34.79
CON1150	115	1150W	£32.99	£39.99
CAG2350C	230	2350W	£64.99	£77.99

Clarke 18V 1/2" BRUSHLESS IMPACT WRENCH

• 3 forward and reverse gears

FROM ONLY
£119.00
£142.80 inc.VAT

2x2AH

CIR18LIC

Clarke HEAVY DUTY PETROL POWER WASHERS

Honda & Diesel engine models in stock

CAN DRAW OWN WATER

PLS265B

FROM ONLY
£259.00
£310.80 inc.VAT

Model	Pressure BAR/Psi	Engine HP	exc.VAT	inc.VAT
Unger1800B	110/1595	3	£259.00	£310.80
Unger2600B	180/2610	4	£339.00	£406.80
Unger3000B	200/2900	6.5	£389.00	£466.80
PLS195B	180/2640	5.5	£479.00	£574.80
PLS220	230/3335	9	£539.00	£646.80
PLS265B	225/3263	13	£719.00	£862.80
PLS350	248/3600	13	£939.00	£1126.80

Clarke HOT WASHERS

Ideal for effective cleaning with a hot jet of up to 80°C

FROM ONLY
£539.00
£646.80 inc.VAT

AMAZING LOW PRICE!

WAS £1294.80 inc.VAT

Model	BAR Press.	VOLT	exc.VAT	inc.VAT
Harry 2	145	2100psi	£539.00	£646.80
KING150B	145	2103psi	£798.00	£957.60
KING 200	150	2175psi	£1059.00	£1270.80

Clarke PETROL ENGINE WATER PUMPS

Delivery & Suction hose in stock

FROM ONLY
£179.98
£215.98 inc.VAT

Can pump solids up to 15mm dia. #Can pump solids up to 28mm dia.

Model	Type	Max Flow	Outlet Size	exc.VAT	inc.VAT
PW50A	Standard	550L/min	2"	£179.98	£215.98
PW80A	Standard	1100L/min	3"	£198.00	£237.60
PS75A	Semi-trash	750L/min	3"	£269.00	£322.80
PF75A	Full-trash	1300L/min	3"	£359.00	£430.80

Clarke HEAVY DUTY SUBMERSIBLE WATER PUMPS

FROM ONLY
£86.39
£104.39 inc.VAT

PVP11A

*Pumps solids up to 35mm dia. #Clean/ dirty water (solids up to 5mm dia.)

†Sewage cutter pump

Model	Max Flow LPM	Max Head	exc.VAT	inc.VAT
PVP11A	258	11.0m	£86.39	£104.39
HSE130A	140	7.0m	£109.98	£131.98
HSE1400A	430	13m	£359.00	£430.80

Clarke ELECTRIC/PETROL EARTH BORERS

Ideal for fence/gate posts. Fast, easy hole boring

FROM ONLY
£219.00
£262.80 inc.VAT

ELECTRIC CEA150

Model	Max. Auger Depth / Width	exc.VAT	inc.VAT
CEA150	560mm / 150mm	£219.00	£262.80
Electric	up to 1.6m / 250mm	£379.00	£454.80
Petrol			

Clarke INVERTER GENERATORS

• 12V battery charging facility

FROM ONLY
£199.00
£238.80 inc.VAT

IG1200D

Model	Max Output	Weight KG	exc.VAT	inc.VAT
IG950D	800W	9.3	£199.00	£238.80
IG1200D	1100W	12.4	£259.00	£310.80
IG1700F	1700W	22	£229.00	£274.80
IG2200A	2200W	26.6	£398.00	£477.60

Clarke SUBMERSIBLE WATER PUMPS

FROM ONLY
£44.99
£53.99 inc.VAT

The Famous Hippo pump

*Auto ON/OFF float switch on these models †Sewage cutter pump

Model	Max Flow	Max Head	exc.VAT	inc.VAT
PSV				

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.

Ford 4610

Q I have a 1982 Ford 4610 tractor, which will not move in third or fourth gear, seventh and eighth in high. I removed the gearbox top and cannot see any problem. This seems to be a problem with 'Rubik's Cube' column change. Did you ever come across this? If so I would really appreciate if you have any idea how to solve it.

Gerry Dunning, via e-mail

A The early Ford Series 10 tractors with the column change weren't the best of gear shifts. The gearbox itself is robust enough, which is why you didn't discover anything amiss when you removed the top cover. As you have surmised, the problem is likely to be with the linkage between the levers and the top of the gearbox, rather than an internal issue.



Photo: Gary Hawkins.

I would inspect the linkage that selects gears 3 and 4 (low range) and gears 7 and 8 (high range). The chances are that there is some wear in the linkage preventing

the selection of those speeds. Parts for the linkage should be available from your nearest NH dealer, which may be able to advise and pinpoint the parts required.



Fordson Major E27N (P6)

Q Our Fordson Major E27N has recently undergone an extensive engine rebuild, with no expense spared regarding the parts used and the machining services. Since putting it back into use, the engine starts and runs very well but has a tendency to emit black engine oil from the exhaust pipe, which makes the engine messy and will spoil the new paintwork finish.

Is there something wrong with the engine rebuild, and can anything be done to reduce or eliminate the problem?

John Simpson, via e-mail

A This isn't an uncommon problem with freshly-rebuilt diesel engines. It takes a while for the piston rings to bed in, and until they do engine oil has a tendency to pass the rings in excess with unburnt oil passing out of the exhaust system in the manner you describe.

Quite often newly-rebuilt engines are allowed to idle when first started with the thoughts that care needs to be taken whilst running in. The reality is that a new engine is better to be worked fairly hard but sensibly until the internal components have settled in.

Our advice is to give your tractor some reasonably hard work without labouring the engine, and this should speed up the running in process and eliminate your problem.

Fordson Dexta



Cooling system issues

Q I have difficulty every year re-filling the drained down radiator and engine block of my 1958 diesel Dexta. Now it is anti-freeze time again! The header fills but thereafter the other five or six litres take forever to add; air seemingly cannot escape.

Have I a radiator problem? Any ideas why this should be happening, please?

Thank you, and for the excellent magazine.

Gerard Hoare, via e-mail

A There could be any number of reasons why you are finding it difficult to refill your cooling system. It may be that the radiator tubes are blocked and restricting the

water flow through the core. It could also be a collapsed radiator hose creating an air lock in the system.

An extreme case may be the waterways of the engine cylinder block are furred up, giving the same symptoms. Any of these causes are likely to cause your engine to overheat when in use.

The thermostat should have a small hole with a jiggle pin in it, which is there to allow air to bleed through the closed thermostat when replenishing the coolant. It's worth checking the easy things first, such as the thermostat and hose condition.

Also it may pay you to remove the radiator, invert it and reverse flush it with a hosepipe.

This may dislodge any debris that has jammed in the tubes.

As a check you could attempt to fill the removed radiator with a hose and monitor the flow of water through the core. This may provide an indication of the how clear the radiator core tubes are. If badly blocked, a replacement radiator may be the best course of action.

Steering box problem

Q I'm having issues with the steering of my 1958 Fordson Dexta.

The steering wheel has become very wobbly and the movement rather stiff and jerky in its action. I'd like to improve it and would welcome any advice you can give me to accomplish this.

Does the steering box contain oil or grease? I can't seem to find a means of filling the box up to replenish the lubricant.
Arthur Green, via e-mail

A Problems with Fordson Dexta steering are common. The design of the steering box is different from anything else. The steering wheel is attached to a tubular nut, which in turn engages with a thread in the top end of the steering column shaft. The nut runs in a set of ball bearings

at the extreme top of the column, and this is where the shortcomings show.

As the steering wheel is turned, the column rises and falls according to the direction it is steered, which in turn moves the cross-shafts in the lower end of the steering box.

Oil is used to lubricate the steering box, and the official filling point is a small filler plug on the right-hand edge of the top bearing housing, accessible after removing the top dash panel and throttle lever.

The fact is that when the oil level drops below the top bearing, the lubrication is compromised – allowing the top bearing to run dry, which promotes excessive wear on the top bearing, and the symptoms you describe.

An easier way to fill with oil is to remove the steering wheel centre nut and fill through here. A degree of wear should allow the oil to pass through the threads and is easier than attempting to fill through the official small hole.

Fresh lubricant should improve matters, but if not a replacement top nut and ball bearings will be the answer! The oil for the steering box should be SAE-20 HD, with a capacity of 2.12 pints (1.2 litres).

David Brown 880

Q The brakes on my well-used DB 880 are very worn and I think the linings could do with being replaced. My previous tractor was a Ferguson TE-20 with the brakes on the outer ends of the axle and easy to access. The DB brakes are more hidden and I could do with some pointers

to assist me in relining them.
William Sargeant, Worcester

A David Brown brakes are inboard and require the axle final drive units to be removed to reach the brake shoes. You need to disconnect the pedal linkages from each side, support the tractor safely, and remove the rear wheels, followed by the final drive units.

An engine crane is the best way to support and lift the units, which are very heavy to handle.

Remove the ring of bolts around the flanges with the units supported. Once the units are clear the brake shoes can easily be changed. However, before removing the right-hand final drive unit you must lock the differential lock pedal down in its engaged position, as the internal

linkage can fall out of line if this isn't done!

It may be an idea to replace the axle oil seals whilst you are doing the brakes.



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

Keeping the wheels turning

After a busy season using his Ferguson 35 last year, Andrew Hall sets about servicing the engine.

It is now nearly seven years since I rebuilt my 1957 Ferguson 35, and at the time I had worked through the entire mechanical aspects of the tractor, including a full engine rebuild, clutch rebuild and hydraulic system overhaul. Even the PTO shaft was replaced, as the original had worn badly on its splines.

RELIABLE

Since then the tractor has been in regular service doing the occasional ploughing match, but mainly operating my six-foot rotary topping mower. It has been serviced during this period, but last season was particularly harsh for the tractor, as I had some heavy cutting to do in some very tough and demanding conditions, with some growth as high as the tractor bonnet at times!

SERVICE TIME

The tractor was well due for a service of the engine and air filter. The engine has always been reliable, even prior to the rebuild and doesn't burn any oil between changes. In fact I rate the 23C engine very highly, and just as good as the Perkins A3.152 that replaced it in the later 35s, if they are set up correctly when rebuilt!

It's a good policy to warm up an engine to working temperature before draining the old engine oil, so I took the opportunity after a mowing session with the engine at full working temperature. Some brake cleaner was applied to the area around the sump plug to shift some grime that had accumulated and the sump plug released to allow the oil to drain out



After some tough conditions last season with the topping mower, it's now time to treat the engine to fresh engine oil and a new filter element.

whilst I had my lunch, giving it plenty of time to purge the sump thoroughly.

During the rebuild a Dowty washer was used on the sump plug, and this was cleaned and inspected, and deemed fit for further use.

OIL FILTER

Next on the agenda was the changing of the oil filter element. The filter unit on the 23C is almost horizontal, which makes it rather messy to contain the old oil whilst removing the casing, so an oil pan was placed under the filter to catch any oil. The area around the filter was cleaned to prevent any unwanted debris entering the filter head before the casing was unscrewed.

The bolt head of the filter in 1 1/16in AF, so a Ferguson spanner can be used to release it. The old O-ring seal was removed from its groove by inserting a small screwdriver and sliding it along to stretch the sealing ring. This was then matched up with one from the new filter kit, and the new O-ring fitted into the groove, making sure it wasn't twisted.

The new filter element was placed inside the casing and whilst screwing up the centre bolt the casing was prevented from turning, as this could dislodge the new sealing ring.

The sump plug was replaced before refilling the engine with 12 pints (6.85 litres) of 15W-40 engine oil.

CLEAN ENGINE

The oil that had been drained, and the oil in the filter, was discoloured but still clean and in sludge-free condition – making it easy to clean the filter. As this was the case I chose not to remove the sump side plate and suction filter. If the suction filter is removed a fresh gasket is required on the oval mounting plate to prevent any oil leaks from the sump.

RUN UP

After refilling with fresh oil, the engine was started and run up to check for any leaks around the filter where it had been disturbed. Also the engine oil pressure was observed on start up to ensure adequate lubrication.



Due to the horizontal position of the filter, it cannot be filled with oil before refitting it, so the engine has to rely upon the pump to charge the filter before the pressure rises, so the engine wasn't raced at this time!

AIR FILTER

With the oil change out of the way the next target was the oil bath air filter. Strangely this has a habit of letting water into the bowl, which emulsifies with the oil to make a mess.

As the engine had been running prior to removing the air filter bowl, the oil had been swirling around and was well contaminated, so this was drained and the inside of the bowl cleaned of any dirt before refilling to the correct level with engine oil.

Also, the bottom of the wire gauze on the filter body was wiped clean of any debris before refitting the bowl.

The engine is now ready for many more hours of service, whilst the rest of the tractor has been checked over, and is in good, serviceable order! ■



Clean it first

1 Brake cleaner was used to clean any debris from around the sump plug before removal, to prevent any unwanted dirt entering the engine sump.



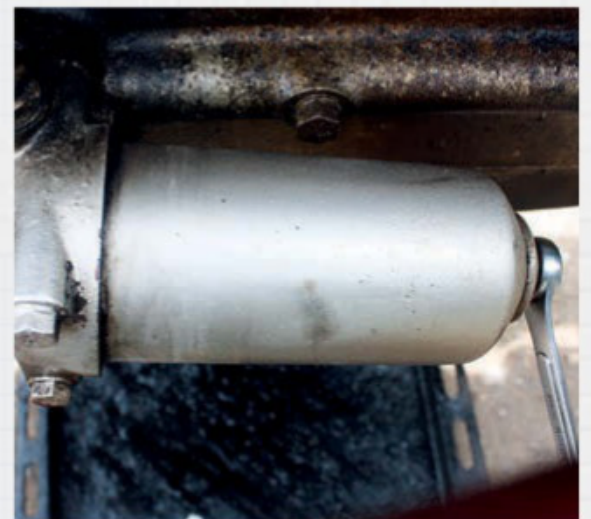
Out with the old

2 After a good run to thoroughly warm the engine, the old oil was allowed to drain. It is discoloured, but no signs of any sludge were present.



Sump plug washer

3 A Dowty washer was used last time the oil was changed, and is still fit for further use after being inspected.



Oil filter

4 This was unscrewed after a clean around the casing. An $\frac{11}{16}$ in AF spanner is used to slacken the centre bolt (Ferguson spanner size).



All clean

5 Lack of sludge meant the filter casing was easy to clean, and is seen here ready to accept a new filter element.



Fresh O-ring seal

6 The old seal was removed from its groove using a small screwdriver to stretch it and grip it before... ➤

WORKSHOP



New O-ring

7 ... matching the old one with one of the new ones supplied in the oil filter kit.



Refitted

8 The new element was refitted, ensuring the case didn't turn whilst tightening it (dislodging the new O-ring). Hand tight with a spanner only!



Sump plug refitted

9 Don't forget to fit and tighten the sump plug before refilling with oil. It sounds daft, but has been known to happen!



Running up checks

10 Once complete, the engine was run up to check for any unwanted oil leaks from around the filter, as it had been disturbed.



Oilbath air filter

11 Next on the agenda was the engine air filter, which is important to protect the engine from airborne debris, of which there is plenty when mowing.



Dirty oil

12 Due to ingress of water, the air filter oil is contaminated and is now sludgy. Strangely, this is a regular issue with my tractor.



Clean bowl

13 The bowl has been cleaned and dried. There is some corrosion in the bowl due to the water, so regular attention has been necessary.



Refilled

14 New engine oil had been poured in to the correct level, which is the step on the body of the bowl.

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

New products

Items of interest for your tractor and the workshop.

HEAVY-DUTY PLIERS

£32.93 inc. VAT each

Laser Tools

Tel: 01926 815000

lasertools.co.uk

These heavy-duty pliers are brand-new to the Laser Tools range and feature a double high-leverage design which reduces effort by up to 60 per cent. There are three different pairs in the range: side cutters (part number 8325), long-nose pliers (8326), and combination pliers (8327).

Manufactured from chrome molybdenum steel for strength and durability, the pliers are sprung loaded for one-handed operation and have an integral thumb lock for safety when not in use.

The side cutters are 190mm in length and feature induction-hardened cutting blades (hardened to 58HRC Rockwell Scale C) which stay sharp for longer.

The long-nose pliers are 230mm in length and also feature induction-hardened cutting blades on the integral wire cutter.

The combination pliers are 225mm in length and the integral wire cutter has induction-hardened blades.

For more details, or to find your nearest stockist, please visit the website.



3-IN-1 RIVETER, RIVNUT & REAMING TOOL

£107.71 inc. VAT

Laser Tools

Tel: 01926 815000

lasertools.co.uk

New from Laser Tools is this 3-in-1 riveter, rivnut and reaming/nibbler tool (part number 8355). This robust, multi-function tool combines a rivet gun, capable of installing both hand (pop) rivets and rivnuts/nut-rivets, with a reaming/nibbler tool suitable for use on mild steel, stainless steel, galvanised steel and aluminium.

The tool features soft-grip handles, allowing for easy one-handed operation, along with a 360-degree swivel head for ease of access. It's supplied with four colour-coded rivet heads, suitable for fitting 2.4, 3.2, 4.0 and 4.8mm hand (pop) rivets. Rivnut mandrel sizes include M3, M4, M5 and M6.

For the nibbler, two different reaming/nibbler broaches are included, suitable for cutting curved and square edges. You can use this versatile attachment to slot-out drilled holes or to cut an edge profile.



NO GAS INVERTER MIG WELDER

£178.80 inc. VAT

Machine Mart

Tel: 0115 956 5555

machinemart.co.uk

The Clarke IMIG100NG no gas inverter welder is a quality, efficient product that is ideal for home usage, including automotive and general repairs. This MIG welder can output 40-100A with an input voltage of 230V/50Hz. It's an ultra-lightweight machine,

which makes it easy to transport, providing you with quality MIG welding on the move.

The IMIG100NG comes with efficient inverter technology that has a high switching frequency, making the unit more efficient than traditional non-inverter transformer-type welders.

It has large control knobs, to adjust power and wire speed more easily when wearing welding gloves, and is fitted with a 0.9mm welding torch tip and earth clamp for no gas welding straight out of the box.



MAY HILL TRACTORS



REPLACEMENT PARTS FOR:

MASSEY FERGUSON

FORD

FORDSON

DAVID BROWN

CASE INTERNATIONAL

LEYLAND



WWW.MAYHILLTRACTORS.COM



- NEXT DAY DELIVERY AVAILABLE
- FAMILY OWNED BUSINESS
- THOUSAND'S OF PARTS IN STOCK
- GOODS DESPATCHED DAILY
- FRIENDLY SALES TEAM

SALES@MAYHILLTRACTORS.COM
01452 831820



YOUR REGULAR ROUND-UP OF WORLDWIDE AUCTION NEWS

TRACTOR MART

WELCOME!

Well, we are more than half way through the year and sales and prices continue to be strong, particularly for blue and red tractors and MB-tracs, largely the later green ones.

The autumn is shaping up very well, with some good sales booked by the major companies featuring the favoured marques. With interest rates as they are, your money can be well spent on a tractor or two, as good

examples of classic models have seen strong prices achieved.

Despite this, my advice is not to be too greedy. Some people are placing too high a reserve on what they are

offering, and just

because it's a classic doesn't mean that it deserves top money.

Rough examples will never command the highest prices, so please place your reserve accordingly.



This 1984 MB-trac sold for £39,000 +VAT at Cheffins' recent collective 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

Jerred D Ruble Trust auction

A colossal four-day online auction takes place on 7-10 September, run by Aumann Auctions in the USA.

The Jerred D Ruble Trust auction is to feature 80-plus early gas tractors, 20-plus steam traction engines, scale models, gas engines, a huge assortment of parts, threshing machines, literature and memorabilia.

Jerred D Ruble was well known in the antique tractor and steam engine movement and was a very likable man that was instrumental in the superb Heritage Park, Forrest City, Iowa, and the steam school associated with that location. He had the knowledge to gather the rare and hard-to-find items and his interests were wide and varied.

This auction is full of items to interest those with a penchant for early, American-built tractors and steam engines, as well as literature and memorabilia. This will be a multi-day, multi-location auction with online only bidding.



Visit aumannvintagepower.com for details.

Gas tractors

Aultman Taylor 30-60, Aultman Taylor 22-45, C.O.D. 13-25, Advance Rumely Oil Pull 40-60 Z, Advance Rumely Oil Pull 30-60 S, Advance Rumely-6, Advance Rumely DoAll, Advance Rumely Oil Pull 1/2 Scale, Advance Rumely Oil Pull 12-20 K, Advance Rumely Oil Pull 14-28 H, Advance Rumely Oil Pull 15-25 L, Advance Rumely Oil Pull 20-30 W, Advance Rumely Oil Pull 20-35 M, Advance Rumely Oil Pull 20-40 G, Advance Rumely Oil Pull 25-40 X, Advance Rumely Oil Pull 25-45 R, Advance Rumely Oil Pull 30-50 Y, Allis Chalmers 20-35 (long wing), Allwork 20-40, Avery 45-65, Avery 12-25, Avery 20-35 2-Cylinder, Avery 25-50, Avery scale model gas tractor, Baker 22-40, Big Bull 10-25, Case 9-18, Case 10-18, Case 10-20, Case 12-20, Case 15-27, (3) Case 18-32, Case 20-40, Case 25-45, Case 12-25 Power Unit, Case 900, Case DC, Case RC (Sunburst grille), Case VAC w/mower, Cat forklift 8000, Eagle 22-45, Eagle 30 power unit, Emerson-Brantingham 15-25 K, Gray 18-36, Greyhound 20-35, Hart

Parr 16-30, Hart Parr 18-36, Hart Parr 22-40, Hart Parr 28-50, Heer chassis, Heer 25hp engine, Heider 15-27, Huber 12-25 crossmotor, Huber 40-62, International 706 diesel, International 8-16, International 806 diesel W/Loader, John Deere 50, John Deere B, Little Bull 5-12, Massey-Harris Pony, Minneapolis 20-40, Minneapolis 30-50, Minneapolis 39-57, Minneapolis 17-30, Minneapolis 17-30 Type A, Minneapolis 17-30 Type B, (2) Minneapolis 27-42, IHC Mogul 10-20, IHC Mogul 8-16, IHC Titan 10-20, Twin City KTA, Twin City 27-44, Yuba 20-35 crawler and Yuba 20-35 parts tractor.

Plus: steam engines, threshing machines, prairie plows, water wagons and other implements, incredible scale model collection, thousands of parts for early gas tractors, steam engines, plows and many more, hundreds of pieces of early literature and memorabilia.

More veteran & vintage: USA

The Legard Collection of antique tractors and early farming memorabilia goes under the hammer on 2-3 September, from 9am (local time). Day one sees antiques, farm primitives, parts, implements and tools auctioned, while day two will see the tractors, engines and other implements brought under the hammer at Purcellville, Virginia.

R T Legard has amassed a huge collection, including more than 100 tractors. It is one of the largest and

earliest collections of farm antiques Aumann Auctions has sold in decades!

Bidding is on site and online and further details can be found on the website: aumannvintagepower.com

The Days Gone By Museum auction takes place on 27-30 September at Portland, Tennessee, with bidding online only.

Many tractors and trucks are included. To view the full list, as it becomes available, visit: aumannvintagepower.com



This 1992 JD 4755 will be in the sale.

Oxfordshire

On Tuesday 27 September, Cheffins is on the road with an interesting modern/classic sale based in Oxfordshire.

It sees the following come up: 2004 John Deere 6920S (4,883 hours), 1996 John Deere 6600, 1992 John Deere 4755, 1974 County 1004FC, 1983 John Deere 4240S, 1977 County 1174 timber crane, 1992 Renault 90-34, 1986 Renault 133.14, John Deere 4020, Massey Ferguson 175 Multi-Power, Fordson E1A Major, Track-Marshall 70, Ford 5000 (4WD), 2005 New Holland CR980 (30ft cut), Caterpillar TH62, 1979 Manitou MB25C, 1978 JCB 3D III.

Norman Jones

On Saturday 3 September at Granville Garage, Bromfield, Ludlow, H J Pugh & Co. is to sell off the late Norman Jones collection of crawlers.

It is an exceptional collection of rare crawlers and will be well worth considering if you're a fan of these machines. Many marques are included, including a number of John Deere, Track Marshall, International, County and Cletrac models.



Cat D4 and the three John Deere crawlers.



ONLINE AUCTION

1225 US-69, Forest City, IA
754 342nd St, Hanlontown, IA

AUCTION September 7-10

25+ STEAM ENGINES • 75+ GAS TRACTORS • PARTS
35+ THRESHING MACHINES • IMPLEMENTS
LITERATURE & MORE!



ONLINE AUCTION

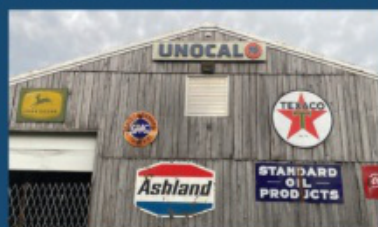
122 Davis Street
Portland, TN

AUCTION September 27-30

ANTIQUE TRACTORS • TRUCKS • GAS ENGINES
STEAM • AIRPLANES • MOTORCYCLES • FARM ANTIQUES



**OPEN
HOUSE**
SEPT 24
9AM-4PM



ONLINE AUCTION

615 South Whitney Road
Leesburg, FL

AUCTION October 11-14

TRACTORS • SIGNS • MEMORABILA • LITERATURE



**OPEN
HOUSE**
OCT. 7-8
9AM-3PM

CONTACT US ABOUT SHIPPING!

AUMANNVINTAGEPOWER.com | 217-563-2523

Holland sale

Graham Holland has been a huge part of the tractor preservation movement in the West Country for many decades.

He went contracting as he reached the right age and a Power Major and IH 634 became part of daily life, along with a Roadless Ploughmaster 75. It was

followed by a raft of other Fords – 6600, 7610, 7710 and 8210, all bought used.

Contracting can be an all-or-nothing job, but Graham had the skills of buying and selling right and he established a business in this area. It's been part of his life since the 1980s, as has tractor restoration and collecting. He now feels that it's time to let others enjoy his

machines, which will have batteries on, and as far as he knows, all run – with many having documentation to accompany them.

We have listed the major lots as they stand, but more might be added in time. The sale takes place on Saturday 17 September, on site and online, and you can find out more at hjpugh.com



Ford 7810 Silver Jubilee and no less than two two-wheel drive 7810 Force II models.



Fordson Super Major duo.



Ford 7000 Dual Power is a fine, original example.

Lots (current list)

Shepherds hut with 2 beds and fire place
Fordson 2-ton flatbed truck, 13,829 miles recorded, EG 1870, restored
1955 Ford Thames truck, V8 petrol, 74,441 miles recorded, FFB 656, restored
1928 Allis Chalmers 20-35 tractor, on steel wheels
1919 Wallis Model K, on spade lug wheels
1932 Massey-Harris GP 4WD 15-22, on pneumatics
Case Model C, no.C398952
International M, no. 109, standard, electric start, PTO, swinging drawbar
International B-414, no.19673, 6287 DF
International B-414, roll bar, no.48097
1957 International B-250, good rear tyres, no.7919, USL 167
1954 David Brown 25 Cropmaster Diesel, reconditioned, no. PD251479, JAS 232
1957 David Brown 900D, rear PTO, belt pulleys, no.13294
1970 David Brown 990 Selectamatic 12-speed, Lambourn cab, no. 8246435, TAM 920J, V5C
1955 Ferguson TE-F 20, no. 474458, TSJ 773, V5C
1961 Massey Ferguson 35 runs, good tyres, no.241141, 566 XVS
1963 Massey Ferguson 35X Multi-Power, no.SNMY344380, 187 RUO
Massey Ferguson 135, roll bar, 4,601 hours, no. SNMY606656
Massey Ferguson 135, 5,158 hours recorded, front weight frame, no.SN602170
1971 Massey Ferguson 135, 4,633 hours, Goodyear tyres, cab frame, EYD 183J
Fordson Standard N, on spade lug wheels, lovely
Fordson Standard N, lovely
Ford-Ferguson 9N, good, clean original
1962 Fordson Super Dexta, 6155 HD
1962 Fordson Dexta, with Lambourn cab, no.504645, 805 EPX, V5C
1949 Fordson E27N Major, hydraulics and drawbar, good

Fordson E27N Major, runs
Fordson E27N Major, drawbar, good
1948 Fordson E27N Major, no.10191570, 129 YUD
1959 Fordson KFD68 Major, extensive restoration, no. SN-1291382, 575 YUS, V5C
Fordson E1A Diesel Major, downswept exhaust, new tyres, JHR 385
Fordson E1A Super Major
Fordson Super Major, original tin work
1959 Fordson Super Major, Winsam cab
1966 Ford 2000, 3,893 hours, KTG 207D
1975 Ford 3000, no.947119, HYB 464N, V5C
1975 Ford 3000, 4,485 hours, no.952711, JBO 4559, V5C
Ford 4000 pre-Force, Select-O-Speed, downswept exhaust, no.B067821
Ford 5000 pre-Force, no.B831642, HST 578F, V5C
1963 Ford 6000 diesel, Select-O-Speed, 7,501 hours, PAVT wheels, restored, DRS 705A
1975 Ford 7000, Gloucestershire tractor, JYA 968N, V5C
1981 Ford 6610, runs and drives, 4,762 hours, column gear change
1986 Ford 6710, front loader, 3,442 hours, C937 EYD
1982 Ford 6710, 6,910 hours, DTW 742X
Ford 6700, 9,424 hours, no.B303856
1977 Ford 5600, 3,711 hours, PEX 236R, V5C
1980 Ford 6600, 3,991 hours, County front weight, UBD 817W
1977 Ford 7600, SCH 848R, V5C
1990 Ford 5610, 2WD, 8,862 hours, G987 9HE, V5C
1987 Ford 6610, loader, 3,876 hours, D804 WPU, V5C
1988 Ford 6610, 7,787 hours, E533 KSL
1990 Ford 6410, one former keeper, 9,730 hours, G473 FWP, V5C
1989 Ford 7810 4WD, 7,821 hours, F845 EAT, V5C
1989 Ford 7810 4WD Silver Jubilee, 9,318 hours, G541 OCG, clean
1989 Ford 7810 2WD, 8,469 hours, F85 HRR, V5C
1988 Ford 7810 2WD, 9,497 hours, F555 YKH, V5C

1986 Ford 7910 4WD, 7,253 hours, C811 RBL, V5C
1983 Ford TW-25 4WD, 7,957 hours, PAVT wheels, rear wheel weights, V5C
1985 Ford TW-25 4WD 8486 hours PAVT wheels, rear wheel weights, B703 CVX, V5C
1982 Ford TW-20 4WD, PAVT rear wheels, BJT 55Y, V5C
1997 New Holland 8260 4WD, Dual Power, 7,915 hours
1996 New Holland 8360, Range Command, front linkage, P410 RMR, V5C
1997 New Holland 7840, Dual Power, 11,535 hours, P770 XNP
1974 Leyland 245, 7,927 hours, POD 208M, V5C
1976 Leyland 262, 7,014 hours, HVL 113R
1978 Leyland 272 Synchro, 2,799 hours, DYC 483T
Massey Ferguson 565, 4,047 hours
Massey Ferguson 590, loader, 8,626 hours
Massey Ferguson 698, 6,776 hours
Massey Ferguson 4245, 4,936 hours, R741 TYC
Fiat 80-90DT 4WD, 5,094 hours, loader brackets
1979 John Deere 2130, 7,273 hours, YDO 905T
1981 John Deere 2140 Power Synchron, 1,2158 hours, LEG 545W
1976 International 444, KUN 652P
1976 International 454, 4,853 hours, LEB 485P, V5C
1979 International 955, 5,638 hours, NRN 905T
Zetor 4911, 5,358 hours, power steering, pick-up hitch
1985 Zetor 6011, 3,411 hours, one former keeper, B113 TPR, V5C
1973 Zetor Crystal 8011, NKX 121M, V5C
1956 Deutz Refroidi air-cooled tractor
1986 Manitou BF Industrial, 4,078 hours, D849 THH
1988 Ford 555 digger/loader, E834 BFW, V5C
Bonser L555 forklift, 866 hours, no. SN-2373012663
1982 Matbro Teleram, 5,179 hours, FYC 78Y, V5C
1995 Matbro TR250 Power Lift Plus, 10,400 hours, M341 LBD
1995 Matbro TS260 Turbo, N212 LDG
1997 Merlo Panoramic P60-10, 8,334 hours, L883 FPX

Advertising doesn't cost, it pays!

Call Clive at 01732 447008
Or email
clive.coe@Talkmediasales.co.uk

SALE BY AUCTION

At Newark Showground, Newark, Nottinghamshire NG24 2NY
Of Vintage Tractors, Vehicles, Implements and Spare Parts

ENTRIES INVITED

On Saturday 5th November 2022 at 10.00am



To be held at the Annual Newark Vintage Tractor and Heritage Show

Visit our website to download an entry form

St Neots Office | 01480 432 220
George Watchorn | 07919 015675
Jon Clampin | 07717 512498
vintage@brown-co.com



BROWN & CO

Property and Business Consultants
brown-co.com



ONLINE AUCTION 12 - 19 SEPT. 2022

VIEWING DAY 17 SEPTEMBER 2022 (09.00-16.00U.)



YOUR AUCTIONS PARTNER IN EUROPE

Vuurijzer 5
5753 SV Deurne
The Netherlands

T. +31 (0)85 782 67 70
info@vdiauctions.com
www.vdiauctions.com



Best mid-term collective

Sale demographics might have changed, as now more than three-quarters of bidders are based online, but Cheffins had its best on site crowd over the two days of its Vintage Collective at Sutton on 22-23 July since the pandemic. In fact, this mid-term sale was Cheffins' best ever, with more than 190 tractors on offer amongst the 1,499 lots.

The weather was dry on both days, and very warm on the Saturday, with an excellent selection for prospective bidders. The sale started at 9am on the Friday with the Agricultural & Automotive Literature sale, where there were three highlights for us – starting with lot 84, a large quantity of Doe, Roadless & County brochures that sold for £170. The next lot was a single 1966 Matbro Mastiff 128hp leaflet that sold for £380, after some spirited bidding. As for the three Northrop 5004/5006 leaflets, there was a battle between two bidders culminating in a winning bid of £700.

The vehicle sale started at 10am on the Saturday when lot 1279, a Standard 10 van needing some panel work in various places, went under the hammer. It was said to be in the correct Ferguson Dumfries depot livery, but by the time this vehicle had been built it surely would have been a Massey Ferguson agency and thus finished in a red and grey livery. Irrespective of this, it changed hands at a good £11,500 and there was no VAT to pay either.

The tractors started with a 1939 Marshall M, no. 375, with enclosed-pattern rear tyres and high top gear. The clean tractor was in older paint work and could do with a rub down and refresh, but it still sold for a good £21,000.

Next was a delightful 1960 Fordson Dexta-based Mailam crawler that worked in southern Italy in a timber yard, where it had a winch on the back end (which was not with the crawler today). This tidy, original crawler (one of two in the UK) had very good tracks and ran well, selling for £14,000 +VAT.

A tractor that has been offered before was a 1973 David Brown 996 with just 322 hours on the clock and featuring a DB loader and bucket. PWR 224M was supplied by Yorkshire Tractors, Spofforth, Harrogate, and said to be one of three 996s sold with orange wheels and thought to be the only survivor. The paint work had been tidied up in places, by the looks of it, but it still sold for a good £17,500.

The big one in the sale was a 1979 County 1474, FTW 401T (no. 39816903673), in restored condition that sold for £150,000. It was not in a concours condition, compared to the example Cheffins sold in April, but had been gone right through and ran very well. Some small oil leaks were seen in a couple places. For whatever reason some of the front panels were not quite aligned, but with some patience I am sure this could be sorted out.

A turbocharged 1980 MF 1250, LKM 189W, in grade 2/3 condition, was sold for £28,000, while a very good £8,500 was paid for a cab-less 1973 Massey Ferguson 148 Multi-Power (VNP 797L). There were hardly any new restorations offered, but one that stood out was a 1963 Massey Ferguson 35X Multi-Power (no. SNMYW305255) in two-pack paint that sold for £11,500.

A 1984 MB-trac with front linkage, which didn't look the best at the back end, sold for £39,000 +VAT and a Ford 7810 Silver Jubilee did very well at £42,500 +VAT, needing paint, tyres and a bit more really. A 1995 Massey Ferguson 390T, with 3,385 hours on the clock, looked stunning and saw the hammer fall at £18,000 +VAT.

Auctioneer Bill King said that a 1978 Ford 7600 with 'Q' cab (FYA 726T) and good panels was certainly a clean example, although the bonnet was very faded compared to the rest of the tractor. It reached £12,500.

The imported four-wheel drive Massey Ferguson 135 and Ford 3000 made similar money at £5,800 and £6,000 +VAT respectively (both needing work) and the lovely four-wheel drive, Italian 1960 Fordson Dexta with handbrake conversion made £7,500 +VAT.

An additional 40 last-minute tractors were entered and half of them sold. One of these was an original, Ford-engined Track-Marshall 120 with linkage, changing hands for £8,500.

Results (abridged)

1279 1960 Standard 10 van, VSY 172, Ferguson Dumfries Depot livery, 2/4, £11,500
1310 1939 Marshall M, no.375, high top, 2/4, £21,000
1311 1960 Mailam Dexta crawler, lovely, good tracks, no hydraulics, 2/3, £14,000
1312 1973 David Brown 996, no. 983711, PWR 224M, DB loader, 322 hours, better in the pictures, 2/3, £17,500
1313 1979 County 1474, no.39816903673, FTW 401T, 4.9, nose panels not in alignment and decals not quite right, some oil leaks, 2/4.8, £150,000
1315 1984 MF 675, 2WD, B795 DTL, 9.4, £6,000
1316 County Super-6, no.13882, tyres like new, 2/4, £22,000
1320 1977 County 1174 Dual Power, TAR 440R, no.36672, with front weights, 4, £34,000

1321 1920 IHC Titan 10/20, no.TV48867, 2, £15,000
1322 1930 Hart-Parr 18-36, no.90159, lovely, a good buy, 2/3, £6,000
1323 Allis-Chalmers 20-35, no.16079, a very slow tractor, 2, £3,500
1324 1929 United (Allis-Chalmers) U203, lovely, rare, 2/3, £7,000
1325 1931 John Deere Model D, 2-speed, 2/3, £2,500
1326 1934 Farmall F-12, no.FS5233, steel wheels, brakes apart, 2, £1,600
1328 1980 Massey Ferguson 1250 with aftermarket turbo, conversion, LKM 189W, no. R903015, runs well, 2/3, £28,000
1332 1973 Massey Ferguson 148 Multi-Power, VNP 797L, no. 603788, 6,853 hours, 2/3, £8,500



Brought in from North America, this original 1976 Ford 7600 Dual Power, with Bombardier tracks, sold for £10,500 +VAT.



The clean John Deere 2850 Power Synchron was yours at £11,500 +VAT.



1960 Mailam Dexta, one of two in the UK today, sold for £14,000 +VAT.



Kent-registered Massey Ferguson 1250 turbo made £28,000.

Continued

1339 1966 Massey Ferguson 130, 2,303 hours, needs some work, good price, 2/4, £3,000
1341 1984 MB-trac 1500, no.44316200104808, 9.4, £39,000 +VAT
1342 1995 Massey Ferguson 390T, no.5724C50089, 3,385 hours, 10, £18,000 +VAT
1343 1989 Ford 7810 Silver Jubilee, G497 ESM, front weights, 2/9.2, £42,500 +VAT
1344 1963 Massey Ferguson 35X Multi-Power, no. SNMYW305255, 5.5, £11,500
1345 1948 Fowler VF, no.490066,, seat conversion with heavy Ransomes discs, 3, £7,500
1347 David Brown 1410 4WD, oversize rims and wheels, so so, 4.4, £11,000 +VAT
1348 Ford 8210 Gen. III 4WD, F612 RRO, local tractor, £19,500 +VAT
1352 1983 Marshall 802, Collings Bros supplied, DFC 554Y, rusty cab, 9, £3,800 +VAT
1353 1990 Massey Ferguson 3065 4WD, H492 DVL, 1,116 hours, 3/10, £16,000 +VAT
1356 1948 Field-Marshall Series II, EJU 718, no.6313, 1.9, £7,200
1357 Ford 4000, PEB 997J, 3,543 hours, painted well, 5, £7,800
1360 Massey Ferguson 135, 4WD Selene conversion, needs engine work plus paintwork, 2, £5,800 +VAT
1361 Ford Force 3000, 4WD Selene conversion, 2,100, hours, 2/3, £6,000 +VAT
1362 1978 Ford 7600, FYA 726T, Q cab, with paperwork, good, 2/10, £12,500 +VAT
1365 1976 Ford 7600 Dual Power, Bombardier tracks, import, £10,500 +VAT
1366 1938 Allis-Chalmers B, with rear wheel weights, 4.8, £1,900
1368 1975 County 4000-Four, HCL 681N, Quicke loader, wide wheels, 2/9.4, £8,000 +VAT
1369 Ford Force 3000 o/c downswept ex said to be 900h sprayed up 4.9 £5,800 +VAT
1371 1997 Ford 8970, R804 NDS, 9,800 hours, good, 10, £18,500 +VAT
1372 1995 Case IH 7220 Magnum, N290 RJT, 9,431 hours, £27,000 +VAT
1375 1998 John Deere 7810, 8,755 hours, £31,500 +VAT
1376 1988 Ford 6610 4WD, 2,900 hours, good, 5, £18,000 +VAT
1377 1960 Fordson Dexta 4WD, handbrake conversion, 2/3, £7,500 +VAT
1379 Massey Ferguson 35, clean, original, 2/3, £5,200

1381 Ford Force 3000, 4,500 hours, original, 3/9.2, £4,000 +VAT
1383 1976 Massey Ferguson 135, DHN 606T, so so, 2/3, £7,500
1385 Ford 6600 2WD, from Japan, with roll bar, 2/9.4, £7,400
1386 Ford TW-20 4WD, Amagto loader, PAVT wheels, Polish entry, 9.2, £10,000
1387 1966 Massey Ferguson 135 Multi-Power, FEW 671D, Duncan cab, 2/3, £5,800 +VAT
1388 1969 Ford 3000, looked good, new tyres, 5, £7,500 +VAT
1389 Massey Ferguson 135, BOD 606T, restored, 4.8, £5,800 +VAT
1394 Massey Ferguson 35X, Irish log book, alternator fitted, 4, £5,500
1399 Ford 4000 2WD, AP cab, new tyres, 2/4, £8,000
1400 John Deere 2850 4WD, Power Synchron, 9.6, £11,500 +VAT
1403 1965 County 654, with timber grab and cab, 2/9, £5,000 +VAT
1406 1985 Ford 7610 4WD, VBC 450X, 9.4, £9,000 +VAT
1409 Ford 5610 4WD, with loader, 2/10, £12,000 +VAT
1411 Minneapolis-Moline GTA, no. 163181A, electric start, mag and coil original, 2/3, £4,000
1412 Minneapolis-Moline UTS, no.91109432, original, 2/3, £2,200
1413 Fordson E1A Major, with Duncan cab, with winch, 1.7, £1,550
1414 Fordson E27N heap, with Perkins P6 engine, with loader parts, .9, £800
1416 1984 Massey Ferguson 250, A785 PJL, 3,500 hours, £5,000 +VAT
1419 Ford 9600, C493822, heap, 1.7, £4,500 +VAT
1420 1980 Ford TW-20, A908316, 1, £4,500 +VAT
1423 1980 John Deere 2140, CCT 245V, heap, cab in a mess, 1, £3,500 +VAT
1424 1964 Massey Ferguson 35X, YDO 293, with FE 35 front loader, painted, 4.7, £7,000
1425 Ford Force 4000, open platform, restored, import, 4, £4,800 +VAT
1427 1975 Massey Ferguson 135 Multi-Power, HDO 916N, Flexi cab, 2/3, £8,500
1428 Ford Force 2000, import, 2,055 hours, open platform, Italian import, £3,400 +VAT
1429 1976 Massey Ferguson 135 Multi-Power, Duncan cab, KVE 720P, V5C, 2/3, £8,400
1431 Massey Ferguson 35, no.172143, downswept exhaust, Continental, 2, £3,400 +VAT

1432 1957 Fordson E1A Major, Live Drive, with loader, 2, £2,000
14331974 David Brown 990 industrial, SVG 543N, cab/loader, ex-GPO, Boughton winch, 2/3, £5,800 +VAT
1434 1962 Fordson Super Dexta, export grille, Continental import, 2/3, £4,000 +VAT
1438 International LTD-6 crawler, 'mint' original, yellow, steering clutch problem, 2/3, £3,800
1439 1955 Fordson E1A Diesel Major, TBJ 462, original documents, 1.7, £2,200 +VAT
1440 1970 David Brown 885, cleanish, 2/3, £2,200
1442 IH LTD-6, RNG 784, very clean, 2/3, £2,200
1443 1960 Fordson Dexta, row-crop rear wheels, so so, 2, £1,800
1445 1950 Renault R3046, Perkins P3 engine, 2-furrow rev plough, lovely, 3, £1,500 +VAT
1446 Fowler VF crawler, had Bucyrus blade originally, paint slap over, 1.7, £4,200
1449 Track-Marshall 70, no.9210106, 2/3, £2,200
1450 1942 Caterpillar D4, no.7J8067, skid unit with stripped bit painted, 2, £3,200
1454 1962 Fordson Super Major, heap, .7, £700
1455 David Brown Cropmaster, 1.2, £1,350
1456 1956 David Brown 25D, GEG 787, 2-furrow plough, 4, £2,200
1457 David Brown 880 Selectamatic, roll bar, 1.7, £750
1458 1959 Massey Ferguson 35, grass tyres on rear, 2, £3,000
1459 Cletrac HG, wreck, .5, £900
1460 Fordson E1A Diesel Major, wreck, .5, £750
1461 Fordson Standard N wide wing, complete but in a mess, 1.2, £1,100
1462 1957 Fordson E1A Diesel Major, 1, £900
1463 Fordson Dexta, so so, 1.6, £2,000
1469 Renault D22, 1.6, £600
1471 Massey Ferguson 565, 8.8, £4,800 +VAT
1473 Massey Ferguson 3165, 8.8, £2,600 +VAT
1479 Massey Ferguson 35, with roll bar, heap, 1, £1,000 +VAT
1480 Massey Ferguson 135, with cab, 1.6, £3,900 +VAT
1482 John Deere Power Synchron 4WD, K302 HRR, with weights, 9, £10,000 +VAT
1483 Ford 8210 III 4WD, import, 9.4, £14,000
1491 BM Volvo T600 4WD, 310 hours, with winch, ex-Swedish army, 10, £7,400
1493 Track Marshall 120, Ford engine, with linkage, 10, £8,500 +VAT
1494 Leyland 154, with loader, 1.89, £1,200 +VAT



Oxdale

Products LTD



sales@oxdaleproducts.co.uk- British Built Machinery

Manufactures & Suppliers of Agricultural & Forestry Machinery

Heavy Duty Hydraulic Log Splitters—Tractor Mounted, PTO, Electric and Petrol Driven

Log Splitters designed, manufactured and tested in the UK



SRM 120 Finishing Mower—
Suitable for tractors 12-20HP. The mower is supplied with a universal PTO shaft CAT2. Side discharge and has adjustable pivoting wheels.



PRM 150, 180 & 215 Finishing Mower—
Suitable for tractors 20-55HP. The mower is supplied with a universal PTO shaft CAT2. Rear discharge.



XRM235 Finishing Mower—
Suitable for tractors 55-70HP. 5 rotors with one blade each. The mower is supplied with a universal PTO Shaft CAT2.



Heavy Duty Flail Mowers—
The Del Morino Heavy Duty Flail Mower is suitable for 25-70hp tractors with CAT1 or 2 three point hitch. Available in 4 different sizes.



DMK Topper—The DMK range of grass toppers are a strong, simple and efficient way of keeping grass areas tidy. They are very economic to purchase and maintain. Available in 3 different sizes.



Argo Chipper—A professional chipper with gravity-feed and high-level discharge. Chips logs up to 4.5". Other models available including petrol or other size PTO chippers.

Based in Chesterfield, Derbyshire England
For more information please Phone: 01246 529020

Ireland enquires: William Holmes, Armagh, N.Ireland Phone: 0283 8882119

www.oxdaleproducts.co.uk

Come and see us at this years shows:

The Great Yorkshire Show - 12th-15th Stand number 414

The Royal Welsh Show - 18th-21st July Stand number 747 Forestry



Heavy Duty Grader— Heavy duty design. Ideal for use on farm tracks and drives. Durable tines easily break up the ground surface.



Tipping Trailer—Suitable for use with 20hp and above tractors. The trailers have drop down sides, are unbraked and suitable for off road use only.



Weeder—Available in 4ft, 6ft, 8ft and 12ft folding widths. Strong and durable tines. Also available with a seeder attachment.



TM400 Big Base—10 ton ram. Splits 18", diameter not restricted. 14l/m oil flow required. Suitable for all tractors with CAT 1 & CAT 2 linkages.



SE400—10 ton ram. Splits 18", diameter not restricted. Unique double chamfered axe head. Engine driven, powered by a Honda GX200 engine.



E400—10 ton ram. Splits 18", diameter not restricted. Dual speed hydraulic pump. Designed to plug into a single phase electricity supply.

ALL OXDALE PRODUCTS COME WITH A 12 MONTH MONEY BACK GUARANTEE

PART A-C

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

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

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

Buying a restored tractor can be the best option for some people, but do your research properly and if you are buying at a sale, talk to the vendor if you can. For example, the tractor has a

shiny coat of paint, but ask him what rust prevention primer he used underneath it, was the tractor sand-blasted or wire-wheeled down? If the vendor is worth his salt he will have pictures of the restoration and be able back up the information he gives you.

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

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

An associate got talked into buying a Continental tractor (made in Germany) via an Internet advertisement and was told it had a transmission

problem. He asked about obtaining parts and was told they were easy to get.

Well that might be true in Germany, but my associate doesn't speak German. In addition, specific items are very expensive for these tractors. He also wants to use the tractor, particularly for road runs, but he has now discovered that it's not very fast on the road (18kph) – not a very happy outcome really.

Some people love the adventure of tracking down the spares and all that it entails – the challenges, the travel involved, the people you meet along the way – it all adds to life's experiences.

For the person in question, however, that wasn't the plan. 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.



MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
AUSTIN							
16-28	1937-39	NA	NA	NA	£17,000	NA	NA
Diesel 45-55	1937-39	£10,500	NA	NA	NA	NA	NA
A/Seven tractor conversions	1922-39	NA	£3,900	£5,600	£5,700	£6,600	NA
AVERY							
12-25	1912-19	£18,000	£24,400	£42,000	£32,000	£54,200	NA
8-16	1914-22	£14,000	£18,200	£26,320	£32,890	£45,235	£46,300
5-10	1915-20	NA	NA	NA	NA	NA	£30,943
18-36	1916-21	NA	£51,000	NA	NA	NA	NA
25-50 Both types of radiator	1914-22	£36,428	£26,000	£34,000	£32,725	£33,419	NA
40-80	1913-20	£29,000	£32,000	£68,200	£62,000	£72,400	£78,100
20-35	1916-23	NA	£44,418	£50,000	£49,350	NA	NA
45-65 Both types of radiator	1920-24	£28,100	£37,900	£65,000	£72,400	£74,890	£87,560
A D BAKER							
22-40/25-50	1927-29	£6,900	£8,400	£10,000	£8,500	£12,200	£14,853
43-67	1929-44	£5,500	£7,200	£12,600	£9,400	£11,900	NA
BALILLA (ALFA-ROMEO)							
1300-1500	1931-52	£4,900	NA	NA	£7,900	NA	£8,600
BATES							
Steel Mule 20-25	1915-18	£8,000	£12,300	£19,500	£18,900	£28,500	NA
25-50	1915-18	NA	NA	NA	£66,666	NA	NA
F Half-track	1921-37	£7,200	£12,600	£15,900	£14,500	£17,600	NA
BEAN							
Bean self-propelled toolbar	1947-59	£50	£90	£150	£190	£350	NA
BELARUS							
DT 75M crawler	1973-83	£1,800	£2,700	£4,100	£3,800	£5,100	NA
7011 artic (Kirovets K700A)	1975-2002	£3,100	£4,900	£12,400	£6,900	£12,800	NA
250AS	1978-87	£350	£1,800	£2,900	£2,300	£,3,100	NA
500 Progress	1978-81	£750	£1,900	£3,900	NA	£4,600	NA
560 Progress DT	1978-81	£950	£2,100	£3,400	NA	NA	NA
562 Progress (4WD)	1981-92	£980	£2,800	£4,100	NA	£4,900	NA
570 Progress	1981-1992	£1,000	£2,400	£4,900	NA	NA	NA
BF AVERY							
BF/A/W/D/H/G/V mode	1945-55	£890	£1,500	£2,900	£1,800	NA	£2,450
BMB							
President	1947-56	£490	£1,200	£2,600	£2,100	£2,500	NA
President - H J Stockton	1957-59	£700	£1,300	£2,000	£1,900	£2,000	NA
BOLINDER-MUNKTELL							
Type 22	1921-34	NA	NA	£18,000	£10,200	£12,200	NA
Type 25	1934-38	NA	£6,500	£10,500	£7,100	£10,800	NA
BM10	1947-52	£2,000	£4,000	£5,400	£5,500	£6,500	NA
BM21	1945-53	NA	NA	NA	£3,100	NA	NA
BM230 Victor	1955-62	£850	£1,700	£3,100	£2,900	£4,900	£5,200
BM320 Buster	1961-64	£950	£1,500	£3,000	£2,400	£3,800	NA
T800	1966-68	£1,000	£2,000	£3,900	£2,400	£5,100	NA
BRAY							
Fordson Diesel E1A Major Dozer	1952-58	£1,450	NA	NA	NA	NA	NA
Fordson S/ Major Forklift (driver in front of tractor)	1960-63	£1,000	NA	£2,900	NA	NA	NA
Fordson E27N CFT dozer - P6	1949-52	£2,700	£3,800	£6,800	£5,800	£6,900	NA
Centaur 4 x 4	1959	N/A	N/A	N/A	£34,000	NA	NA
Nuffield 10/60	1966-67	£9,700	£14,000	£21,000	NA	£21,000	NA
Nuffield 4/65	1967-70	£7,800	£9,400	£26,000	£18,000	£24,000	NA
Leyland 470	1971-75	N/A	N/A	£13,000	N/A	N/A	N/A
Leyland 384	1970-71	£6,900	£10,200	£21,000	£12,700	£16,000	NA
Leyland 485	1970-73	£5,100	£11,600	£26,000	£11,000	£17,800	NA
BRISTOL							
Jowett eng	1937-42	£580	£920	£1,900	£1,400	£2,100	NA
10	1942-47	£450	£880	£1,700	£1,500	£2,000	NA
20	1948-53	£720	£1,100	£1,900	£1,700	£2,900	NA
22	1952-55	£880	£1,200	£2,900	£2,600	£2,900	NA



The big one on 23 July was this restored 1979 County 1474 that sold for £150,000.



In the same sale, at Cheffins’ Sutton site, this 322-hour 1973 DB 996 made £17,500.



£8,400 was paid for this ’76 MF 135 Multi-Power at Cheffins July vintage collective.

MODEL	YEAR	BAND 1	BAND 2	BAND 3	BAND 4	BAND 5	BAND 6
25	1955-59	£850	£2,500	£2,800	£2,300	£3,600	NA
PD	1959-63	£1,000	£1,400	£2,000	£2,900	£2,100	NA
Taurus MK1 & 2	1964-67	£1,000	£1,800	£3,200	£2,300	£4,100	NA
BRITISH WALLIS RH							
Sloping bonnet	1920-23	£17,000	NA	NA	NA	NA	NA
Straight bonnet	1923-29	NA	£12,500	£24,000	£18,000	£26,000	NA
BRYAN							
30hp	1923-6	£31,372	NA	NA	£47,250	NA	NA
BUKA							
D-30	1959-63	£1,600	£1,900	£2,900	£2,600	£3,400	NA
BULL TRACTOR CO. INCLUDING WHITING-BULL							
Little Bull 5-12	1914-20	£14,500	£21,000	£38,000	£36,000	£43,000	NA
Big Bull 12-24	1916-20	£9,000	£22,500	£36,000	£31,000	£39,000	NA
J I CASE							
30-60	1913-15	£52,000	£80,000	£160,000	£125,000	£138,000	£199,000
12-25	1913-18	£18,300	£19,000	£36,000	£24,000	£28,000	NA
20-40 tubular radiator	1912-16	£18,400	£28,000	£42,400	£38,000	£41,000	NA
20-40 normal radiator	1916-19	£17,900	£24,700	£38,500	£36,600	£45,900	NA
9-18A	1915-18	£10,300	£11,400	£16,200	£13,800	£18,300	NA
9-18B	1915-18	£7,000	£10,200	£15,200	£10,900	£14,200	£18,300
10-20 3-wheeler	1915-18	£8,897	£14,800	£18,800	£15,200	£19,600	NA
Crossmotor 10-18	1919-22	£5,600	NA	£12,200	NA	£15,100	NA
Crossmotor 12-20	1921-28	£3,700	£5,700	£9,150	£7,400	£13,400	NA
Crossmotor 12-20 industrial motor	1921-28	£5,670	NA	NA	NA	NA	NA
Crossmotor 15-27	1919-24	£4,800	£9,600	£10,700	£8,400	£14,100	NA
Crossmotor 18-32	1925-27	£3,900	£8,200	£8,400	£8,700	£16,400	NA
Crossmotor 22-40	1919-25	£8,200	£9,600	£16,200	£13,400	£28,468	NA
Crossmotor 25-40	1924-27	£4,100	£8,900	£28,900	£24,000	£36,000	NA
C	1929-39	£1,900	£3,500	£4,000	£4,350	£5,900	£7,200
CO Orchard	1930-39	£2,100	£2,300	£4,200	£3,900	£6,200	NA
CC3 rowcrop	1929-39	£950	£1,800	£3,000	£2,100	£2,900	£5,000
L	1929-40	£1,900	£2,300	£5,600	£2,900	£4,200	NA
LA	1939-52	£1,000	£2,400	£6,300	£3,000	£5,000	£5,900
R standard unstyledc & styled	1938-40	£1,900	£3,800	£5,000	£4,100	£4,000	£5,200
RC rowcrop unstyled	1935-39	£1,700	£2,000	£3,600	£2,600	£4,800	NA
S & SC	1941-54	£850	£1,000	£2,300	£2,100	£3,600	£4,200
D	1939-53	£920	£1,200	£3,500	£2,400	£4,800	NA
DEX	1940-52	£980	£2,300	£3,600	£2,900	£3,800	£5,900
DC/DC4	1939-53	£1,000	£1,600	£3,600	£3,100	£4,100	NA
DO Orchard	1939-53	£1,300	£2,000	£3,900	£3,400	£4,300	NA
V	1940-42	NA	NA	£2,200	NA	£3,000	NA
VA/VAC/1	1942-55	£900	£1,000	£2,100	£2,200	£2,900	NA
500	1953-57	£1,900	£3,000	£5,900	£5,000	£5,800	£7,900
400	1955-57	£1,400	£2,100	£2,800	£3,200	£6,900	£7,000
900	1958-59	£1,700	£2,400	£4,900	£2,300	£5,200	NA
430 & 530	1960-69	£1,400	£1,200	£3,800	£4,200	£5,900	NA
630-830 & 930	1960-69	£1,700	£1,900	£2,800	£3,000	£4,100	NA
1030	1966-69	£1,420	£1,800	£3,900	£3,900	£6,800	NA
1070	1969-78	£2,400	£1,500	£3,900	£3,800	£4,100	NA
1175	1972-78	£2,400	£2,900	£4,400	£3,500	£6,400	NA
2470	1972-79	£4,900	£8,800	£10,200	£7,500	£12,550	NA
2670	1974-79	£3,400	£3,800	£7,900	£4,100	£6,900	NA
1370	1972-78	£2,500	£3,900	£7,200	£4,000	£6,350	NA
2090	1972-78	£4,300	£4,600	£7,300	NA	NA	NA
2290	1979-83	£4,900	£4,400	£9,950	£4,800	£16,200	NA
2670	1979-83	£4,200	£4,600	£7,000	£5,100	£15,700	NA
2390	1979-83	£6,900	£10,900	£16,400	£4,900	£14,200	NA
4690	1979-83	£6,200	£9,800	£17,200	£12,700	£16,900	NA
4890	1979-83	£6,100	£10,100	£16,600	£14,200	£17,200	NA
4894	1984-86	£6,400	£10,700	£16,500	NA	NA	NA
1394 Hydra-Shift 2WD	1983-84	£1,900	£3,200	£9,600	£4,200	£8,600	NA
1394 Hydra-Shift 4WD	1983-84	£2,100	£3,750	£9,500	£5,700	£8,900	NA
1494 Hydra-Shift 2WD	1983-84	£2,100	£3,850	£9,800	£6,700	£9,400	NA
1494 Hydra-Shift 4WD	1983-84	£2,450	£3,900	£12,200	NA	£10,800	NA
1594 Hydra-Shift 2WD	1983-84	£2,100	£4,200	£11,000	£5,900	£10,100	NA
1594 Hydra-Shift 4WD	1983-84	£2,700	£4,600	£11,000	£5,900	£14,100	NA
1694 Hydra-Shift 2WD	1983-84	£1,700	£3,900	£11,400	£6,300	£9,200	NA
1694 Hydra-Shift 4WD	1983-84	£2,600	£3,700	£15,400	£8,900	£14,900	NA
J I CASE PLOW WORKS							
Wallis Cub	1914-17	£12,450	£18,000	£42,000	£20,000	£26,000	NA
Wallis Cub Junior	1917-19	£14,500	£18,000	£32,000	£20,500	£26,900	NA
Model K	1919-23	£1,800	£3,900	£8,200	£6,200	£9,900	NA
Model OK 15-27	1923-27	£1,700	£3,100	£6,200	£4,800	£6,900	NA
Model 12-20	1929-32	£2,100	£3,200	£6,100	£6,400	£10,200	NA



'76 Ford 7600 sold for £12,500, but the 1964 County Super-6 is still available.



Despite steering clutch problems this International LTD-6 made £3,800.



This 1989 Ford 7810 Silver Jubilee saw the hammer fall at £42,500 +VAT on 23 July.

Model 20-30	1927-32	£1,900	£3,100	£6,900	£7,900	£8,700	NA
CATERPILLAR							
2-Ton	1924-28	£4,200	£3,200	£6,400	£5,300	£6,600	NA
5-Ton	1924-26	£4,800	£6,900	£10,200	£14,000	NA	NA
10-Ton	1917-25	£7,300	£8,200	£12,400	£14,100	£15,600	NA
TEN	1928-33	£1,800	£3,200	£4,500	£3,100	£5,900	NA
FIFTEEN	1928-32	£2,200	£2,900	£6,600	£4,300	£5,600	£5,950
TWENTY	1927-33	£2,400	£2,600	£3,800	£3,400	£4,800	NA
TWENTY-FIVE	1931-33	£2,200	£3,400	£5,500	£3,500	£5,100	NA
THIRTY	1921-32	£6,100	£7,200	£9,800	£8,900	£9,100	NA
THIRTY-FIVE	1933-34	£2,200	£3,400	£5,600	£5,200	£5,700	NA
FORTY	1934-36	£2,800	£3,200	£4,700	£4,800	£6,900	NA
FIFTY	1931-37	£3,400	£4,600	£7,000	£10,000	£7,600	NA
SIXTY	1925-31	£7,900	£8,900	£16,400	£14,200	£16,700	NA
SIXTY-FIVE	1932-33	£5,400	£7,200	£12,000	£10,000	£12,000	NA
TWENTY-TWO	1934-39	£1,900	£2,900	£5,300	£4,200	£5,400	NA
TWENTY-FIVE	1934-37	£2,900	£2,500	£4,200	£3,400	£5,800	NA
R2	1938-42	£1,800	£2,100	£4,900	£4,100	£5,100	£6,100
R4	1935-44	£1,900	£2,400	£5,400	£3,900	£5,850	NA
SEVENTY-FIVE	1933-35	£4,900	£7,400	£9,400	£8,900	£12,200	NA
D2	1938-57	£1,800	£2,600	£6,600	£4,700	£7,400	£7,200
D2 Traxcavator		NA	£1,600	£6,200	NA	NA	NA
RD4 & D4	1938-54	£2,100	£2,900	£4,200	£4,300	£7,200	NA
D4 6U/7U & 29/30A	1947-60	£1,900	£2,600	£5,400	£5,000	£6,800	NA
H-T 4 Traxcavator (D4 7U based)	1951-55	£1,400	£3,000	£5,600	NA	NA	NA
933C Traxcavator 11A & (9A military)	1955-58	NA	£3,900	NA	NA	NA	NA
955C Traxcavator 12A/60A/26A	1955-62	£1,450	NA	NA	NA	£9,500	NA
D4C	1959-63	£2,100	£4,200	£6,700	£4,200	£6,100	NA
D6 2H	1935-41	£2,700	£4,100	£8,200	£5,200	£7,700	NA
D6 4R 5R	1941-47	£2,800	£4,700	£6,100	£4,400	£6,800	NA
D6 8U 9U	1947-59	£3,400	£6,600	£8,200	£5,200	£6,400	NA
D7 9G	1935-40	£2,600	£5,900	£7,200	£6,200	£9,900	NA
D7M	1940-43	£2,700	£7,100	£10,310	£8,100	£10,200	NA
D7 3T, 4T & 6T	1944-55	£3,100	£8,900	£9,900	£7,930	£9,400	£36,000
D7C & D7D 17A	1955-61	£4,800	£7,600	£9,900	£7,250	£8,700	NA
D7E	1961-69	£4,200	£8,900	£10,700	£10,200	£18,000	NA
D7F	1970-77	NA	NA	£12,500	NA	NA	NA
D8 1H	1935-41	£8,000	£9,200	£26,000	£16,900	£19,000	NA
D8, 8R & 2U	1941-53	£2,900	£5,000	£12,000	£10,750	£16,700	NA
D8E D8F & D8E	1953-58	£4,750	£8,200	£18,400	£14,000	£19,000	NA
D8H	1958-73	£5,700	£9,800	£27,500	£21,000	£27,800	NA
D8K	1974-82	£6,000	£10,800	£24,500	£20,200	£29,900	NA
D9D & D9E	1955-61	£9,000	£18,000	£31,000	£36,000	£39,800	NA
D4D	1964-77	£2,900	£3,400	£6,300	£5,950	£6,400	NA
D5B (Really D6B)	1966-8	NA	NA	£5,900	NA	NA	NA
D4E	1977-84	£4,800	£6,100	£12,100	£8,200	£10,200	NA
D6C	1963-76	£4,800	£6,200	£10,900	£9,100	£10,800	NA
D6D	1977-86	£5,200	£9,800	£16,000	£12,400	£13,800	NA
D7G	1977-86	£8,200	£14,800	£24,000	£22,000	£26,200	NA
D9G	1961-74	£9,200	£21,500	£39,200	£34,000	£42,500	NA
CHAMBERLAIN							
40K-45K-KA	1949-55	£2,400	£2,600	£5,200	£5,800	£7,900	NA
60DA	1952-54	£2,800	£3,500	£5,400	£4,800	£6,300	NA
55K-KA-5DA	1954-57	£2,400	£3,000	£5,200	£4,100	£6,200	NA
9G	1958-66	£2,400	£3,400	£6,000	£5,200	£6,900	NA
Super 70	1954-62	£2,800	£3,800	£6,300	£8,500	£8,700	NA
Super 90	1962-67	£3,200	£4,600	£6,700	£8,800	£9,900	NA
CHASESIDE							
Fordson N Hi-Lift Shovel	1934-45	£750	£900	£2,200	£2,400	£3,100	NA
Fordson N Super-Lift Crane	1934-45	£800	£850	£2,200	£2,400	£2,100	NA
Fordson N Industrial Shunter	1934-45	£1,200	£2,300	£4,200	£2,500	£3,600	NA
Fordson E27N Hi-Lift Excavator	1946-51	£1,100	£2,100	£2,900	£2,400	NA	£3,800
Fordson E27N P/P							
Ind Shunter	1946-51	£950	£1,300	£3,200	£2,900	£3,600	NA
Fordson E1A Industrial Shunter	1952-64	£980	£1,100	£2,900	£3,100	£4,300	NA
700-700A	1960-68	£1,100	£2,100	NA	£3,100	NA	NA

NEXT ISSUE: CLARK | CLBEST | CLAYTON | CLETRAC | COCKSHUTT

AUGUST

27 August

East Devon Autumn Collective Sale of Tractors, Vehicles, Farm Machinery, Livestock & General Equipment.

Honiton Showground, Stockers Farm, Gittisham, Honiton EX14 3AW.

Stags

Tel: 01769 572042

29 August

Honiton Hill Rally Auction.

Smeatharpe Airfield, Smeatharpe, Honiton, Devon EX14 9RF.

Kivells

Tel: 01392 251261

SEPTEMBER

1 September

Online Timed Implement Sale.

Lawrie & Symington

lawrieandsymington.com

1-3 September

Annual Labor Day Weekend Auction.

USA.

Polk Auctions

polkauction.com

2 September

Machinery Sale.

Applegarth Mart, Northallerton DL7 8LZ.

Northallerton Auctions Ltd.

Tel: 01609 772034

2 September

Online Machinery Sale.

York Auction Centre

ylc.co.uk

2-3 September

Auction of the Legard Collection of Antique Tractors & Farm Memorabilia.

14758 Berlin Turnpike Purcellville, VA, USA.

Aumann Auctions

aumannvintagepower.com

3 September

Monthly Live & Online Machinery Sale.

Holsworthy Livestock Market,

Holsworthy, Devon EX22 7FA.

Kivells

Tel: 01409 253275

5 September

Cambridge Machinery Sale.

Machinery Saleground, Sutton, Ely,

Cambridgeshire CB6 2QT.

Cheffins

Tel: 01353 777767

5 September

Online Timed Auction.

Dispersal Sale of Tractors, Telehandler, Mini Digger, Land Rover, Farm Machinery & Associated Equipment. North Devon.

Stags

Tel: 01769 572042.

6 September

Machinery Sale.

Nr Box, Corsham.

Coopers & Tanner

Tel: 01373 831010

6 September

North Devon Collective Machinery Sale.

Combesland Cross, South Molton, Devon.

Symonds & Sampson

Tel: 01884 218911

7 September

Online Sale of Tractors, Machinery, Plant & Commercial Vehicles.

Harrison & Hetherington

harrisonandandhetherington.co.uk

7-10 September

Online Auction of the Jerred D Ruble Trust Antique Tractor & Engine Collection.

Forest City, IA, USA.

Aumann Auctions

aumannvintagepower.com

8 September

Sale by Auction of Farm Machinery & Equipment.

Nr Loughborough.

Brown & Co

Tel: 01480 432220

9-10 September

Auction

Bidding by telephone, Internet

& commission bids only.

Mathewsons

mathewsons.co.uk

10 September

Sale by Auction of Farm Machinery & Equipment.

Nr Wellingborough.

Brown & Co.

Tel: 01480 432220

10 September

Exeter West Autumn Collective Machinery Sale.

Nr Four Cross Ways,

Cheriton Bishop, Exeter EX6 6JB.

Symonds & Sampson

Tel: 01884 218911

11 September

Online Auction of Toy Hall of Fame & Author Ray Crilley Kickoff Toy Collection.

Nokomis, IL, USA.

Aumann Auctions

aumannvintagepower.com

13 September

Machinery Sale.

Glastonbury.

Coopers & Tanner

Tel: 01373 831010

13 September

West Somerset Collective Machinery Sale.

Nunnington Park Farm, Wiveliscombe,

Taunton TA4 2AD.

Symonds & Sampson

Tel: 01894 218911

14 September

Thainstone Online Collective Sale of Plant & Machinery, Tractors, Telehandlers, Excavators, Farm Implements, Light & Heavy Commercial, 4x4s, Trailers & Containers.

Aberdeen & Northern Marts

anmarts.co.uk

15 September

Sale by Auction of Farm Machinery & Equipment.

Nr Worksop. Brown & Co.

Tel: 01480 432220

15-17 September

Sale of Ford & New Holland tractors, machinery & livestock Equipment.

Dorset.

Symonds & Sampson

Tel: 01884 218911

17 September

Sale of over 100 tractors, trucks, spares, implements & literature.

Somerset.

H J Pugh & Co.

Tel: 01531 631122

17 September

Live/Onsite Collective Auction.

Fraddon.

Edward Buckland

Tel: 01872 306090

17 September

Vintage Auction at Berwick St John Vintage 'Country Fair'.

Southern Counties Auctioneers

Tel: 07971 571612

17 September

On Farm Retirement Sale of Farm Machinery & Equipment.

Truro area.

Kivells

Tel: 01409 253253

20 September

Collective Sale of Farm Machinery, Contractor's Plant, Vintage Machinery & Equipment.

Dove Inn Meadow, Poringland.

Durrants

Tel: 01502 713490

22 September

Collective Sale of Agricultural Implements & Machinery.

Frome Market, Standerwick,

Frome BA11 2QB.

Cooper & Tanner

Tel: 01373 831010

24 September

West Meon Auction.

Crossroads Sale Ground,

West Meon Hut, Petersfield GU32 1JX.

Wellers Auctions

Tel: 01483 802280

27 September

Auction of Agricultural Tractors, Classic Tractors, Combine Harvester, Implements & Machinery.

Oxford.

Cheffins

Tel: 01353 777767

27 September

Machinery Sale.

Marlborough.

Coopers & Tanner

Tel: 01373 831010

27-30 September

Online Auction of Days Gone By Museum

Tractors, Trucks, Planes, Engines & More.

Aumann Auctions

aumannvintagepower.com

29 September

Online Timed Implement Sale.

Lawrie & Symington

lawrieandsymington.com

30 September

Online Timed Machinery Collective Auction.

Edward Buckland

edwardbuckland.co.uk

**If you plan to attend any of these sales, do let us know what you thought and if you bought anything that would interest us.
Please e-mail: peter.love@kelseymedia.co.uk or tel: 01323 833125**

Please note: Due to Covid-19, auction details are constantly changing. To avoid disappointment, we advise that you check the details listed with the company conducting the sale before making arrangements to view and/or bid online/attend in person.

Photos are printed free but cannot be returned. We can only accept one advert per reader per issue.



Reach a dedicated audience of
TRACTOR
ENTHUSIASTS

READERS' ADVERTISEMENT COUPON

☐ TRUCKS & 4X4S ☐ MISCELLANEOUS

PRIVATE ADVERTISERS ONLY MUST SIGN HERE:

(The goods advertised are not offered by way of trade.)

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please contact the sales person on 01732 441642.
- Kelsey Media reserves the right to edit adverts that exceed the 30 word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of 6 months.
- Advertisements may appear in other relevant Kelsey Media publications.
- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls

if the caller becomes abusive.

- **Kelsey will never contact you to upsell your free advert to a paid for one.**
 - **Do not share any financial or personal information with people you do not know.**
 - **Kelsey are not responsible for any transactions between seller and buyer.**
 - By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
 - No other correspondence can be entered into.
 - Business Advertisements (Disclosure) Order 1977. Dealers and traders are reminded that they are committing an offence if readers are led to believe that goods are being offered by a private seller.
- ☐ Tick here to receive email newsletters and offers from Tractor & Farming Heritage.
- ☐ Please tick here to receive our Tractor & Farming Heritage e-newsletter and offers.
- ☐ Tick the box if you are happy to receive this information about other Kelsey publications, events, promotions and products that may be of interest to you.

For further information please refer to our Privacy policy at <https://www.kelsey.co.uk/privacy-policy/>

TRACTORS AND MACHINERY

ALLGAIER A22



POA. Allgaier A22 – older restoration – good runner. Please call 32 56 61 62 60 , Rest of the world. (T)

115956

ALLGAIER A22



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

115972

ALLIS-CHALMERS M



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

114657

ALLIS-CHALMERS HD7

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

114725

ALLIS-CHALMERS IB



1950, POA. Petrol/paraffin. Runs and starts well. Painted in correct industrial yellow. Video available on request. Please call 07970413354, West Midlands.

115177

ALLIS-CHALMERS B



£1,450. This little Allis was restored some years ago and then stored in barn until our purchase. After a thorough clean through, including the fuel system and the magneto, it now runs very well!. Please call 07966881985, South West. (T)

115312

ALLIS-CHALMERS WF



£2,995. This Allis Chalmers is fitted with an electric starter which will require refurbishment although it currently starts well on the handle and runs nicely. We have changed the oil and cleaned out the starting tank. It is sat on 4 good tyres and the tinwork is in good condition. Please call 07966881985, South West. (T)

115315

AMANCO AERMOTOR

£800. Amanco 2 1/4. Please call 07543 979184, West Midlands.

115124

BAMFORD AVELING PIONEER



1937, £2,800. Road roller once belonged to the son of lord carnarvon that opened the tomb of Tutankhamun. All original. Please call 07521 637223, South East.

115384

BLACKSTONE HOT BULB



£10,500. Blackstone hot bulb 12hp engine this engine was new in 1912 and was fully restored in 1990, this has only been run once since restoration . There is no base. Please call 01324 633266, South East.

115493

BOLINDER MUNKTELLS BM10



POA. Bolinder munktells bm10, hot bulb tractor, has electric start and 3 point linkage, runs good and in very good condition, delivery can be arranged. Please call 07388 530078, Ireland.

115987

BRISTOL 25 CRAWLER TRACTORS X2 SPARES OR REPAIR



£1,600. 2 Bristol 25 crawlers, spares or repair, Perkins Diesel engines, both non runners through standing. 1 with 3 point linkage, 1 with dozer blade. Collection mid Cornwall hiab needed. Please call 07973 133776, South West.

115843

CASE C



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

114656

CASE 585XL



£12,500. 1985 Case 585XL, Ex. British Sugar, Done Very Little Work, Excellent Condition, Low Hours – 1625. Please call 01606 592639, North West.

115714

INTERNATIONAL 1056XL



£11,750. Starts, runs and drives really well, just needs a nice cosmetic restoration. 4WD prop shaft is currently removed and there is play in the UJ. Tyres are worn but sound. C/w 2 speed pto, 2 scvs, remote linkage control, crawler gear. Serial No: D030836F008302 Price: £11,750+VAT. Please call 01254 854103, East of England. (T)

115740

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 :

- Kelsey will **never** contact you to upsell your free advert to a paid for one.
- Do not share any financial or personal information with people you do not know.
- Kelsey are not responsible for any transactions between seller and buyer.

CASE C



POA. Case C lovely restored running tractor no frost damage. Please call 07855399487, South West.

115788

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@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115967

CASE IH 885XL



£5,250. SUPER TWO G REG SOMERSET TRACTOR GOES WELL. Please call 07831 347400, South West. (T)

115318

CASE 585XL



1985, £12,500. Done Very Little Work, Excellent Condition, Low Hours – 1625. Please call 01606 592639, North West.

115327

CASE-IH 885XL



£5,250. CASE IH 885XL, SUPER TWO, G REG, SOMERSET TRACTOR, GOES WELL, £5250. Please call 07831 347400, South West. (T)

115702

CASE-IH 5140



1990, A great value 110hp 4WD tractor! C/w powershift with a crawler gear, left hand reverser, 2 speed pto, 2 spool valves, pick up hitch, hydraulic trailer brakes remote rear linkage controls. On 380/85R85 continental front tyres and 460/85R38 BKT rear tyres all with plenty of tread remaining. 10608 Hours, paintwork is average and the linkage has wear as can be expected with the hours. Runs and drives very well. Serial No: JJF1008768 Reg No: H36 HUR Price: £12,500+VAT. Please call 01763 780440, East of England. (T)

115333

CATERPILLAR CAT D2 J12 CRAWLER



1938, £4,650. The Caterpillar D2 was in production between 1938 and 1957. It was the smallest diesel powered tracked tractor produced by Caterpillar at that time. The D2 was equipped with 5 forward gears and one reverse gear and was fitted with an inline 4-cylinder diesel engine. Please call 07966881985, South West. (T)

115696

CATERPILLAR 428B



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

114977

COUNTY 4004

£12,995. It runs and drives well, and it features the correct heavy duty 8 stud rear axle. Please call 07966881985, South West. (T)

115308

CROSSLEY GAS ENGINE



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

115966

CROSSLEY 7354



1901, £15,000. Crossley bros limited Manchester, Alcohol (diesel) engine. Please call 00353863827069, Ireland.

115467

CROSSLEY P.H1040 ENHINE

POA. Exhaust flange Crossley part. BE47 oil filler cap Crossley part. Crossley starting handle part. Please call 01751473704, Yorkshire and the Humber.

115480

DAVID BROWN 950



£2,500. Including loader and buck rake. History known in same family for 60 years. Very original. Barn stored. Please call 07798517149, South East.

115514

DAVID BROWN 770



£4,250. A rather rare 12-speed Selectomatic David Brown. This is cracking runner; it starts straight away and runs and drives well. It also features a 'live drive PTO' which allows the operator to slow down or change gears while the PTO is still operating. Please call 07966881985, South West. (T)

115698

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 CROPMASTER VAL 1C

1949, £4,500. David Brown Cropmaster Val 1c. Complete restoration in 2014. No cracks in block. Please call 07980 639052, South East.

115928

DAVID BROWN 4X4

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

115955

DEUTZ F1M414

POA. Deutz F1M414 – 1950 – good runner. Please call 32 56 61 62 60, Rest of the world. (T)

115958

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 M

£3,850. This is an American built Farmall M which runs on Petrol TVO. It has a lovely patina and is fitted with an interesting front axle. Please call 07966881985, South West. (T)

115689

FARMALL F14

POA. Farmall F14 tidy running and driving original English tractor. Please call 07855399487, South West.

115791

FARMALL CUB

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

115968

FERGUSON TED 20

£2,200. This is a very tidy example of the popular petrol TVO 'Grey Fergie', which drives well. It has recently been fitted with a new bonnet. This Ferguson starts and runs very well on TVO, with good oil pressure. Please call 07966881985, South West. (T)

115693

FERGUSON T20 DIESEL

£2,750. FERGUSON T20 DIESEL, GOES WELL, WITH V5C, GOOD TYRES. £2750. Please call 07831 347400, South West. (T)

115707

FERGUSON T20

£1,850. FERGUSON T20, PETROL / TVO, STARTS AND RUNS £1850. Please call 07831 347400, South West. (T)

115708

FERGUSON TEF

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

FERGUSON TEF

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 TED

1951, £2,000. Petrol/TVO, newly restored converted to 12 volts with all new electrical parts. rear wings axle seals brakes, relined new fuel tank. Please call 01644430480, Scotland.

115873

FERGUSON COMPLETE MTCH PLOUGHING OUTFIT.

1957, POA. Ferguson FE35 Ransoms T559 match plough QK top link and left leg. Poles scrapper, hammers. Disc lots of spares. V5. All ready to start new season. Please call 07870427889, South East.

115103

Piet Verschelde.com Antique Tractors

PIET VERSCHELDE, Mannebeekstraat 1, 8790 Waregem Belgium



Deutz F1M414 – 1950 – good runner



Ford 2000 – good runner



Lamborghini 2R – good runner



Landini L55B – difflock – plow – electric start – steering assist



Tubize steam locomotive - 1911



Allgaier A22 – older restoration – good runner



Richier diesel roller – good runner



John Deere 730 diesel hi-crop



Hornsby 9 HP engine

**WE SHIP
WORLDWIDE**

For more tractors www.pietverschelde.com or info@pietverschelde.com
Phone: (32) 475 96 73 80

Buy today at our
ONLINE Store



Silver Fox Tractor Spares Ltd

- Parts available for tractors from 1930 onwards
- Thousands of parts held in stock



www.silverfoxtractorspares.com

■ Next Day Delivery ■ Worldwide Delivery ■

T.R VINTAGE RESTORATION

Tel. 07714 329023 (daytime) / 01604 882631 (evenings)
email trvintage@btinternet.com



Tractors and Implements
Full or Part Restoration
Sand Blasting/Spraying
(transport can be arranged)

website www.trvintagerestoration.co.uk

**SEE WEB SITE FOR TRACTORS,
IMPLEMENTS AND PARTS FOR SALE**
(stock arriving daily)

OAKFIELDS



1989 Ford 8210 Series III 4WD Tractor
£6,000 + VAT
In very original condition! This is a lovely example, and been well looked after.



1996 New Holland 7840 SLE 4WD Tractor
£21,000 + VAT
A nice original tractor, only 6718 hours.



1995 New Holland 8240 SLE 4WD Tractor
£19,750 + VAT
Just 4792 hours and on original Goodyear tyres!



1995 Ford 8340 SLE 4WD Tractor
£17,950 + VAT
C/w front linkage and PTO!



2003 New Holland TM 175 Tractor
£24,950 + VAT
Power command 19x6, only 5035 hours!



1976 John Deere 2130 2WD Tractor
£6,500 + VAT
Fitted on grassland tyres, in nice condition



1975 John Deere 3130 2WD Tractor
£5,500 + VAT
A very original example, 96hp 6 cylinder!



1989 John Deere 4255 4WD Tractor
£17,450 + VAT
Nice example c/w full set of wafer weights.



1995 John Deere 6900 4WD Tractor
£17,950 + VAT
30kph Powerquad gearbox, c/w front weights.



2004 John Deere 6620 4WD Tractor
£26,950 + VAT
Very tidy tractor, goes well!



1991 Dowdeswell DP7E 6 furrow 12" plough
£1,250 + VAT
C/w full set of skims



1997 Gregoire-Besson HRPB9 5 Furrow on land plough
£2,950 + VAT
c/w skimmers and manual vari-width



1984 Dowdeswell DP7 D3 5 Furrow plough
£1,250 + VAT
c/w UCN Boards, 12" furrows and skimmers



IFor Williams LM126G Tandem Axle Trailer
£1,650 + VAT
12' x 6' with sides, good order.



Dowdeswell DP160S 7 Furrow reversible plough
£2,950 + VAT
C/w skims and in good order!

Part exchange is welcome! Call / Whatsapp us on (+44) 1763 780440

Oakfields AG Ltd, Park Farm Lane
Nuthampstead, Royston, Herts. SG8 8LZ

E: sales@oakfields-ag.com
W: oakfields-ag.com



FERGUSON 120 DIESEL

£2,750. GOES WELL, WITH V5C, GOOD TYRES. Please call 07831 347400, South West. (T)

115322

FERGUSON T20

£1,850. PETROL / TVO STARTS AND RUNS. Please call 07831 347400, South West. (T)

115323

FERGUSON TE'D

£2,500. Good starter and runner, stored in a barn. Please call 01745 570093, Wales.

115394

FIAT F130 DT 4WD

£15,950. Goes well! Fitted on Michelin tyres. This has pick up hitch, 3 spools and a good size tractor. Done 7373 hours, although clock has stopped counting. This starts, runs and goes very well!. Please call 01254 854103, East of England. (T)

115738

FIELD MARSHALL SERIES ONE

£9,000. Barn Find in running order. Please call 07707834833, Yorkshire and the Humber.

115799

FIELD MARSHALL MP6 AND BRITISH LEYLAND

Offers. British Leyland Engine 6 cylinders, Brakes, Filters, Hoses Pinion. These parts are new, Make an offer. Please call 0603521816, Greater London.

115123

FORD MODEL T 1TONNE TRUCK

1926, £9,995. The Model T is an iconic vehicle which won the affections of millions of Americans for its affordability and reliability. This was one of the first mass produced vehicles which allowed Henry Ford to achieve his aim of manufacturing the universal car. Please call 07966881985, South West. (T)

115692

FORD DEXTA 2000

1960, £59,995. The Fordson Super Dexta was built in England during the 1960's. The Super Dexta was known as the Ford 2000 Diesel in the USA, as the Fordson name was dropped in favour of the Ford brand. This tractor is an early pre-force 2000, badged as a Dexta to maintain the link with its predecessor. Please call 07966881985, South West. (T)

115694

FORD 9N AND FORD 2 FURROW PLOUGH

£3,750. A nice older restoration, fitted with the Ferguson Hydraulic System and a Ford straight petrol side valve engine. This is a nice little outfit and offers something quite unique to the many other Grey Fergusons. It is still running on its 6-volt electrics, it runs and drives well. Please call 07966881985, South West. (T)

115697

FORD 6810

£15,750. 1990 Ford 6810, Series III, 4wd, Super Q Cab, 16.9 x 34 Tyres, Hours Unknown. Please call 01606 592639, North West.

115713

FORD 5640 SL 2WD

1995, £15,950. 1995 Ford 5640 SL 2WD Tractor In tidy condition and on good tyres. This has a Chilton MX40-55 front loader c/w electric joystick control. Fitted on good 10.00-16 front and 420/85 R34 rear tyres, this is in tidy condition for the age and runs and drives well. Comes with a Twose counter balance weight. Has drop down pick up hitch, drawbar, 2 double spools, hydraulic trailer brakes. Please call 01254 854103, East of England. (T)

115733

FORD 4600 2WD

£5,500. A useful 60hp tractor, runs and drives well. Good mechanical order however the cab is suffering from rot. On good tyres and road registered, this tractor is ready to be put to work. Serial No: B984309 / Reg No: RFL 55R Price: £5,500+VAT. Please call 01254 854103, East of England. (T)

115741

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

FORD THAMES TRADER BULKER LORRY

1960, £17,000. 1960 Ford Thames Trader Bulker Lorry. In good running condition. Please call 01327 260620, East Midlands.

114984

FORD 9N

1943, £4,500. Original Tyres stored inside made by Harry Ferguson and henry ford registered. Good, original condition. Please call 07486933915, Yorkshire and the Humber.

115880

PATRICK EDWARDS LTD

Agricultural Machinery & Tractor spares

ONE STOP PARTS SHOP!



This is a small selection of our PARTS stock
please contact Derek on 01367 810259

Tel: 01367 810259 Fax: 01367 810545

**Please also visit our online spares
shop to purchase products online!**

www.patrickedwardsmachinery.co.uk

All credit cards taken

- A reputation built on 25 years experience
- Visitors always welcome at the shop
- 8am-5pm Mon - Fri No appointment necessary

A friendly & professional welcome awaits all enquiries

**Patrick
Edwards
Tractor
Jumble and
Spares Day
Saturday 1st
October 2022**

TRADE
ENQUIRIES
WELCOME
Please book

Just turn up

Sellers 7:30, Buyers 8am

**Langley Farm, Langley Lane,
Clanfield, Bampton, Oxon OX18 2RZ**

**Sellers up to HGV £20 strictly two people
per stall**

• HGV-s £30 • Public £5 per person



TAMAR VINTAGE TRACTORS

Call Matt on 07966881985

Tavistock, Devon

Nationwide delivery available



Ford Model T
£9995

Canadian Built 1926 1 Tonne
Truck, Fantastic Original
Condition, Runs and Drives Very
Well, Fitted With Electric Start,
Lots of fun!



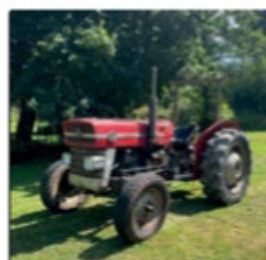
Ford 4000 Pre-Force
£5250

A nice older Restoration, 1967,
Good Tyres, Double acting
spool valve fitted, runs and
Drives Well.
Straight tin Work.



Massey Ferguson Mk2
65 £3000

'A straight Mk2 65, runs and
drives, reasonable tin work,
Hydraulics and Brakes all working
fine, engine a little tired, make a
great project.



Massey Ferguson 135
£5850

A nice early example, engine
runs very well, Good Brakes
and drivers well too, just had
new clutch, straight tin work,



International 10-20
£3995

A lovely example from 1938, excel-
lent runner, easy starter, manifold
and engine block all crack free.
Sat on lovely old closed tread
tyres, with V5 and history



Massey Ferguson 165
£7495

A Late example, featuring wet
brakes, Power Steering and Pick
Up Hitch. Runs and Drives very
well, Older Restoration with good
tin work.

MANY MORE TRACTORS AVAILABLE. PLEASE GET IN TOUCH

WWW.TAMARVINTAGETRACTORS.CO.UK

BAILERS WANTED! DEAD OR ALIVE!



INTERNATIONAL
430/440
435/445

MASSEY FERGUSON
120/124/128
220/224/228

JOHN DEERE
359/459/342A/456A
CLAAS MARKANT
55/65

WELGER
AP530/AP60

07794154003

FORD 2000



POA. Ford 2000 – good runner. Please call 32 56 61 62 60 , Rest of the world. (T)
115959

FORD FERGUSON



POA. petrol/two model, straight original tinwork, runs good, complete with stays, 9 hole bar and pto pulley, delivery can be arranged. Please call 07388 530078, Ireland.
115986

FORD 6810



1990, £15,750. Series III, 4wd, Super Q Cab, 16.9 x 34 Tyres. Please call 01606 592639, North West.
115328

FORD FERGUSON



£6,000. Ford Ferguson mint , original condition. Please call 01984623486, South East.
115374

FORD 4600



£4,995. 1975 ford 4600 good working order n original. Please call 01889577990, West Midlands.
115395

FORD 9N

1943, £4,500. Original Tyres stored inside made by Harry Ferguson and henry ford registered. Good, original condition. Please call 07486933915, Yorkshire and the Humber.
115458

FORDSON



£2,495. 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. The tractor has just been fitted with a reconditioned magneto and starts easily with just a few pulls. Please call 07966881985, South West. (T)
115700

FORDSON DIESEL MAJOR



£3,750. FORDSON DIESEL MAJOR, 1957 WITH V5C, TIDY, GOES WELL AS NEW TYRES. £3750. Please call 07831 347400, South West. (T)
115705

FORDSON N



£1,550. POA. Fordson N none runner ideal for farm entrance or children's playground. Please call 07855399487 , South West.
115789

FORDSON MAJOR



POA. This tractor has had a full engine rebuild including king pins and bushes, wheel bearings, new radiator, ring gear, clutch, cross shaft and bushes, original tin work, brake drums. All fluids changed, new tyres all round. Receipts for all work carried out. Please call 07710 022673, South East.
115832

FORDSON MAJOR

£3,000. New tyres, new mudguards, new nose cone, new radiator. unfinished project. Please call 01366328912, East of England.
115859

FORDSON STANDARD



£2,850. Starts and runs well, includes spare mag, mag tester, 25L transmission oil, engine oil and various spares. Please call 01386 833767, West Midlands.
115868

FORDSON MAJOR



1951, £3,600. Fordson Major, Belt pully, Petrol, high top. Please call 01451821180, South West.
115890

FORDSON CHACESIDE



£2,000. New wire board, goes well. Please call 01932 877556, South East.
115070

FORDSON SUPER MAJOR 1963



POA. V5 log book. Very good condition for age. Any questions please ask. Please call 07758 592421, South East.
115921

FORDSON MAJOR

£2,600. Fordson major 6cly ford cargo engine, air tank ,power steering, new front tyres, starterandalt. Brakes overhauled, hydraulics OK. Please call 07976 225680, South West.
115109

FORDSON STANDARD



£1,600. Older restoration, runs and drives ok. 4 new tyres. No leaks or cracks. Please call 07889846779, East of England.
115929

WIN A MASSEY 35 DELUXE!

BE IN WITH A CHANCE OF WINNING A REFURBISHED CLASSIC MASSEY 35 DELUXE PLUS LOTS MORE AMAZING PRIZES!

IN SUPPORT OF



Just £5 per entry with 100% going to BOAT (Bicton Overseas Agricultural Trust), formed in 1991 by a group of Devon farmers and the Principal of Bicton College with a desire to help people from developing countries to produce more food and improve their livelihoods. We have supported the trust for many years.

BEFORE



Original style Massey Ferguson

Type: 35 Deluxe

Engine: Perkins 3-152 diesel; 37hp at PTO

Transmission: 6-speed H/L

Weight: 1,454kg

Fewer than 3,000 hours on the clock

The tractor is undergoing a thorough service by restoration specialist Ben Phillips

**FIRST
PRIZE!**

**SECOND
PRIZE**

**Granit Black Edition
Dynamic Start workshop
trolley with tools, 133 pcs.**

**THIRD
PRIZE**

**Multiweld 160M
Welding Machine**

**FOURTH
PRIZE**

**Powerduction 10R
Induction Machine**

**FIFTH
PRIZE**

**Automatic BATTERY
CHARGER with
microprocessor**

PRIZES SUPPLIED BY



HOW TO ENTER

To be in with a chance of winning one of these amazing prizes, simply answer the following question:

Which company produced the MF 35 Deluxe's diesel engine?

A. Cummins B. GM Diesel C. Perkins

ENTER ONLINE BY VISITING [SHOP.KELSEY.CO.UK/RAFFLE](https://shop.kelsey.co.uk/raffle)

Alternatively, you can enter over the phone via our customer service team by calling **01959 543 747**

*Please note, the winner is obliged to collect the first prize from the South-East of England. Kelsey Media is unable to arrange delivery.

Ts&Cs – Entries cost £5, you can enter as many times as you like. This prize draw can be entered via the link above or telephone. There are 5 prizes to be won as described above. The closing date is 30th October 2022 and the winner will be announced at the Newark Vintage Tractor & Heritage show on 6th November 2022. The winner will be notified, and the first prize will be available to collect immediately afterwards. Collection and transportation of the tractor will be at the winner's own risk and Kelsey Media will not be responsible for any loss, damage or injury sustained during the process of collection and transportation. The 2nd, 3rd, 4th & 5th prizes will be sent to the winner's address within 30 days of being drawn. The prize draw is open to all with the exception of Kelsey Media employees and their families.

SCAN TO ENTER



FORDSON FORDSON



£2,850. 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)

115311

FORDSON DIESEL MAJOR



£3,750. 1957 WITH V5C, TIDY, GOES WELL AS NEW TYRES. Please call 07831 347400, South West. (T)

115320

FORDSON SUPER MAJOR



£2,800. Fordson Super Major good working order, good tin. Please call 01984623486, South East.

115367

FORDSON SUPER DEXTA



1964, £4,750. Refurbished, 3 years ago. Stored under cover, not been used since. V5 on original number plate in superb condition. Please call 07516249787, South West.

115369

FORDSON MAJOR E27N



£4,000. Fordson Major E27N. Please call 01469 530373, Yorkshire and the Humber.

115499

GUALDI 30



POA. The Italian Field Marshall. info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115963

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 HARVESTER B275



£5,000. Fully restored to excellent condition with V5C. Instant start. Good oil pressure. No smoke or leaks. All new tyres. Please call 01485512521, East of England.

103422

INTERNATIONAL 574



£3,750. INTERNATIONAL 574, N REG, SOMERSET TRACTOR, WITH V5C GOES WELL £3750. Please call 07831 347400, South West. (T)

115703

INTERNATIONAL 454



£3,750. INTERNATIONAL 454, STARTS AND GOES WELL, P REG WITH V5C £3750. Please call 07831 347400, South West. (T)

115704

INTERNATIONAL W9



POA. International W9 electric start tow pack paint, new tyres. Please call 07855399487, South West.

114655

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 574



£3,750. N REG SOMERSET TRACTOR, WITH V5C GOES WELL. Please call 07831 347400, South West. (T)

115319

INTERNATIONAL IMT 578



£1,750. STARTS AND RUNS BRAKES NEED ATTENTION WITH V5C. Please call 07831 347400, South West. (T)

115321

INTERNATIONAL B -275

£3,500. STARTS AND GOES WELL TIDY WITH V5C. Please call 07831 347400, South West. (T)

115326

INTERNATIONAL 784

£3,200. 2WD, Loader tractor, starts and runs well, works really well. Good tyres and serviced. Ring for pictures. Please call 07968257232, West Midlands.

115362

ISEKI TU2100DT

£6,200. Iseki TU2100DT. Please call 01458 269210 / 250978, South West.

114713

STATIONARY ENGINES JAP DUMPSET

£100. JAP Dumpset. Please call 07543 979184, West Midlands.

115127

JOHN DEERE AR

£3,850. We are big fans of the early John Deere styling, and this 'Styled' John Deere AR is a lovely example. This tractor benefits from electric start. It has many new parts including a new exhaust, carburettor, water pump and magneto and has recently had a full service. Please call 07966881985, South West. (T)

115695

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

JOHN DEERE 6150R

2016, £59,500. 2016 John Deere 6150R, Power Quad, 40kph TLS and Cab Suspension, Front Weights 3293 Hours. Please call 01606 592639, North West.

115711

JOHN DEERE 2130 2WD

1976, £6,500. 1976 John Deere 2130 2WD Tractor Fitted on grassland tyres, in nice condition! This has had grassland wheels and tyres fitted, the fronts are 11.5/80-15.3 and the rears 32.1-26. Also fitted with pick up hitch, spool valve, power steering, and the John Deere OPU cab. Whilst there is a bit of rust around the cab itself, the bonnet work and wings are in very good condition making this a lovely looking tractor!. Please call 01254 854103, East of England. (T)

115730

JOHN DEERE 6830

2009, £34,500. 2009 John Deere 6830 4WD Tractor C/w Zuidberg front linkage, cab suspension and TLS. This has the 40kph AutoQuad gearbox with left hand reverser, and is also fitted with Isobus, 3 manual spools, hydraulic pick up hitch with dedicated valve, and it is greenstar ready with dome mount on the roof. Please call 01254 854103, East of England. (T)

115736

JOHN DEERE 6400 4WD

1997, £19,950. C/w John Deere 640A Loader This has done just 5625 hours and is in good order for the age. Also fitted on good tyres 480/70R34 rears and 380/70R24. This has 2 double spools, hydraulic push out hitch, air con and is a very useable tractor!. Please call 01254 854103, East of England. (T)

115737

JOHN DEERE 6900 4WD

1995, £17,950. 30kph Powerquad gearbox, c/w front weights. This is a tidy looking tractor, that starts, runs and drives nicely. Air con is working and this is a tractor that will go for years yet! The hydraulic cross shaft, however is quite worn. Please call 01254 854103, East of England. (T)

115739

JOHN DEERE A.R

POA. John Deere A.R styled starts and runs extremely well very tidy. Please call 07855399487, South West.

115790

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 730 D

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

115962

JOHN DEERE D

1945, POA. Restored. info@pietverschelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115970

JOHN DEERE TRAILER WITH ENCLOSED GRAIN CLEANER

£2,000. Twin axle trailer with turner no.4 cleaner, dressing equipment, 3 point linkage mounted generator. Aluminium clad trailer. Please call 07935229269, West Midlands.

115977

JOHN DEERE 6200

1993, 40kph gearbox, on very good tyres! This is a lovely little tractor fitted with the SyncroPlus gearbox. Has air con, 2 spools and hydraulic push out pick up hitch. Also has 3 speed PTO and sunroof! On very good tyres, 420/85R34 rears and fronts. 6 front wafer weights. Serial number: LO6200M111154 £POA. Please call 01763 780440, North West. (T)

115335

LAMBORGHINI 2R

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

115973

LANDINI L55B

POA. Landini L55B – difflock – plow – electric start. Please call 32 56 61 62 60, Rest of the world. (T)

115957

LANDINI L25



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

115960

LANZ D2416



POA. Lanz D2416 – 1956. Engine overhauled. Please call 32 56 61 62 60 , Rest of the world. (T)

115974

LISTER LISTER C/S

£400. Clean tidy engine, will swap for Stuart size Beam engine. Collection only. Please call 01380 840109, South West.

115816

LISTER 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 stainless steel, there's an information board to go with it with some of the very rusty parts I replaced attached to the board. Please call 07703 597446, South East.

114994

LISTER 2 LISTER 3HP CS DIESEL ENGINE



£400. Original unrestored on a metal trolley with Original fuel and cooling tank. It's been sitting in the workshop for a couple of years, gave it a swing today and away it went. I'm getting too old to show the heavier engine. I have a radiator cooled 6hp with a saw bench on a trolley if anyone is interested as well. No frost damage, comes with the original starting handle. Please call 07703 597446, South East.

114995

LISTER 6HP CS DIESEL ENGINE WITH SAW BENCH



£600. It does have the thermostat in the top hose fitting upgrade. Works well on the saw bench, the blade could do with a sharpen. Please call 07703 597446, South East.

114996

LISTER STARTMATIC GENERATOR

£495. 2.5 KVA complete set in working order buyer dismantles and collects. Please call 01827 880677, East Midlands.

115024

LISTER LISTER D

£150. Lister D. Please call 07543 979184, West Midlands.

115125

LISTER DUMP

£150. Lister Dump. Please call 07543 979184, West Midlands.

115129

LISTER D

£60. Needs work. Please call 07413 997660, South East.

115153

LISTER JUNIOR



£120. 1926 2 1/2 HP Lister Junior Serial No, 58168 partial restoration. Non Runner. Please call 07742009074, South West.

115230

LISTER-M



£425. The engine is a 4 horsepower "Lister-M" for restoration, engine number 13632. Please call 79099 08069, Ireland.

115510

MARSHALL S TYPE STEAM ROLLER



1928, £35,000. Excellent restoration project. Part stripped with all parts available. More photos available on request and boiler inspection report from Oct 2021. Please call 07810 501423, North West.

115078

MASSEY FERGUSON 135



£5,500. This is an early 135 identified by the hinged battery lid; this tractor is complete and would be ready to go to work. Alternatively, this would make a nice cosmetic restoration project. Please call 07966881985, South West. (T)

115699

MASSEY FERGUSON 590



£6,200. MASSEY FERGUSON 590, STANDARD BOX, V REG, SOMERSET TRACTOR, STARTS AND GOES WELL, £6200. Please call 07831 347400, South West. (T)

115701

MASSEY FERGUSON 35



£3,250. MASSEY FERGUSON 35, PETROL / TVO, WITH LOADERNEW WHEELS AND TYRES GOES WELL £3250. Please call 07831 347400, South West. (T)

115709

TRACTORS MASSEY FERGUSON 821



£1,750. MASSEY FERGUSON 821, C/W FINGER BAR MOWER AND WHEEL WEIGHTS, GOOD TYRES FOR RESTORATION, £1750. Please call 07831 347400, South West. (T)

115710

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**



apukonline.com
tractor parts & accessories



FREE* UK Delivery

Exc orders over 2kg to Highlands, Islands & NI.



30 Day Returns

Send items back within 30 days for full refund.



12 Month Warranty

On all tractor parts to give peace of mind.

Shop by Tractor Make & Model



CASE INTERNATIONAL IH



COUNTY



DAVID BROWN



FERGUSON



FORD / NEW HOLLAND



FORDSON



JOHN DEERE



MASSEY FERGUSON

Shop by Parts Category



BODY PARTS



BRAKES



CAB PARTS & ACCESSORIES



COOLING PARTS



ELECTRICS & INSTRUMENTS



ENGINE & FILTERS



FRONT AXLE & STEERING



LINKAGE

PLEASE VISIT www.apukonline.com

info@apukonline.com



+44 (0) 1544 350396

Agri Parts UK Ltd, Maesmelan Farm, New Radnor, Presteigne, Powys, LD8 2TN, UK

All parts are APUK parts and are not manufactured by the Original Equipment Manufacturer (OEM) unless stated otherwise.

OEM part numbers, names and descriptions are quoted for reference purposes only and are not meant to indicate or suggest that the parts are made by the OEM.

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

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 590 MULTI-POWER 2WD



1978, £7,950. Very original example in good working order! Been with the last owner since 1983 and obviously been well looked after mechanically. C/w PAVT wheels, pick up hitch, 2 spools, multi-power all working, good tyres all round and 9162 hours. Serial No: H195205 / Registration: YVL 594S Price: £7,950 + VAT. Please call 01254 854103, East of England. (T)

115742

MASSEY FERGUSON 130



£3,500. Good running order. Please call 01452 740262, South West.

115824

MASSEY FERGUSON 35 4 CYL



1960, £11,000. The tractor is a 1960 mf 35 3 cyl it has had a full nut and bolt restoration, and full respray in 2 pack paint. I will garentee it for 3 months parts and labour price is £12500 with the topper or £11000 on its own located welshpool. Please call 07885 641594, Wales.

115841

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 165



£8,995. 1967 massey ferguson 165 tractor, new good year tyres/clutch/brakes/hydraulic pump/wings/lights/wiring harness/Control box/gauges/fuel sender/heater plug etc. Excellent engine, all in very good condition. Please call 07813 435923, Wales.

115917

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.

115925

MASSEY FERGUSON 135



1966, POA. Nice restoration, new tyres all round, all new part V5 certificate. Please call 07731 891640, Yorkshire and the Humber.

115141

MASSEY FERGUSON MF240



£10,500. Fully refurbished by MF trained technician, engine, clutch linkage thousand spent too may new parts to list. Full respray everything works as it should, pick up hitch power steering no oil leaks, diverter valve one quick release coupler with returns. Please call 07764359250, East of England.

115228

MASSEY FERGUSON 135



£5,500. This is an early 135 identified by the hinged battery lid; this tractor is complete and would be ready to go to work. Alternatively, this would make a nice cosmetic restoration project. Please call 07966881985, South West. (T)

115309

MASSEY FERGUSON 135



£8,995. This late 135 has been recently restored. It has been painted to a good standard and appears to have had new rear wings and a new clutch, which is set up and working properly. It is fitted with a straight front axle and 4 new tyres. Please call 07966881985, South West. (T)

115310

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)

115313

TRACTORS MASSEY FERGUSON 590



£6,200. STANDARD BOX, V REG SOMERSET TRACTOR STARTS AND GOES WELL. Please call 07831 347400, South West. (T)

115317

MASSEY FERGUSON 35



£3,250. PETROL / TVO, WITH LOADER, NEW WHEELS AND TYRES GOES WELL. Please call 07831 347400, South West. (T)

115324

MASSEY FERGUSON 821



£1,750. C/W FINGER BAR MOWER AND WHEEL WEIGHTS, GOOD TYRES FOR RESTORATION. Please call 07831 347400, South West. (T)

115325

MASSEY FERGUSON MF 4



£2,500. MF 4 cylinder good working order good tin and with rear wheel weights. Please call 01984623486, South East.

115372

MASSEY FERGUSON 135



POA. Massey Ferguson 135 S Reg 1977 taxed at present, registration number OSH 419S, this tractor has had extensive restoration all new parts and is for sales offers over 11,000. Please call 07578760764, South East.

115500

MCCORMICK INTERNATIONAL



£3,500. The International Harvester B-414 was built in the UK between 1961-1966. This is a very useful Diesel tractor and offers a far cheaper alternative to the Massey Ferguson 135!. Please call 07966881985, South West. (T)

115690

MCCORMICK INTERNATIONAL 10/20



1936, £7,500. TVO concours condition a real show tractor. Restored to a very high standard, new tyres and new carb float. Please call 01603710455, East Midlands.

100468

MCCORMICK X5.120



Stage 5, 3.6L, 16 valve, 4-cylinder, 114/84 (hp/kw) FPT diesel engine, 36 x 12 HML 40kph transmission with power shuttle, Rigid 4wd heavy duty front axle with integrated brakes, 32+12 L/min hydraulic system with twin assistor rams, Electronic rear lift with external remote control, 2 mechanical spool valves, Hydraulic push out pick-up hitch, 540/1000 electronic PTO with external control, CAT2 rear linkage. Please call 01254 854103, North West. (T)

115332

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 TS90



£23,500. 2001 New Holland TS90, SL / DP, 80% Tyres, Quickie Q940 Loader, 9507 Hours. Please call 01606 592639, North West.

115715

NEW HOLLAND 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. 80% Tyres, Quickie Q940 Loader, 9507 Hours. Please call 01606 592639, North West.

115329

NUFFIELD 4/60



1968, £6,750. 1968 Nuffield 4/60 2WD Tractor Lovely example, runs very well! This has been subject to a very good restoration and the end product is stunning! Serial Number: 34B37345 £6750 No VAT. Please call 01254 854103, East of England. (T)

115734

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



£4,850. A very nice example of this popular Nuffield model. 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)

115314

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.

115508

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

TRACTORS IMT 578



£1,750. IMT 578, STARTS AND RUNS, BRAKES NEED ATTENTION, WITH V5C £1750. Please call 07831 347400, South West. (T)

115706

STATIONARY ENGINES NATIONAL 5V

£850. National 5V. Please call 07543 979184, West Midlands.

115126

ORSI ASTORE



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

115964

WEATHERILL S3



1969, £3,500. Weatherill S3 loading shovels. Machine no.S3-1-94, recon engine and runner, used daily up till recently. Machine no.S3-1-209, recon engine, brakes need attention. Both machines same owner for over 40 years. Please call 07484546495, Greater London.

115441

HOWARD GEM ROTAVATOR



£550. Howard Super Gem 24" rotor in good working order, used this year with spare blades and potato ridger and two spare wheels. Please call 01726884525, South East.

115684

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

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

TEMPLAR TILLER GARDEN ROTAVATOR



£130. Briggs and Stratton 4HP petrol engine, easy spin starting, 2 sets of blades. Good working order. Buyer to collect. Please call 01245 464905, South East.

114680

FISHER HUMPHRIES THRESHING BOX



£700. Bought new by my father in 1952 worked on local farms around Welshpool, Powys. The top needs reboarding. Barn find sold as stands. Please call 07899 101261, Wales.

115796

IFOR WILLIAMS 18FT TRAILER

£2,750. Ifor Williams 18ft Trailer, Twin Axle complete with sides. Please call 07778 525037, South East. (T)

114727

WHEELHORSE RAIDER 12



1970, £450. Wheelhorse Raider 12, 1970's. Trailer included, all in good working order. Deck included but not attached. Buyer collects from Bobbing. Please call 07584355499, South East.

115801

HORNDRAULIC LOADER



£80. 1966 Horndraulic loader, c/w brackets to fit Nuffield. Complete with all fittings, hydraulic pipes and operator's manual. Please call 07752 610172, East Midlands.

115803

HOWARD GEM ROTAVATOR



£550. Howard Super Gem 24" rotor in good working order, used this year with spare blades and potato ridger and two spare wheels. Please call 01726884525, South East.

115823

SHREDDER



£125. Ride on mower shredder. for Westwood or countax. Please call 07502 749684, East of England.

115826

TRAILER



£110. Ride on mower tipping trailer. 42 long, 32wide, 24high. Please call 07502 749684, East of England.

115827

FERGUSON PLOUGH



£300. Ferguson 2 Furrow Plough with semi digger. kept under cover, not used in a few years. Good original condition. Please call 01767 683197, East of England.

115830

PETTIT 3 TON TRAILER



POA. Tipping trailer, good floor and tyres. Ram and pipe may need attention. Please call 01767 683197, East of England.

115846

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

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

6LW GARDENER GENERATOR



£1,900. 220AMP DC good condition. All in good working order. Please call 07817 809221, North West.

115870

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

MEIJER FLAT 8 BALE SLEDGE



£450. With hitch bracket for baler. Tyres all up and good to go. Can load. Does unbolt into two for easier transport. Please call 01889 500303, West Midlands.

115898

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

WICKSTEED POWERED HACKSAW



£375. Heavy 3 phase powered saw with coolant pump, hydraulic counter. in working order. Please call 07850 848372, South West.

115064

SCAMMELL TANDEM TRAILER



1966, POA. 1966 33ft Scammell tandem trailer for sale complete with ropes sheets load. Please call 07833 305434, Scotland.

115914

FERGUSON CULLIVATOR



£200. In use until last season, change of farming system on smallholding means no longer required. Good points, good condition for age. Please call 07725 832031, Scotland.

115919

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.

115924

P T O SHAFT



P T O shaft not been used with shear pin, closed length approx. 40 inch's. Please call 07711508200, Yorkshire and the Humber.

115926

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)

115965

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.

115191

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.

115192

MCCONNEL TRACTOR MOUNTED SAW BENCH



£1,750. McConnel tractor mounted saw bench. Good working order. Leighton Buzzard. Please call 01525 210281, East of England.

115195

HUMPHRIES THRESHING BOX

£700. Bought new in 1952 but the top needs re-boarding. Please call 07899 101261, Wales.

115201

INTERNATIONAL B200 MUCK SPREADER



£800. In original condition and solid wood floor. Please call 07871155122, East of England.

115203

SIRTEX HAY BOB



£850. very little use, has oil on it to preserve condition. Buyer to collect. Please call 07840089882, South East.

115226

BALE GRAB



£70. Holds 8 Bales. Good Condition Has been kept under cover. Sold as seen. Please call 07840089882, South East.

115227

FERGUSON 2 FURROW PLOUGH



£450. Ferguson 2 Furrow Plough with moving cross shaft. Good working condition. Please call 07860 623357, North West.

115233

BAMFORD NO 2 CORN GRINDER



£250. Bamford No 2 Corn Grinder. Restored to rally condition. Good woodwork. Original Bamford name plate. On wheels for ease of movement. Please call 07801 347480, Wales.

115234

TERRA VAC POO PICKER



£800. Terra vac poo picker. In good running order. Has a small rip in the long poo hose. Please call 07711254703, North East.

115392

DRUMMOND LATHE

£100. Metal Turning Lathe. Pre-B. 3 jaw chuck other pieces available. Good condition. Could be driven from Stationary engine. Please call 01246556330, West Midlands.

115471

CULTIVATOR



£80. Pierce horse drawn spring tine cultivator. Buyer to collect. Please call 01953 788053, East of England.

115503

FRONT LOADER AND BUCKET



£950. front loader and bucket to fit kubota bx2350. Please call 07711508200, Yorkshire and the Humber.

115509

VINTAGE HORSE PLOUGH



£25. Complete garden ornament, needs painting. Please call 01778 420518, Yorkshire and the Humber.

115511

PERKINS 4CYL

£250. Perkins 4cyl. engine good runner, in a road roller. Please call 07811 496811, South West.

115930

STATIONARY ENGINE



POA. Saw Bench driven by PETTER stationary engine Petrol 1.5hp. Fully working reliable for 40yrs, 22 inch blades, refurbished magneto, Ball Race bears hard wood top. Please call 01376 503112, East of England.

115802

RICHIER DIESEL ROLLER



POA. Richier diesel roller – good runner. Please call 32 56 61 62 60, Rest of the world. (T)

115971

RUSTON HORNSBY 9HP



POA. Hornsby 9HP engine. Email info@pietvershelde.com. Please call 32 56 61 62 60, Rest of the world. (T)

115961

RUSTON HORNSBY 8AP

Wanted. Ruston Hornsby 8ap or similar type engine hopper cooled if possible. Please call 07500 118366, Wales.

115495

SCOIATTOLO



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

115432

STEAM ALLCHIN ROYAL CHESTER



2000, £10,250. 3" scale ALLCHIN Royal Chester traction engine. Hydraulic test to Nov 2023, Steam test to Nov2022. Complete with Riding car. All paperwork from new. All you need to steam. Please contact for more details. Please call 07881 803141, East Midlands.

115546

STEAM 4"FREELANCE DCC FOWLER SHOWMANS



Offers. Older model, needs gear guard, steams well made in England. Please call 0711574987, Rest of the world.

115147

STEAM TUBIZE STEAM LOCOMOTIVE



1911, POA. Tubize steam locomotive. Please call 32 56 61 62 60, Rest of the world. (T)

115975

STEAM 2" SCALE BURRELL SHOWMAN ENGINE



POA. 2" Scale Burrell showman engine. Please call 07535 477035, West Midlands.

115988

STEAM MARSHALL S TYPE



1928, £35,000. Excellent restoration project. Part stripped with all parts available. More photos available on request and boiler inspection report from Oct 2021. Please call 07810501423, North West.

115307

STEAM 5" HUNSLET.



£700. Rolling chassis with all castings and boiler kit. Work carried out to high standard. Can ship in plywood case if required. Full set of drawings call 07984920786. Please call 07984920786, South West.

115462

STEAM FOWLER



1918, £130,000. 1918 Fowler BB1 Ploughing Engine 16NHP no. 15231, New fire box and complete new boiler, New Tender. Ground Crank new big end bearings, Cylinder block re bored, new piston rings, Valve faces skimmed, Front wheels new bearings, Two injectors, lifter, Hydraulic until 2026, Sold with current boiler certificate. Please call 07791396219, Wales.

115492

STEAM GARRET ROAD LOCO

£150,000. In need of restoration. Some parts missing. Please call 07716 126227, South East.

115512

STUART D5YXC

£250. Stuart D5YXC. Please call 07543 979184, West Midlands.

115128

TED 20 TED 20



POA. Very little use for last 30 years. Comes with spares. Please call 07845487522, West Midlands.

115077

VALTRA FASTRACT 4220



2011, £38,500. 2011 Valtra N141 HiTech, 40kph, Front and Cab Suspension, Front Linkage, MX T10 Loader

6282 Hours. Please call 01606 592639, North West.

115712

VALTRA T131 HITECH



£19,500. 2007 Valtra T131 HiTech, Cab Suspension, 3 Spools, 11673 Hours, Good Working Order. Please call 01606 592639, North West.

115716

VALTRA T254 VERSU



£89,500. 2019 Valtra T254 Versu. Hi Speed 57kph – Front Brakes, Front and Cab Suspension, Smart Touch, 2581 Hours, Front Linkage and PTO, 4 Rear Spools and 2 Front, 710/70 R38 and 600/65 R28 Tyres. Please call 01606 592639, North East.

115717

VALTRA T234 VERSU TWIN TRAC



£73,500. Twin trac (reverse drive) Front linkage and PTO, 4 rear spool valves, 2 front spool valves, Rear wheel weights, Air brakes, 3716 hours, 650/65R42 and 540/65R30. Please call 01606 592639, North West.

115718

VALTRA T234 ACTIVE



2017, £74,000. 2017 Valtra T234A 50KPH, 5 speed power shift, Front and cab suspension, 4 rear manual spool valve, front mid mount electric spool valves, Power beyond, Load sensing hydraulics, Isobus, Air brakes, Front linkage, Climate control, 650/65R42 and 540/65R30. Please call 01606 592639, North West.

115719

VALTRA T214D TWIN TRAC



2017, £67,500. 2017 Valtra T214D 50KPH CVT transmission, One owner supplied and serviced by us. Please call 01606 592639, North West.

115720

VALTRA T254



2019, £19,500. 2007 Valtra T131 HiTech, Cab Suspension, 3 Spools, 11673 Hours, Good Working Order, TwitterFacebook. Please call 01606 592639, North West.

115330

VALTRA VERSU



2019, £89,500. Hi Speed 57kph – Front Brakes, Front and Cab Suspension, Smart Touch, 2581 Hours, Front Linkage and PTO, 4 Rear Spools and 2 Front, 710/70 R38 and 600/65 R28 Tyres. Please call 01606 592639, North West.

115331

WOLSELEY WD11

£125. On good strong trolley. Easy starter. Please call 07413 997660, South East.

115152

MCCONNEL SAW BENCH



£1,750. McConnell saw bench, little used. Please call 07831 665757, West Midlands.

115787

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; toppler / 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 MILITANT



1956, POA. chassis cab, 11.3 litre engine, VGC. Please call 07710256489, South East.

115871

AEC MAMMOTH



1954, POA. Major 6 1954 chassis been shot blasted and painted with special undercoat, ready for quick rub down and final paint. New custom made flat bed. This was hand crafted by a traditional coach builder. Brakes were overhauled and new tyres fitted but these may need replacing again with the new regulations. Fresh diesel and batteries she will fire up and run!!! Cab is the bit needing work. Please call 07900564167, Scotland.

115489

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

ALBION CHIEFTAIN



POA. Four cylinder engine, six speed gear box, show condition. Please call 07934 029946, Yorkshire and the Humber.

115984

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 CF



1987, POA. Bedford C F 350 petrol, 2.0 ltr opal engine, unleaded conversion, new brakes all round, lots spent over the years, ideal truck for small show tractors. Please call 07885852769, South East.

115804

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 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 DORMOBILES



£8,500. Two 'Classic' Bedford Dormobiles (Bedouin:£8500 + Debonaire:£3500) for sale, one with a V-8. Please call 07720380866, East of England.

115939

TRANSPORTATION



Tractor and Machinery transportation
Eurowide, national and local hiab and winch.

Please call 07899 822133, North Midlands.

BEDFORD TM

1983, £5,000. 4 x 2 T/unit ex boc Tran shield dry stored 15 years, also Seddon Atkinson 311 T/unit ex Gpo, 1987 in VGC. £6000. Please call 07759473380, Yorkshire and the Humber.

115352

BEDFORD MK



£18,000. Unique Cillian tipper, low mileage on airport. New cab 8.2 Engine. 5 speed box and overdrive. Power steering, set of ramps. Tow bar for caravan. Exempt tax, MOT. Please call 07974 912677, South West.

115435

BEDFORD TM

1981, £20,000. 4x2 T/Unit Day cab Detroit V6 diesel engine. Fully restored. Please call 07759 473380, East Midlands.

115481

BRISTOL



1955, £20,000. 8 wheeler, full restore, absolutely beautiful. Also 2 Bristol T/ unit with 24 foot trailer Gardner 6LW engine in VGC. £14000 each. Please call 07759 473380, East Midlands.

115828

CITROEN HY



£25,000. Citroen HY fully professionally converted for outdoor Catering. Ready to recommission since Covid. Please call 07720380866, East of England.

115938

CITROEN-SUNVALLEY



2009, £20,000. Citroen sunvalley relay extreme lite. Please call 07810128463, Scotland.

114654

DODGE KEW



1952, £12,000. Eaton two speed axle, new battery, seats reupholstered. good tyres and body work. Please call 01403 753131, South East.

115851

ERF E SERIES



£10,000. This Superb Vintage Truck has a Cummings Engine, 9 Speed Fuller gear box, G plate Registration, Beaver Tale, Hydraulic Ramps. Full 12 months MOT. This amazing truck is all in good working order and a dream buy. Please call 07725 919800, South East.

115113

ERF E6



1996, £6,000. ERF EC6 Flatbed lorry, new 26 foot bed and side raves. MOT 31 October 2022. Nice tidy condition and drives well. Please call 07762 351197, West Midlands.

115118

ERF B SERIES



£8,000. For sale ERF B series no MOT due to Covid good all round condition. Please call 07985 472750, South East.

115488

FAUN



POA. Faun 6X6 fitted with Mercedes V12 Twin Turbo. Please call 07939163712, South East.

115028

FODEN S83



1978, POA. Fully restored – Ready to Show, Previous CVC Cover Story December 2017. Gardner 180 Engine. Tipper Bulk Body. Immaculate Condition. Please call 01298 84312, West Midlands.

115942

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

GUY



£4,750. 150 Gardener, runs and drives. Cab needs restoration, comes with build sheets. Please call 07879 210001, Yorkshire and the Humber.

115889

HIGH LIFT

£490. 1500kg capacity. Lifts up to 820mm or can be used as standard pallet truck. Please call 07910 923657, Wales.

115918

IVECO TURBOSTAR



£7,500. Iveco tractor unit Turbo Star. V8 engine very clean inside and out. Please call 07786580969, North West.

115529

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.

115187

LEYLAND STEER



1954, £8,000. 1954 LEYLAND STEER – KBO 622 – 0.600/176 Engine, purchased by W M Hancock and Co Brewery, Cardiff in 1954. Restored by Pyatt Brothers of Cheadle between 1989 to 1995 and owned by Leyland Society member from 2002 and shown regularly. Please call 07825 817440, West Midlands.

115534

LEYLAND DROPSIDE



1964, POA. Leyland Dropside Truck 1964. To break or sell complete. Please call 07939163712, South East.

115027

LEYLAND REDLINE

1972, 87,500 miles, £8,000. Leyland 350 FG Redline, 2.2 BMC diesel starts on key drives well part restored many new new parts, easy project to finish. Fitted with flat body I was going to turn into tipper but circumstances have changed. Please call 07773186409, North West.

115181

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

MERCEDES 508



1978, POA. Two owners, worked continually to 2020. Electric crane in body. Please call 07812146478, Yorkshire and the Humber.

115820

HONDA ENGINE

£495. Honda Engine, tipper body, good runner. Please call 07583600160, East Midlands.

115361

SCAMMELL HIGHWAYMAN



1963, 180 gardener engine with or without four cylinder Gardner generator mounted on back, Scammel couplings at back and front. Please call 07974 476174, South East.

115866

TOYOTA HIACE



£1,600. Drop side truck. Cab floor needs attention, otherwise in good condition. Please call 01267241236, Wales.

115144

VOLVO F



£37,500. Volvo F89 LHD 4x2 T. Unit. Lovely inside and out. Please call 07786580969, North West.

115530

WORLD COPY

POA. New truck, offers. Please call 07931 445021, Scotland.

115983

PARTS AND ACCESSORIES

BEDFORD BUTLER SIDE LIGHTS

£60. Butler side lights. Please call 01387860242, Scotland.

115623

BEDFORD ROOF LINING



£90. Bedford J type new black roof lining, may fit A and D types. metal rib extra Can send for a price. Paypal or bank transfer. Please call 07749 586757, South East.

115807

COMMER KARRIER WINDOW

£130. Curved type full windscreen and corner window. Cash on collection. Please call 07977 109048, North West.

115885

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

DAVID BROWN LOADER RAMS



£150. Pair of David Brown Loader Rams. 36 inch between hole centres closed. Buyer to collect. Please call 01889 500303, West Midlands.

115896

FERGUSON TED 20 PEP

£475. Ferguson engine in good condition. Please call 01377 287626, Yorkshire and the Humber.

115023

SPRING TINE CULTIVATOR



£250. Ferguson spring tine cultivator with 9 tines. Some ware but still useable. Please call 07393 758511, South West.

115438

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 DRAWBAR



£114. USED. Fits 5/7000, 56/66/7600, 67/7700, when fitted with auto hitch. c/w pin and clip. Good condition. No welds or cracks. Please call 01889 500303, West Midlands.

115899

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.

115904

FORD REAR WINDOW FRAME



£48. Ford Super Q Rear Window Top Frame used. Buyer collects. Please call 01889 500303, West Midlands.

115906

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.

115907

FORDSON DEXTA DIFF



£144. Fordson Dexta Diff USED. Crown Wheel and Pinion Teeth all ok. Please call 01889 500303, West Midlands.

115903

FORDSON DRAWBAR



£90. Drawbar probably Fordson E27N. Used. No wear on pin hole. Please call 01889 500303, West Midlands.

115905

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 4 HUB REDUCTION UNITS AND HALF SHAFTS

POA. 4 hub reduction units and half shafts. Please call 01989750266, West Midlands.

115881

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 80 LOADER



POA. Massey Ferguson 80 Loader. This loader came off MF135 very little used, very tight loader. It comes complete with spool valves and stands. You will not be disappointed everything is there and works. COLLECTION ONLY. Please call 07789 993567, South East.

115513

MASSEY FERGUSON PRESSURE ADJUSTING KNOB

POA. Pressure adjusting knob to fit onto MF spring suspension seats, as fitted on the 100 series Tractors. Please call 07971 290371, West Midlands.

115773

MASSEY FERGUSON WAFER WEIGHTS



£150. 4 mf wafer weights for sale. Please call 01945773200, East of England.

115062

MASSEY FERGUSON BRAKE DRUM MF



£48. Brake Drum MF20 Industrial USED. Removed when converting to standard set up. Looks okay. Also have other side but would need skimming. Please call 01889 500303, West Midlands.

115910

MASSEY FERGUSON FLYWHEEL CYL 35



£144. Flywheel 35 4 cyl Diesel for Dual Clutch USED. Removed from 23c diesel engine out of FE35. Starter Ring Gear in good condition. Please call 01889 500303, West Midlands.

115911

MASSEY FERGUSON VARIOUS



£95. Massey Ferguson tractor pick-up hitch. Very good condition. Please call 07775713002, East Midlands.

115098

MASSEY FERGUSON ENGINE



POA. M.F 23C Engine good runner. Please call 07732878991, North West.

115981

MORRIS MARINA VAN PARTS

1971, £125. 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.

115815

NUFFIELD DRAWBAR FRAME



£150. Drawbar Frame Nuffield DM4, etc. As removed from DM4. Please call 01889 500303, West Midlands.

115897

NUFFIELD DM4 FRONT AXLE



£450. Complete with hubs, used. Some play in centre pin but otherwise good. RH steering arm not welded on. Buyer to collect. Please call 01889 500303, West Midlands.

115909

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

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 and pieces. Collection from Southwest. Please call 07881 751975, South West.

114705

STEAM BOILER PUMP



£400. T angye steam boiler pump ,circa 1880s/90s, has been on static display with Mahogany base ,main shafts are worn where they enter stuffing glands so would need repair before it can run again £400 or would exchange for Amanco LT mag in GWO. Please call 01986 788510, East of England.

115785

TYRES

£50. Tyres 7.50.20 little used. Please call 01387860242, Scotland.

115813

2 SHAFT BEARINGS.

POA. 1 - 2 3/4 Bore, 1- 2 Bore. Please call 01989750266, West Midlands.

115882

SCIROCCO CAB DOORS



£270. Pair of used Scirocco Multi Comfort cab doors for MF35/65/135/165. May fit others. Buyer to collect. Please call 01889 500303, West Midlands.

115900

BOSCH STARTER MOTOR



£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.

115902

CUNDEY HITCH



£100. Cundey hitch for fergile T20. Good condition. Buyer collects. Please call 01823672760, South West.

115071

MUCK FORK PLATE



£75. Bottom Plate to convert loader fork into bucket, believe MF. 39 inches wide. Buyer to collect. Please call 01889 500303, West Midlands.

115908

AMOLCO MILLING ATTACHMENT

£250. Amolco milling attachment to fit a boxford lathe, single phase G.W.O. Please call 01438714521, East of England.

115084

FURROW PLOUGH

£250. Bamford 3 furrow plough needs discs and other wearing parts. Please call 07969 121182, Yorkshire and the Humber.

115108

SPLIT RIMS



POA. 900/20, 1000/20, 1200/20, 2 piece + 3 piece split rims to suit most classic commercials. Also have Leyland/AEC style with extra holes for drum bolts. Please call 07860259798, South East.

115933

DRUM JACK

£80. Good condition. Sack lifter, good condition, £90. Traction engine rear view mirror, 43" long, £100. Please call 01733 253116, East of England.

115151

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.

115196

MIG WELDER



£350. Snap on mig welder 160 amp gas or gasless single phase used very recently in gwo. Please call 07712 249900, South West.

115200

TRAILER SLEW RINGS.

£320. Two Heavy duty trailer slew rings. 1100 MM. Diameter. New. £160 each. Please call 01269598769, Wales.

115282

JAP 2A ENGINE

Wanted. Jap 2A engine in working order. Please call 07979 643251, South West.

115370

TYRE



£100. AD MAX tyre major repair on tyre. Please call 07889 035423, South East.

115393

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.

115491

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. Please call 01473 658804, East of England.

115494

WHEELS AND TYRES



£350. Pair Agrimax 420 / 85 R38 tyres in good condition, 70% plus wear. Collect only. Please call 07989 270486, East of England.

115496

TRACTOR WHEELS



POA. 7-50 x 16 8ply 8 mm of tread. Extra Traction. Please call 01962 777305, South East.

115504

2 X WHEELS AND TYRES



£800. Radial 12-4 R36. As new. Please call 01469 530373, Yorkshire and the Humber.

115505

ROADSTONE ROADIAN



£350. 4 x Roadstone Roadian MT (Mud Terrain) tyres, 235/85 R16 in good condition and deep tread on Wolf style modular steel rims. (Fit Land Rover Series 2, 2A 3). The rims are in good straight order with minor surface rust. Buyer to collect. Please call 07951681580, South East.

115507

SCANIA 141



£8,000. This is a restoration project. I have every piece of this lorry but don't have the time to complete. I have lots more photos available which I am happy to send to anyone who is interested. The lorry isn't registered. Please call 07855 489452, South East.

115117

MISC

DAVID BROWN CM3 PLOUGH



1962, CM3 Plough with front disc, skimmer and mould boards. Please call 01948 666009 for further photos / information. POA. North Shropshire. Please call 01948666009, West Midlands.

115539

GARDEN MACHINES

1940, £300. Fiove Vintage garden machines, local Lansing bagnall two and four stroke rotovators, two motor mowers and 1920s Raleigh motor mower. Please call 01962774697, South East.

115537

DINKY FODENS



£75. Two 1947 Dinky Fodens both previously owned A chain lorry as used by breweries and dairies in the day. Please call 07903904199, West Midlands.

115545

MF 148, 158, 168, 178, 188

POA. Selling my collection, first 4 tractors restored to good condition and professional paint job. 188 is in good original condition. All have good tyres, hydraulics. Please call 0753333138, South West.

115596

JEEP TRAILER



£1,200. 1/4 ton, perfect for behind your Jeep! Nice but will need rub down and paint. 7.00 x16 tyres in good order. New WW2 pattern 6.00 x 16 bargrips and light brackets included. Buyer must collect. Please call 01794 323073, South East.

115607

PTO INTEGRATION PUMP



£500. PTO tractor driven irriagtion pump with drawbar. Please call 07981 213648, West Midlands.

115681

PICKUP TYRES



£400. 8 brand new pickup tyres. Please call 07981 213648, West Midlands.

115682

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

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

CATERPILLAR N.Z.G HYDRAULIQUE

£135. 1/50 scale Caterpillar N.Z.G Hydraulique Excavator new in box. Please call 07929 969702, Wales.

115793

CATERPILLAR N.Z.G HYDRAULIQUE

£95. 1/50 scale Caterpillar 245 front shovel loader new in box. Please call 07929 969702, Wales.

115794

N. Z.G CATERPILLAR WHEEL LOADER

£120. 1/50scale 988F N. Z.G Caterpillar Wheel loader, German engineered. Please call 07929 969702, Wales.

115795

SPANNERS



£30. Boiler fitters spanners x6 The sizes range from 3/4 w to 5/16 .Open end spanners x18 13/16 to 1/2 w. This is a job lot. Please call 07551 364394, South East.

115798

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

VICTORIAN COKING RANGE



£500. Victorian cooking range circular 1881with 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

SIP TICT 160



£600. SIP TICT 160. Welder AC-DC arc TICT welder 240 volts, light usage. Please call 07434 873432, West Midlands.

115848

HORSE CONTAINER



£1,000. Aluminium horse container. 12ft by 7ft living compartment. Please call 07989 817460, East Midlands.

115850

FOUNDRY WHEEL BARROW



£50. iron wheels, complete renovation, handy strong barrow. Please call 01787 371618, East of England.

115862

HEAVY WOOD WORKERS BENCH VICE



£20. Heavy wood workers bench vice. Please call 01787 371618, East of England.

115863

L.N.E.R CHINA TELEPHONE WIRE INSULATOR



£20. L.N.E.R China telephone wire insulator. Please call 01787 371618, East of England.

115864

HORSE CARRIAGE SIDE LAMP



£20. horse carriage side lamp, has front clear glass lenses. All tin construction. Please call 01787 371618, East of England.

115865

JOHN SMITH BUSKER ORGAN

£550. John Smith Busker Organ with rolls of music. Please call 01493 369938, East of England.

115026

ELECTRIC MOTOR.

£50. 3/4 hp Still in box, purchased for Boxford Lathe. Please call 01274 875032, Yorkshire and the Humber.

115883

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

J. A. P. MODEL 29

£50. Restored, engine 4 stroke. Single cylinder , original handbook. Inc parts list, prices, as supplied with engine. Please call 01274 875032, West Midlands.

115884

SPECIALIST

REPLACEMENT PARTS & RESTORATIONS

Muir-Hill

**Proprietors
Lloyd Loaders
(MH) Ltd**

Rebuilt & Second Hand
Muir-Hill Tractors & Loading Shovels

WE CARRY A COMPREHENSIVE
STOCK OF GENUINE MUIR-HILL
SPARE PARTS

Muir-Hill merchandise
range available
www.muir-hill.com

Telephone: 01422 201164
E-mail: muirhill.lloyds@gmail.com

Lotus Designs

**Machinery & Tractor Decals
For All Makes & Models**



Tel: 028 295 41332 www.lotusdesignsni.com

Vintage & Classic Tractor Breakers

Parts for

Fordson 8AN, E27N, Majors, Dextra JD BR, AR, D, H,
IH 102Q, 22, 36, W30W9W4W6, B250, B275, 434, Farmall MIA, sub, DB
Cropmaster 880/900/950/990, Seletmatic 980/995/995/112/12, Oliver 60/70/80/90,
Case LA, Case DC4, DEX, Ferguson TVD diesel "p3", Allis Chalmers UAB models,
Nuffield & Leyland, Cockshut 30/40/50, MM - UTS-ZTU, Massey Harris 44

MANY OTHER SPARES AVAILABLE TOO

Please call Jason Smith on 07855 396487 (7 days a week - 8am till 6pm)
www.antiqvetractorparts.co.uk

Carrow Cottage, High St, Sparkford, Nr Yeovil, Somerset BA22 7JH

A.D. ENGINEERING
LINCOLNSHIRE Est. 1987

PRECISION GENERAL AGRICULTURE
& MARINE ENGINEERS
SPECIALISING IN ANTIQUE VINTAGE &
CLASSIC ENGINES - BIG OR SMALL

OUR SERVICES INCLUDE:

- FULL WHITE METALLING SERVICE
- CRANK REGRINDING INCLUDING
FIELD MARSHALL
- CYLINDER HEAD & BLOCK SKIMMING
- CYLINDER HEAD HOT PRESSURE TESTING
- RE-BORING & HONING -
INCLUDING LARGE SINGLE CYLINDERS
- CYLINDER LINERS FITTED - ONE OFF'S
MADE TO SIZE
- VALVE SEATS & GUIDES FITTED - VALVES
& SEATS RECUT
- PART OR FULL ENGINE RE-BUILDS
& RESTORATIONS
- METAL FABRICATION - WELDING TIG / MIG
- LATHE WORK - MILLING - KEYWAY SLOTTING
- WE ALSO OFFER RACE CAR ENGINE
BUILDING & 2WD ROLLING ROAD DYNO
SET UP ON VINTAGE - CLASSIC &
RACE CARS ETC.

www.adengineering-motorsport.co.uk
Tel: 01522 778820
Email: info@adengineering-motorsport.co.uk

Office Hrs: MON/THUR 9am-4pm, Visits by appointment only,
FRI 9am-12pm

**WHEELIES
VINTAGE
TRACTOR
SPARES**



NUFFIELD

Nigel Weighell / Geoff Weighell
Howe Vale, Station Road,
Malton YO17 8PS
t: 07887 772185 or 07989 447130
e: nigelweighell@btinternet.com

CG Carpenter Goodwin Ltd
PARTS CENTRE

Over 1200 paint products
for Tractor & Machinery

Plant & Trailers



VAPORMATIC

Phone 01568 616266

31 Bridge St, Leominster,
Herefordshire HR6 8DU

REPAIRS

AGRI MANUALS

One of the BIGGEST suppliers of
Agricultural Literature in the UK with over
25,000 Items Available Online NOW!

With A Full Range Of Operators, Parts &
Workshop Service Manuals Available For
Modern & Vintage Machines & Implements

Tractors, Combines, Balers, Ploughs,
Tedders, Mowers, Rakes,
Drills, Foragers & Much More...

Also Available - Collectable Brochures,
Sales & Agricultural Memorabilia

ALL AVAILABLE TO VIEW ONLINE

www.agrimanuals.com
Or call/email
info@agrimanuals.com
01579 363006 (9am-6pm)
If you can't find what you are looking
for, get in touch & we will do our best to
track it down for you

**HAPPY TO PURCHASE PRIVATE
COLLECTIONS AT COMPETITIVE RATES**

ARMOTO
FROM FARADAY TO MODERN DAY

REWINDS & REPAIRS
MAGNETOS DYNAMOS ARMATURES



3 year warranties on fully reconditioned units
In house winding facilities

Armoto Ltd Tel: 01246 826667
Unit 26, M1 Commerce Park, Markham Lane
Duckmanton, Chesterfield, S44 5HS
armoto.co.uk email: sales@armoto.co.uk

Steering Wheel Restoration

Steering wheel
restoration, vintage to
modern cars, tractors,
lorries, buses, boats.
Bluemels, Celluloid,
Bakelite, Wood & Plastic

tel: +44 (0) 1843 844962
www.SteeringWheelRestoration.com



LOCKWELL

**CYLINDER HEAD RECONDITIONING
METAL STITCHING/CASTING REPAIRS**



BEFORE DURING AFTER

For more information go to www.lockwellengineering.co.uk
PROCESS FOR REPAIRING CRACKED CASTINGS WITHOUT WELDING/NO HEAT APPLIED
OTHER SERVICES - BROKEN BOLT/STUD REMOVAL, STRIPPED THREADS, HELICOIL REPAIRS
ON SITE SERVICES AVAILABLE

01283 516673 LANDLINE **07831 432404** MOBILE
Unit 17 Windsor Industrial Estate • Hawkins Lane • Burton-on-Trent • DE14 1QF

FERGUSON CLUB

Ferguson Club members will be pleased
to welcome you on our Club stands
at

Deeside Vintage Rally, Milton Fields,
Crathes, Banochry, AB31 5QH
Sat 20th and Sun 21st August

&

The Shrewsbury Rally, Onslow Park,
Shrewsbury, SY3 5EE
on 27th to 29th August

&

Scone Palace Vintage Rally,
Isle Road, Perth, PH2 6BD
10th and 11th September
and invite you to join us.
It will still be the best £20 you spend this year!

You can also join us online at
fergusonclub.com, on Facebook, or by
Emailing our Membership Secretary, Mrs
Lynn Turner on
membership@fergusonclub.com
or even by phone 01964 562239

LOGISTICS



Tractor and Machinery
transportation Eurowide, national and
local hiab and winch.
Ring 07899822133. North Midlands.

DIRECTORY

LITERATURE

REPLACEMENT PARTS & RESTORATION

Machinery Decals
RESTORATIONS FINAL TOUCH
"MADE GREAT IN BRITAIN"

ACTIVELY INVOLVED WITH ADHESIVE BACKED MATERIALS FOR WELL OVER 20 YEARS, THEREFORE KNOWLEDGEABLE AND CONFIDENT OF THE USES & LIMITS WHICH ONLY COMES WITH EXPERIENCE. AND YOU WILL NOT BETTER EXPERIENCE! WE ONLY EVER USE THE CORRECT MATERIALS FOR ACCURATE REPRODUCTIONS. THERE'S 'NO INK USED HERE'

UNIQUE IMAGES OF OUR LOGO'S ON YOUR OWN MUG!

INCORPORATING **Tractor Mugs** MADE GREAT IN BRITAIN

GRANGE FARM
MAIN ROAD, ADBASTON
STAFFS. ST20 0RD

01785 280752 / 07966 394019 OFFICE HOURS ONLY
titch@machinerydecals.co.uk or titchsanders@outlook.com
www.machinerydecals.co.uk

TRACTORS PARTS & MANUALS

MANUALS

1000s of manuals in stock for all types of machines

PLEASE CONTACT US FOR MORE INFO



SPS
PARTS

www.sps-parts.co.uk

Contact Simon Scott on

07789 793721

Follow us on Facebook & Twitter for the latest new products

NEW & USED PARTS FOR SALE

For Leyland, Nuffield & Marshall Tractors
Tractors for sale & wanted

Tel: **01609 881710**

Mob: **07702 734715**

HUNT BROTHERS, Great Smeaton, North Allerton

RADIATOR RESTORATION

Vintage & Classic Radiator Restoration

Quality restoration and repair service.

CPA SERVICES LIMITED

For prompt personal service and advice contact Steve

sales@cparadiators.co.uk

01476 571404 or 07730 432338

www.cparadiators.co.uk



GIBBARD TRACTORS

Specialist in rare original literature for collectors

Large selection of Tractor Literature available including:
Sales Brochures & Catalogues
Manuals & Parts Books

Sales literature for British, American and European tractors.

We also stock steam, combine, implement & construction machinery literature and old farming & machinery books

Prospect House, 196 Moulton Chapel Road,
Moulton Chapel, Spalding, PE12 0XB

Tel: **01406 380740**

enquiries@gibbardtractors.co.uk

www.gibbardtractors.co.uk

Click & buy at our new website
www.gibbardtractors.co.uk

TRACTOR & IMPLEMENT WORKSHOP AND OPERATORS MANUALS

HUGE SELECTION OF MANUALS, REPRINTED FROM MANUFACTURERS' ORIGINALS
NOW AVAILABLE FROM

JAPONICA PRESS

Trade Enquiries Welcome
Low Green Farm, 31 Orchard Lane,
Hutton, Driffield YO25 9PX

Tel. **01377 270209**

Email: **sales@classictractors.co.uk**

Website: **www.classictractors.co.uk**

Rust Inhibitive Coating
IT KILLS RUST DEAD.
GUARANTEED to kill rust for 10 years when correctly applied
For stockists or to order on line go to
www.rustbulletUK.com
Tel: **07909 517395**

G K ARGENT (TRACTOR SPARES)

MASSEY FERGUSON TRACTOR SPECIALIST
TRACTORS AND IMPLEMENTS
NEW AND USED PARTS
RESTORATION AND REFURBISHMENT
REPAIR AND SERVICE
SHOTBLASTING AND PAINTING

PARTS ALSO SUPPLIED FOR OTHER MAKES

Northfields Farm,
Great Waldingfield, Sudbury,
Suffolk CO10 0SF
Telephone: **07850 774046**
Email: **info@gkargent.com**

D.H.Day MAGNETOS, DYNAMOS & STARTERS

rebuilt and guaranteed three years.
Components manufactured to sample/drawing.
Full machine shop facilities.

Aldrans, Church Hill, Wroughton,
Swindon, Wiltshire SN4 9JR

Tel: **01793 812323** **www.dhday.co.uk**

Quote: Tractor



Despite COVID,
We are still open for business.

Ribblesdale Auto Electrics (Units) Ltd

We repair and recondition:-

Magnetos Starters Dynamos Alternators

We have been in business for over 40 years and have a great deal of experience in reconditioning all types of auto electrical units. We have a large workshop and comprehensive stores. This really is a one stop shop for all your auto electrical problems. The specialist Magneto department can repair and recondition all types of magnetos (except flywheel mags).

We do our own coil rewinding for the magnetos and will also rewind coils for those customers who wish to undertake their own repairs.



Tel: **01772 796047** • Fax: **01772 693535**

Deepdale Mill Street • Preston • Lancs • PR1 5BY

www.ribblesdale.co.uk

See Web Site for all services and full contact details

gd Publishing

QUALITY TRACTOR, GREETING CARDS, CARD SIZE 6" X 8" & RANGE OF, GIFT BOXED FINE BONE CHINA MUGS

@ **www.gdpublishing.co.uk** ☎ **07789 163495**

VINTAGE BRASS PLATES Tel: 07594 969146

We specialise in the authentic reproduction of chemically etched metal plates for all types of veteran, vintage, and classic vehicles and equipment.

Is your original plate missing or damaged?

We accurately reproduce all types of plates from either the originals, or photos of original plates.

Our attention to detail ensures that each plate looks and feels just like the original.

Plates made from brass, aluminium and nickel.

Please visit our NEW website

www.vintagebrassplates.co.uk



Pocock Tractor Supplies Ltd

SPARES

Suppliers of new and used parts for British and American tractors

PARTS

Visit our Website:

www.pocock-tractorsupplies.co.uk

Please see website for used tractors for sale

COURIER SERVICE AVAILABLE

Fordson • Nuffield • David Brown • John Deere
Massey Ferguson • Case • International

Richard Pocock, Manor Farm, Berwick St John, Shaftesbury, Dorset SP7 0EX

T: 01747 828272 or 07821184799

E: rjbpcocock@btinternet.com

CLASSIC TRACTOR INSTRUMENTS REPAIRS & REPLACEMENT



Tractor Meter
Drive Cables,
Brakes, Clutch
& Control Cables



SPEEDOGRAPH RICHFIELD LTD

Tel: 0115 926 4235

www.speedograph-richfield.com

Email info@speedographrichfield.com

Darlington Drive, Arnold, Nottingham NG5 7JR

ACS LTD EXCHANGE CLUTCH ASSEMBLIES FACTORY REBUILT EXCHANGE CLUTCHES AVAILABLE FOR MOST MODELS



A full range of stock items available
We always offer a quick and reliable service
Next day delivery service for any ex-stock items
Quote Reference TM19

Tel: 01924 453140

Fax: 01924 695632

www.tractorclutches.co.uk

Email: trevorhanson@tractorclutches.co.uk

Agricultural & Commercial Supplies Ltd

Unit 2, Hoyle Head Mills, New Street, Earlsheaton, Dewsbury, West Yorkshire WF12 8JJ

Tractor Covers

from www.cover-systems.co.uk/tor



PROTECT YOUR TRACTOR



- Safeguard breathable polyester woven textile 99% waterproof
- Intended for all-year round use (can be used in a barn)
- Lightweight & Smooth
- Elasticated all-round hem & Underbodystraps



All cab-only covers priced at £81

➤ PRICE EXAMPLES BELOW - please phone for the price of a cover for your tractor.

ALLIS CHALMERS B	£172
FORDSON DEXTA	£172
INTERNATIONAL B450	£188
FERGUSON TE20	£172
FORDSON MAJOR	£188
FORD 4000 (with cab)	£243
JOHN DEERE 4320	£280

➤ All prices include: VAT, FREE DELIVERY and HOLDALL

01933 410851

Mon-Fri 10:00-5:00
Rushden, NN10 0YD



VINTAGE TRACTOR ELECTRICS.CO.UK

Supplier of quality reproduction Fordson control boxes
Made in Great Britain



Please contact David Brewster
Telephone +44 (0)1624 878374
Mobile +44 (0)7624 496516

www.vintagetractorelectrics.co.uk

ROBB MORGAN COUNTY TRACTORS, SPARES AND REPAIRS

New & Used County Spares

Hera cab parts (doors, window frames, door locks, handles, wings and lights)

Propshafts, universal joints, front hub parts & rebuilt hubs

Rear axle casings, gears and seals

Bomford blade, suits 1160/74. £POA

Steering parts, transfers. £POA

1454 Cab Doors. £POA

Super Four front weight. £POA

County 1184 Front wafer weights. £POA

County 1124 non-cab footplates. £POA

All Prices Plus VAT

TEL: 01588 672390 MOBILE: 07929636952

SOUTH SHROPSHIRE

Tractor Parts.co.uk LTD



NEED PARTS FOR YOUR INTERNATIONAL
OR CASE INTERNATIONAL TRACTOR?

CALL 01455 843955 NOW

STOCKING OVER 30,000 ITEMS IN STORE!

In the next issue...

**OCT
2022**
**ISSUE ON
SALE
FRIDAY
23 SEPT**

SOMETHING DIFFERENT



The Ford-based conversions by County, Muir-Hill and Roadless are as popular as ever, but what makes Northrop different? Jonathan Whitlam aims to find out.



TWO-TONE TALES

The Leyland 255 may not be everyone's first choice, but this isn't the only one of its type in Robert Chisholm's collection. He tells us more about its restoration.

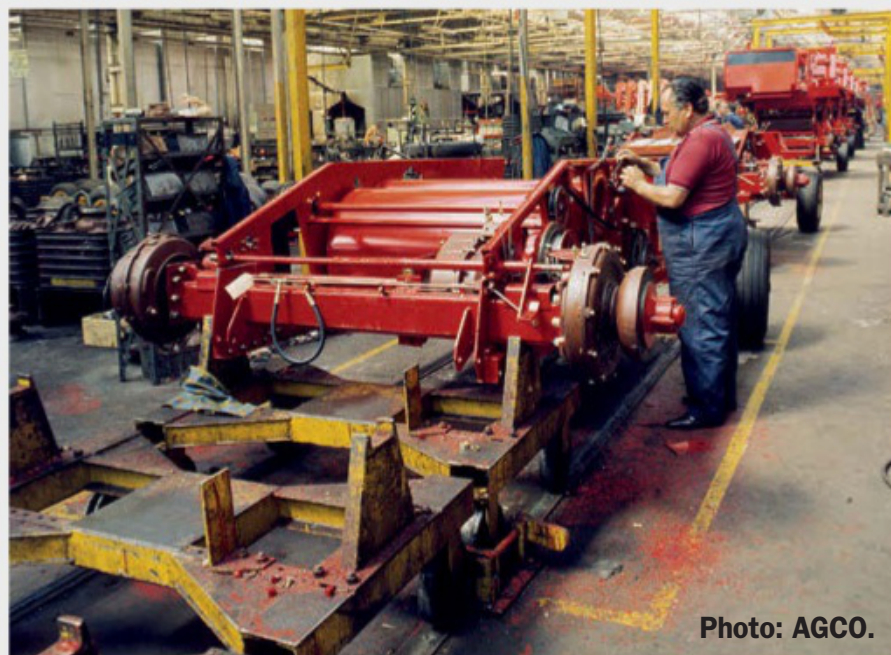


Photo: AGCO.

BUILDING COMBINES

Massey Ferguson built some of the most popular combine harvester models of a generation. We reminisce about their construction during the glory days of manufacturing.

PLUS Junior, Machinery milestones, Model corner, News, Readers' gallery, Tractor Mart, Workshop & more...

Note: Planned features in T&M may be subject to alteration, due to circumstances beyond our control.



The last word

In each issue our Editor-at-large, Peter Love, takes a look at what has been going on in the world concerned with heritage preservation.

Well, originally I was flying from Gatwick to Belfast International Airport where I was to be whisked off to an event in Ballymena to give the parade commentary on 15-16 July, but thanks to the airline it did not happen! It was frustrating and disappointing to say the least. Letting people down is something I try to avoid and I apologise to the organisers over this matter.

After my return from Ballymena I was to head towards Norfolk and the Weeting Rally. I have been asked for a number of years to attend the event, but it has not happened until this year. I first attended in 1970 and Richard Parrett and his team have kept the event going and, I have to say, it is better than ever!

One Saturday I was rather down and decided to have a day gardening and preparing one of my Allards for the excellent Marden Motor Club's private event at Great Tong Farm, Headcorn, the day after – where I had been invited. Unfortunately the weather was getting

hotter and hotter and Allard V8s overheat at the best of times and I was not keen to frazzle the head gaskets on the 60-mile round trip, so blew that one out.

However while cutting the hedge in the afternoon my world was awoken by a bride and groom travelling down the road behind a Ford 9600! They kindly stopped for me to take a picture and of the 8000 following. What a way to cheer my afternoon up!

I had invited my associate Richard Wade to the aforementioned event and we were made very welcome. As it concluded at 3pm we had the chance to take in the British Grass Track Championship at Frittenden. We were only charged half the admission price as they were halfway through the 50-plus race programme and, again, we were made very welcome.

Aside from a good crowd and decent action, I was lucky enough to spot some fine track machinery in the form of an early Fordson E1A Diesel Major and a Ford 5610, spraying the dusty track. After making my way towards the paddock to

inspect the bikes I came across a most interesting 1966 Zetor 4111 that is used for knocking in the track posts. It's a rare tractor to find anywhere, especially as it's the narrow version of the larger 4011 model and not the more common 3011!

We didn't get home until 7.30pm with Jayne asking where we had been. After I explained what we had been doing she concluded by saying that my weekend had turned out well after all. I have to agree with that one!

I must also mention the Roadless Ploughmaster 6/4 & 90 Appreciation Show on 10-11 September. It's a static and working event, held by kind permission of the Sheppard family, that will take place at Poplars Farm, Blakesley, Northamptonshire NN12 8SY.

Lastly, Sir John White has asked me if I would like to drive his newly-restored David Brown 770 at the Aylesham Show in Norfolk on bank holiday Monday 29 August. I could not say no, could I? Do come and join in the fun!

Best wishes,

Peter Love

Group Editor-at-large, Kelsey Media

Looking fantastic, the Ford 9600 pulling the bride and groom certainly cheered my Saturday afternoon up!



The narrow Zetor is a rare tractor and it was amazing to find it! Photo: Richard Wade.

DUNLOP TRACTOR SPARES

Visit us at:

www.dunloptractorspares.co.uk

67a CRANKILL ROAD, BALLYMENA, CO. ANTRIM, NORTHERN IRELAND BT43 5NN

T/F: 028 2565 2560 M: 0783 4455 082 or 0783 4455083 • E: amanda@dunloptractorspares.co.uk

PLEASE NOTE WE WILL NOT BE TRADING ON SUNDAYS



FERGUSON FE35


53143
Head Gasket Set
£20.00



50484
FE35 Thermostat Housing
£48.00



7008A
Engine Overhaul Kit - 23C Engine (Less Valve Train Kit)
£198.31



2010
Crankshaft
£290.00



7814
Injection Pump
£340.00



7845
Fuel Tap & Bowl
£29.00



50059
Foot Throttle Kit
£54.99



7766
Oil Bath Assembly
£36.72



4309
Quadrant Assembly
£65.00



6231A
FE35 Front Badge (Chrome & Gold)
£26.00

FERGUSON TED20


2999
Bonnet Kit
£280.00



2155
Wing Skin & Bracket (As Original)
£74.99



5799
Radiator
£149.99



6132
Fuel Tap & Bowl
£74.99



21381
Petrol/TVO Tank
£154.00



2483
Battery Tray
£59.00



6835
Ignition Kit 12V Petrol/TVO
£50.00



10100
Red Dash Lamp (Coiled Harness)
£20.84



C0094
Cover Assembly
£89.00



6777
Draft Plunger Repair Kit
£83.50

MASSEY FERGUSON 35


7571
Rocker Assembly (3 Cylinder)
£69.99



4105
Exhaust Elbow
£19.50



5850
Swept Axle Carrier
£311.14



6870
Steering Box Repair Kit
£139.00



5079
Control Box - Side Lug & Push In Terminals
£22.00



6200ER
Headlight - Side Mounting (Pair) Red
£35.85



5677
Brake Shoes & Back Plate Assembly
£74.99



4151
Swinging Drawbar Assembly
£175.00



5239
MF35 Decal Set
£12.50



2417
Foor Plate Set (Ext Fenders)
£69.99

FORDSON MAJOR


2129
Nose Cone (Steel)
£210.00



2167
Fender Set (with ENFO Stamp)
£229.00



5051
Radiator
£195.00



7001
Engine Overhaul Kit
£204.45



3198A
Air Pre-Cleaner
£15.00



5071A
Ignition/Light Switch
£18.00



5077
Control Box
£36.12



5911
Starter Motor
£149.26



5030
Rear Light Square
£15.30



5817
Brake Lining Kit Drum Brakes
£20.25

FORD 4000


2432
Nose Cone with Grilles
£195.00



2165
Fender Set
£249.99



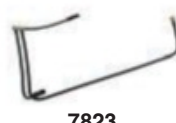
5037
Water Pump
£35.00



101201
Engine Overhaul Kit (Less Liners)
£190.45



8176
Injection Pump
£416.68



7823
Heater Plug Conversion Pipe (3 Cylinder)
£39.00



3187
Exhaust Silencer (Silver)
£29.51



5240
Dynamo with Tacho Drive
£85.71



6034
Blue Suspension Seat (Original Design)
£180.00



5271
Starter Motor
£105.53

DAVID BROWN 880 SELECTAMATIC


9175
Engine Overhaul Kit
£198.00



8651
Oil Pump (3 Cylinders)
£139.00



9176
Bottom Gasket Set
£19.99



50014
Air Pre-Cleaner
£14.99



5029
Butler Side Light
£12.50



9254
Brake Lining Kit
£25.00



2172
Fender Set
£382.00



50101
Seat Assembly (Red)
£138.00



9152
Decal Set
£24.00



5971
Grille Stud
£7.50

MASSEY FERGUSON 135


2161
Bonnet Kit
£275.00



A-803
Hose Clip Kit
£6.00



7274
Engine Block AD3.152 (Lip Seal)
£499.00



7070
Crankshaft (Rope Seal)
£149.99



7259
Injector
£44.99



5665
Front Wheel Hub with Studs
£27.00



2253
Radiator Shroud
£28.93



4190
Front Weight Carrier (6mm Steel)
£120.00



6971
Lighting Kit
£99.00



4003
Levelling Box
£44.80

OVER 20,000 LINE ITEMS IN STOCK • SEE OUR FULL RANGE ONLINE AT WWW.AGRILINEPRODUCTS.COM



T: **01527 579 111**
E: **sales@agrilineproducts.com**
F: **01527 579 919**

Agriline Products Ltd
Unit 15
Harris Business Park
Stoke Prior
Bromsgrove
Worcestershire
B60 4DJ



Agriline are proud distributors of:



- 12 month warranty on all products
- FREE SHIPPING to UK MAINLAND on orders over £150 placed online (excluding palletised goods)
- FREE SHIPPING to UK MAINLAND on orders over £170 via telephone (excluding palletised goods)

PRICES LISTED DOES NOT INCLUDE VAT. PRICES CORRECT AT TIME OF PRINT AND ARE SUBJECT TO CHANGE AT ANY TIME WITHOUT PRIOR NOTICE.
THE ORIGINAL EQUIPMENT MANUFACTURER'S NAME, PART NUMBER AND DESCRIPTION ARE FOR REFERENCE ONLY AND ARE NOT INTENDED TO INDICATE OR SUGGEST THAT AGRILINE PARTS ARE MADE BY THE OEM.